

CALL EDUCATION BEST REMEDY FOR ACCIDENTS

Motor Club Official Finds Other Means Secondary in Accident Prevention

"Accidents to children occupy much of the attention of safety workers for the reason that these accidents are the most pathetic of all automobile accidents, and also because it is recognized that when the accident problem as it concerns children is in some measure solved, an answer to the problem as a whole is at hand," says Charles M. Hayes, president of the Chicago Motor club. "The children of today are the motorist and pedestrians of tomorrow, and if the children are imbued with lasting ideas of safety we shall have a more careful nation. The school child learns easily and quickly and what he learns in his youth will remain with him through life.

"The accident record of Cook county as compiled by the accident prevention department of the Chicago Motor club points out the causes for accidents to children and makes the remedy obvious. These figures are of interest not only to the citizens of Cook county, they are equally valuable wherever the automobile is driven and accidents occur. During 1924, 201 children under the age of 16 were killed by automobiles in Cook county. One hundred and forty-eight were boys, and 53 were girls. One hundred and twenty-five were killed in the middle of the block, eighty were killed in alleys, and 68 were killed at street intersections. One hundred and ninety were killed on city streets, two in parks, three on country roads, and six on boulevards. The months of the year when children play out-door games were found to be the most dangerous, and the hours after school is dismissed took the greatest toll of lives; from 4 to 6 o'clock in the afternoon was found to be by far the most dangerous period of the day. Thirty-eight children of the age of six were killed, but at 7 o'clock the number dropped to nineteen.

Lesson is Universal

"These figures correctly interpreted, point the way to a reduction of accidents, and this lesson holds good everywhere in the country. The superficial safety worker, the one who makes the business of saving lives an avocation rather than a vocation, will see the solution immediately. Regulate the speed of the automobile and you will arrive at the solution, he will say. Others will go further and demand governors limiting the speed of all motor vehicles, while from still other

quarters we shall hear demands for examination of all drivers, on the theory that some sort of mental and physical examination will eliminate all careless drivers. Inventors of special systems for regulating traffic, systems of lighting and signalling, put forth claims that in their devices will be found the key to the entire situation. In all justice to this latter class, it must be said that many of the systems advocated have much to recommend them, and that mechanical devices of various sorts, such as automatic signal lights, have done much toward helping to solve the problem. The hysterical reformer with his one-track mind, bent on regulating the motorist and neglecting the other phase of the problem, that phase which applies to the pedestrian, is the great stumbling block in the way of progress.

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