

TEACH CHILDREN HOW TO PLAY SAFELY IN SUMMER

National Safety Council Starts Campaign to Reduce Number of Accidents.

Chicago.—Community safety councils in 65 American cities are going to impress upon parents the importance of teaching their children how to play safely during the present summer.

The chief cause of all accidents is carelessness or thoughtlessness, declared President Scott. "A great many, probably a majority of child accidents, are due wholly or in part to the thoughtlessness or ignorance of the child."

"During the present school term millions of children have been receiving safety instruction in both parochial and public schools. We are going to continue this kind of work during the summer months when we aim to have safety talks delivered at parks and playgrounds, public swimming places, motion picture theaters, etc., where children assemble during vacation days."

Wins Certificate as "King of Hodcarriers"



Andrew Etorio of New York pausing in work to be notified that he would be awarded the "certificate of craftsmanship" by the New York Building Congress, making him unofficial "king of hod carriers."

Alaskan Train Crew Composed of Bankers

Anchorage, Alaska.—Uncle Sam's Alaska railroad is one where the principal members of the passenger crew are bankers.

The regular passenger train between Seward and Curry has the president of the First National bank of Anchorage as its conductor, a director in the same bank sits on the right side of the cab, while a heavy stockholder in the same institution is fireman.

There are more than 1,500 depositors in the bank, which has a capital stock of \$50,000 and approximately \$600,000 in deposits.

Find Ancient Cistern

Jerusalem.—A cistern into which it is believed Ishmael threw the body of Gedaliah after murdering him is believed to have been unearthed with the city wall of Mizpah, erected in the bronze age before the occupation of Palestine by the Israelites.

CROPS OF 1926 TOUGH PROBLEM

Railroads Plan Ahead for Gigantic Movement in Farm Products.

Omaha, Neb.—Western farmers and western railroads are running a race to see which can swamp the other. The farmers expect to harvest millions of bushels of grain, and the railroads are spending millions of dollars getting ready to handle one of the very biggest farm crops in their experience.

Nebraska is promising between 50,000,000 and 70,000,000 bushels of wheat for the railroads to handle; Kansas is assuring them of something like 200,000,000 bushels, Oklahoma expects to harvest around 40,000,000 bushels, and Iowa, Minnesota, North Dakota and South Dakota will swell the total by hundreds of millions.

In corn, Nebraska will furnish the railroads around 200,000,000 bushels, minus that portion of the crop which will be eaten by Nebraska hogs and cattle, which, in their turn, will provide big traffic for the railroads; Iowa is looking forward to something like 350,000,000 to 400,000,000 bushels; Kansas will produce near to 190,000,000, and additional millions will be raised by other western states.

Oats Also Considerable Item. As for oats, some 400,000,000 to 500,000,000 bushels can be counted on from these western states.

And then there is the fruit from California, Oregon, Idaho, Washington, Colorado, Nebraska; potatoes from Nebraska, Colorado, Wyoming, Idaho, Iowa and Kansas; sugar beets and sugar from Nebraska, Wyoming, Idaho, Utah, etc., live stock from all these states, and the general production, including dairying, as well.

Added to this is the tremendous traffic which is shipped into the great trans-Mississippi country—automobiles, farm implements, and the thousand and one articles which the westerners must buy and the railroads to transport them.

As soon as the railroads saw all these prospects for big crops under way, they started their preparations to take care of the immense traffic which would be forthcoming.

The Wabash railroad must have seen an immense increase in the automobile business, for that railroad alone ordered 2,000 extra automobile freight cars in December, and these cars are just now being delivered, ready for the spring business. The Wabash already owned about 6,000 automobile cars.

Coast Fruit Traffic Gaining. A big increase in the fruit traffic from the Pacific coast is foreseen by the Pacific Fruit express, the fruit-carrying line owned by Union Pacific and Southern Pacific railroads jointly. In January the Pacific Fruit express ordered 5,043 refrigerator cars to add to its already big fleet of refrigerators. These cars will be delivered in time for the fruit crop this year.

The Santa Fe railroad has under order 1,200 refrigerators for this year's fruit trade, and the Northwestern Refrigerator line has just ordered 1,000 of the same class cars for the 1926 business.

Since last November, western railroads have ordered 12,000 freight cars for this year's crop movement. One thousand of these went to the Union Pacific, 1,000 to the Burlington, 1,000 to the Southern Pacific, 2,500 to the Missouri Pacific, 1,000 to the Northern Pacific, 1,700 to the Frisco route, 1,000 to the Santa Fe, 600 to the Soo line, 2,000 to the Wabash, and the remainder to scattering lines.

For the 1926 trade there have been so far ordered by western railroads 1,900 gondola cars, 500 hoppers, 250 stock cars and 500 general-service cars.

In the way of motive power, the western railroads have ordered 155 locomotives of various types for use this year. The Missouri Pacific leads the list with 55.

Big Union Pacific Engines.

The Union Pacific has designed and is having built ten huge three-cylinder locomotives, each more than 100 feet long and capable of hauling a train of 100 loaded cars across the mountains from Cheyenne to Ogden at a rate of 50 miles an hour. This big "Union Pacific type" is the biggest departure in locomotives in 25 years.

The remaining locomotives of the 155 ordered are divided between a number of lines.

The Nebraska wheat crop alone will fill 1,000 trains of 50 cars each, with each car loaded with 1,200 bushels, while the Nebraska corn crop will load 2,000 trains of 50 cars each, 1,500 bushels to the car.

Prospects now are that every one of the freight cars the western railroads have ordered will be filled time after time by these western farmers when their 1926 wheat, corn, oats, live stock, potatoes, fruit, sugar beets and other farm products get under way to market, and will be filled time and time again on the return with automobiles, agricultural implements, furniture and clothing, and with the thousand and one things the West has to buy from "farther East."

Will Do It Right

New York.—The mayor is unperturbed by the kissing of Mrs. Walker on each cheek by the burgomaster of Mons. When she returns home she will be kissed in the correct manner—on both cheeks.

"Lady Luck" Failed the Former German Kaiser

Berlin.—"Lady Luck," in addition to a large army, was regarded by the former kaiser as an important factor in the success or failure of his dreams of Germany as a world empire, judging from "good luck" emblems in the former Imperial palace.

Above a gilded and intricately carved door leading from the sumptuously furnished anteroom connecting with the former kaiser's study, there hangs a rusty old horseshoe. It dangles on a rusty nail driven into the gilded portal under which the kaiser passed many times a day. The horseshoe was picked up by him more than twenty-five years ago while he was riding horseback in the Tiergarten.

The superstitious among his former subjects incline to the belief that the kaiser's dreams failed because the horseshoe was hung with the points down, instead of up.

Cost of Child First 18 Years Now \$7,202

New York.—It costs \$7,202 to rear a child during the first 18 years of its life, according to an estimate by an insurance company.

The total is divided as follows: Birth, \$250; food, \$2,500; clothing and shelter, \$3,400; education, \$1,150; health, \$248; recreation, \$130; insurance, \$54; sundries, \$570. These items, exclusive of \$1,100 of the education bill, which the survey says the child may pay for itself, total \$7,202.

Dog Saves Child

Sparrowbush, N. Y.—The pet dog of John Mason saved the life of his little master, Jackie, by holding the lad's sweater and keeping his head above water when the boy fell into an excavation near the Mason home.

Washington.—Practical test of the coast defense value of aircraft against a modern fleet may form a part of the joint army-navy maneuvers to be held in August next year at Narragansett Bay.

Preliminary plans for the games have been made possible by an agreement in congress on the fuel item of the navy appropriation bill, which will permit the battle fleet to come into the Atlantic next spring.

Selection of the Narragansett bay area means that defenses of the northeastern frontier section are to be tested, with the major portion of the fleet on the attack. With the date set more than a year from now, both of the giant airplane carriers, Lexington and Saratoga, should be with the fleet, carrying a striking force of 231 fighting, bombing, torpedo and scouting planes with which the defenders will have to deal.

The east-coast games will afford the first opportunity for mobilization of the army air fleets to repel an attack by sea and air. Col. William Mitchell, former assistant army chief of staff, contended during the recent aviation controversy that an adequate air force could safeguard the coastline and dominate a 200-mile area of shore, preventing any hostile fleet commander from risking destruction within that distance.

Mill That Cast 1812 Cannon Is Abandoned

Bridgewater, Mass.—The rolling mill of the Stanley Iron works of this town, said to be the only one of its kind in the world, will be abandoned and that section of the plant will be moved to New Britain, Conn.

The mill was founded in 1784. Cannon for the War of 1812 and other wars were cast at this historic plant, and years ago one of its chief sources of revenues was from casting blubber pots for whaling vessels.

The machine shop and foundry here will be retained.

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