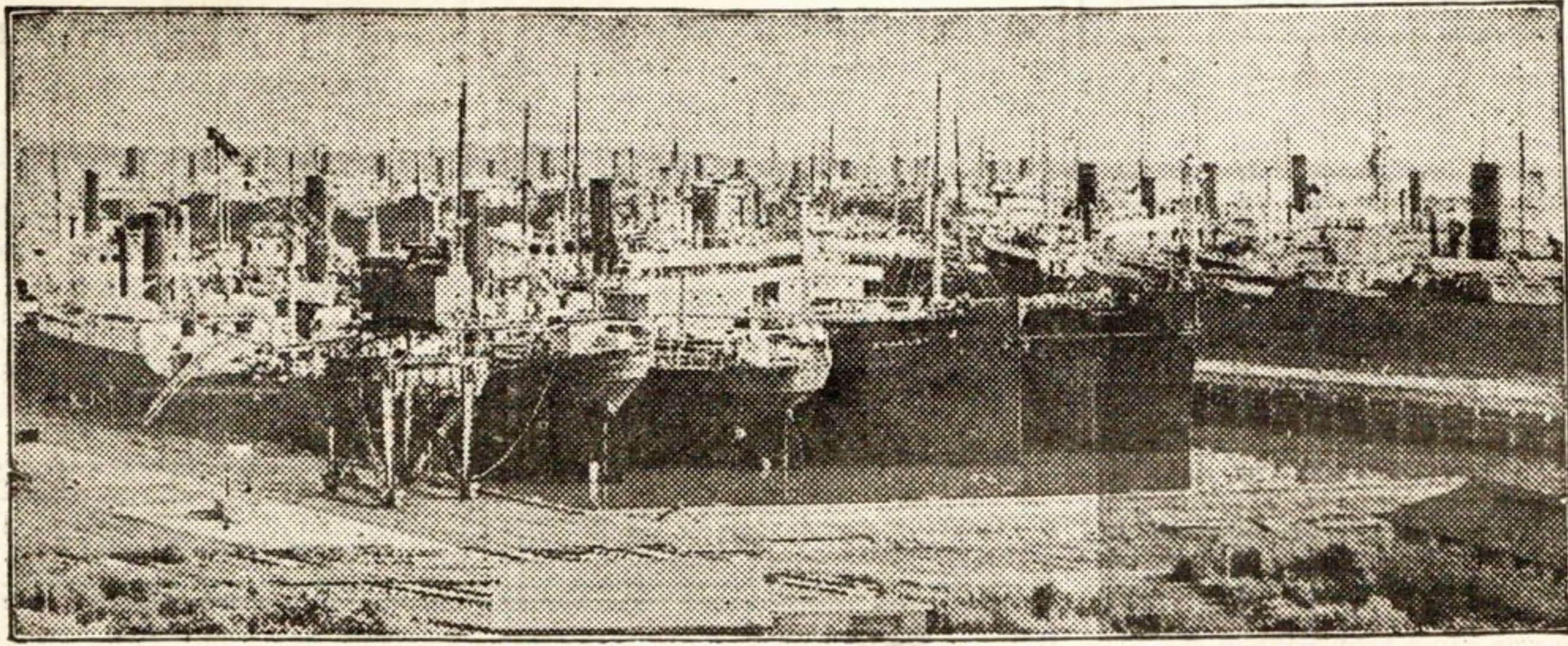


Truly an Island of Lost Ships: Hog Island Vessels in Decay



Part of the one hundred and five ships which are rickety away at the Hog Island shipyard, Philadelphia, Pa. Their estimated aggregate cost is \$60,000,000. The Island is a scene of desolation and decay. The forest of derricks have been removed, shop buildings razed, and none but a skeleton yard force betoken life in the area.

ENLARGE AUTO DEATH PROBLEM

A. A. A. Head Decries Effort at Sensationalism

Contending that the national automobile traffic and accident problem is being exaggerated for sensational effect the American Automobile association has made the request to its million members to refrain from considering the matter as anything but a personal problem that can be solved only by continued conscientiousness on the part of the car owner.

According to the A. A. A. announcement certain writers are playing up automobile accidents in an effort toward sensationalism, using the term "murder" with reference to misuse of automobiles, and "slaughter" to describe fatalities on the streets and highways. It is pointed out by the automobile organization that this sort of thing tends to complicate the problem, rather than solve it, by leading the public to believe that the matter is something beyond its control.

"The seriousness in the whole accident problem," declares President Thomas P. Henry of the A. A. A., "is the pseudo-seriousness of many who are talking the loudest about it. The causes of accidents are no mystery to anyone who will take the trouble to investigate them, and to feature this problem as a national mystery is to defeat the purpose of sane safety work."

A Personal Matter

The A. A. A. reports that all its affiliated clubs throughout the country are working toward awakening the individual motorist to a consciousness of the accident problem as a personal matter. Many other organizations are doing the same thing, it is stated, with results that are reflected in the fact that the death rate per 10,000 automobiles registered today is only about half the 1916 death rate.

According to President Henry, wherever any progress is being made in traffic and highway safety it is coming through consciousness of the traffic user's responsibility to his fellows and not through local or national discussions of traffic problems.

"Several years ago," he says, "a certain state in New England was attracting nation-wide attention under a plan whereby each motorist was placed on his own responsibility, that

responsibility being the prevention of accidents. Later the motor vehicle inspection corps gave way to a state police system. This state started working from the wrong end, a traffic conference was held—and the state has been forced to admit 3,127 general motor vehicle accidents in the first quarter of this year as against 1,905 in the same period last year.

Pedestrian Needs Education

"Wherever the pedestrian is being educated to consider the motorist and the motorist taught to consider the pedestrian results are being revealed. This sort of education cannot be expected if writers and official are going to make statements that intimate that the problem is something for inventors and idealists.

"The country needs the man or woman who will say, 'I'm going to be more careful.' It has no use for the officials and organizations that say inferentially, 'Let's work out an ideal scheme whereby the public can be safe though careless'."

"The Long Island railroad reports that motorists are using more care at railroad crossings. The absolute increase in automobile accidents is not alarming in view of the fact that 5,000,000 drivers have had less than five years' experience at the wheel. The increase in accidents is not in proportion to the increase in registrations, proving beyond all question of doubt that pedestrians and motorists are learning to be more careful.

"What are these proposed plans going to do but to mislead the public into believing that safety is something for the Government of the States to provide? Has anyone stopped to consider that the elimination of many so-

called death-traps has not served to prevent accidents and fatalities? Some of the worst accidents are happening where laws are most rigid, where roads are safest and where 'traffic' is most widely discussed.

"The A. A. A. will continue working at the roots of the problem. It refuses to consider the automobile as a man-killing article, for it knows that the public can put any article to a wrong use if it chooses to be careless. The country is on the wrong track when it looks for a solution to the accident problem in material plans. They put safety devices on firearms but people will manage to kill themselves so long as they eliminate the matter of personal care."

"Ten Commandments" Topic at Baha'i Temple Sunday

"The Universal Ten Commandments" will be the subject of discussion at a meeting in the Baha'i temple, Sheridan road and Linden avenue, Wilmette, Sunday afternoon, August 17, at 3:30 o'clock. Albert Vail is announced as the speaker.

A new feature at the temple is a Sunday morning meeting at 10 o'clock under the supervision of the teaching committee of the Baha'i faith for the central states. It is conducted as a forum and is open to all ages, it is explained.

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