

U. S. Prisoners

to Make Shoes
Leavenworth, Kan.—Factories for supplying the army and navy with shoes and all government departments with brooms, brushes and dusters probably will be in operation at the federal prison here within a year or 18 months, officials said recently.

Fire Department Has Bear for a Mascot



Photo of ready, the mascot of the Vancouver fire department. He's a bear for helping to put out the fire with his fighting friends.

U. S. to Derive Great Benefit From Explosive

Boston.—A chemical discovery, said to be one of the most important of the twentieth century, has just been made at the Fixed Nitrogen Research Laboratory at Washington, Prof. Arthur B. Lamb of Harvard announced here recently.

Teacher Who Used Flag as Rug Forced to Resign

Watertown, N. Y.—F. B. Harris, principal of Piermont Manor school who attempted to teach the pupils of the school respect for the American flag by laying it on the floor and having each walk on it, having been asked to resign by M. W. Phillips, trustee of the school, has handed in his resignation.

Declares Woman Talked Jury Out of Its Senses

Paducah, Ky.—That a woman defendant talked so much the jury hearing the case was unable to think is the allegation upon which counsel for the plaintiff in a recent case here were seeking a new trial.

400 Words Per Minute

London.—An invention to send words a mile by telegraph has been perfected, it is said, by a scientist, Gen. Thor Thomsen, who is seeking patent rights.

ACCIDENTS COST U. S. \$800,000,000

Toll of Lives Three Times as Great as in Wars.

Washington, D. C.—The cost of accidents, both in human misery and money, is constantly called to public attention in the press. One day it is a coal mine disaster which kills 40 men; the next day it is a building scaffolding that collapses, sending several workmen to their death; and again it is a railroad collision in which a locomotive engineer and fireman are killed. Yet it is doubtful whether the average person, reading any or every one of these items, has any conception of the enormous toll that accident claims every year. Unless the disaster comes very close to home, his interest is apt to be languid, because, after all, he cannot see how the tragedy concerns him.

Big Economic Loss. It is estimated by Norman Dean, statistician of the workmen's compensation board of Ontario, that the annual industrial accident toll of the fighting nations in the last war was 5,000,000. He declares that in the last century there were three times as many casualties in accidents as there were men engaged in the three wars of the period.

About 5 per cent of the number of people who die every year in this country are killed by accident. The number of industrial accidents occurring annually is said to be 3,000,000. Of these from 20,000 to 30,000 are fatal. The time lost is estimated to be about 200,000,000 days and the average wage loss is \$28 per week. The resulting economic loss to the community is gauged at about \$800,000,000 annually.

Night Work Hazardous. But in addition to these factors must be considered the personality of the worker himself—his mental and physical alertness and his habitual nervousness or habitual carelessness. The man who is nervous and excitable and the man who is apathetic and depressed are both types that are liable to accident. It has been noted that workers having physical disabilities are seldom victims of accident, because the consciousness of their defects tends to make them more cautious.

Night work is extra hazardous, about twice as many accidents occurring among night workers as day workers. This is because fatigue accumulates at a faster rate at night, and as a man's weariness increases so does his carelessness. The same reason probably explains why so many more accidents occur during the hot summer months than at any other season of the year, for it is during the intense heat of the summer that workers tire most quickly.

Besides the human element the other important cause of accidents is the lack of proper safety devices. Sometimes this deficiency is due to lack of invention and sometimes it is due to negligence on the part of the employer. And sometimes even when there are adequate safety devices the employees carelessly or deliberately refuse to use them. It has been estimated that only 15 to 25 per cent of the total number of industrial accidents can be prevented by safety devices, while from 25 per cent to 65 per cent can be prevented by education.

Compensation Insurance Helps. Accident prevention as it is now conducted, therefore is largely a matter of education and not simply a question of installing mechanical safety devices as is commonly believed. Most industrial concerns are concentrating on the educational end of the campaign, making every effort to promote caution through posters, circulars and moving pictures. The experience of the last ten years has shown that three-fourths of the accidents that occur are preventable, and it is distinctly to the interest of employers to prevent them if they possibly can.

For a low accident rate not only means cheaper insurance, it means a saving in the time and money lost while breaking in new men. The widespread adoption of compensation insurance—all but six states in this country now have it—is generally credited with the steady decline in the industrial accident quota, although the national council of safety asserts that employers were thoroughly up in arms against accidents before the matter of insurance was ever broached to them.

Be this as it may, history records that in the decade between 1893 and 1903, American industry exhibited an appalling disregard for human life.

The hazards encountered by the industrial workers of those days were unequalled at any other time or place. This was due, it is believed, to two factors—the tremendous growth of American industry at this period and its employment of enormous numbers of unskilled immigrant laborers who spoke practically no English. Conditions were particularly frightful in the steel and iron industries, where daily men were crushed like flies.

Reduce Steel Mill Perils. Since this hectic period these industries have engaged so persistently in accident prevention that the perils attached to the making of iron and steel have been greatly reduced. One large steel company claims to have made a reduction of 80 per cent in the total number of its accidents since the fatal 1903. Now other industries lead iron and steel in accident risks. Holding the foremost place for hazards is the coal mining industry, in which thirty-three men are killed, it is said, for every 10,000 employed and in which at least four men lose their lives for every 1,000,000 tons of coal produced. Death by accident is also still uncomfortably frequent in the fisheries industry and in navigation, where the mortality rate is thirty for every 10,000 employed.

Special mention is deserved by the building industry, too, which is greatly in need of a brisk campaign for accident prevention. Here death is due both to carelessness and lack of safeguards. Conditions that would not be tolerated in a factory for twenty-four hours, one expert says, "are found on every job." By this he means that the staging is fragile and carelessly inspected, that rough ladders are used in place of stairs, all though stairs have been proved to be more economical, and that overhead travelling cables are unprotected. Such inexcusable carelessness not only results in a large loss of human life but it increases the cost of building.

Nine Cities Join in Jersey Water Project

Jersey City, N. J.—Nine municipalities made formal application to the North New Jersey water supply commission at Newark recently for a share in the Wanago reservoir project which is expected to have a daily capacity of 100,000,000 gallons of water when it is completed. The cities were Newark, Paterson, Passaic, Clifton, Kearney, Harrison, Montclair, Bloomfield and Glen Ridge.

The city of Bayonne received an extension of one month for its application to the water commission, explained that it was necessary that further delay be prevented.

A final hearing on applications will be held March 13, when the municipalities will sign contracts for their share in the \$18,000,000 project. Opposition to the development was expressed by William M. Wheeler of the Passaic Consolidated Water company. His contention was that the commission planned to divert water for its reservoir at the expense of companies which legally are entitled to it.

Brownsville's Water Carts Being Retired

San Benito, Tex. of the hundreds of hurrudown water carts which in former years supplied the citizens of Brownsville with water, only 13 now remain in commission, according to the records at the city hall. Like many old landmarks and customs, relics of the days when the lower border country was a part of the Mexican republic, the water carts are rapidly passing into the discard, and no longer provide tourists with a novel or falling source of amusement.

Brownsville awakened from its long slumber, is now a progressive, enterprising city and the old antiquated methods of providing the necessities of life have been found entirely too slow to suit the average citizen who is now coming into the city of Brownsville to make his home. The water cart along with the water barrel is passing rapidly.

High Rents Cut Birth Rate

Chicago.—High rents are partly responsible for a decreasing birth rate in Chicago, according to a report of State Health Commissioner Isaac D. Rowlands. The report shows 19.4 births for each thousand of population as against 20.6 births for last year, and 11.7 deaths against 11.3 for 1922. The rest of the state has a birth rate of 19.5 and a death rate of 12.3 per thousand.

Rice First in Cereals

San Francisco.—Rice holds first place in the world's production of cereals, surpassing the growth of wheat, according to the California Rice Growers' association. Most of the California rice crop is sold in Japan.

Fascist Challenges Clergyman to Duel

Sandino, Italy. Father Giovanni Vannetti, priest and editor of the local newspaper, has been challenged to a duel by Belisario Cantagalli, a Fascist secretary. The challenge arises from the fact that the editor-priest treated humorously the war decorations of the Fascist candidate for the house of deputies from this district.

Going West to Fight Indians

By MYRA CURTIS LANE (© 1924, Western Newspaper Union.)

JIM was having a grand time. At first he had fully determined never to go back home, but now he wasn't so sure of it.

The trouble had begun as soon as he got up that morning. Mother had been in one of her tearing rages. First he had awakened her too early by his noise, then there was no hot water, and then Father and Mother had argued and wrangled all through breakfast about something that Jim didn't understand. And Jim, of course, had borne the brunt of it all.

So, instead of going to school, he had crept down the street opposite, then run for all he was worth. And here he was, by the railroad tracks, watching the trains go by, and putting penance upon the lines to see them flattened out.

He was certainly having a grand time, but now he was beginning to get hungry. He thought perhaps it might be as well to postpone that plan of going West and fighting Indians until he had had another turn at Mother's cooking. He even thought of slinking back home and filling his pockets. He wished he had thought of that before he started.

The trouble was, Mother's temper was so uncertain. You never knew where you stood with her. And she was just as cross with Father. That morning, for instance—something about Father staying late at the office, and his stenographer, Jim didn't understand it at all. But Mother had told him that if he didn't like his home he might just as well stay away forever. And Father had looked so queer as he answered, "All right, I will."

Jim always got the worst of these encounters. Mother always pounced upon him afterward. It wasn't fair on a fellow. If only he were not so awful hungry. And he wondered how far it was to the West, and whether you could reach it in a whole day's walking.

What should he do? Better steal in and get some cookies, he guessed. Jim was turning away from the station when he suddenly came face to face with a tall man. It was Father.

But how queer Father looked as he took him by the arm.

"Playing monkey?" he asked. Jim hung his head. His father laughed. "So am I, Jim," he said.

"What did you think you were going to do, though?"

"Going West to fight Indians," muttered Jim.

"By golly, that's a good idea," said Father. "How would you like us both to go West together, son?"

Jim looked at his father in astonishment. What a queer type he used. Did Father really mean it? Why hadn't he scolded him and sent him home?

"Like to come West with me, little son and forget about home?" asked Father.

"Not on your life," said Father. "Won't Mother be lonesome without us?" he asked.

"Maybe without you. Not without me," answered Father. "She told me to get you, you know."

"Aw, that didn't mean anything," Jim spoke up. "She's often told me to get you. She don't mean it."

"I guess she did," said Father. "Well, little son, the choice is up to you. Are you going home or are you coming West with me?"

"I'm coming West with you," Jim answered. "Only—Father, I'm awful hungry, and Mother baked pies for dinner. Let's go back and get some pie first, and then 'ell go West."

He wondered why his father was looking at him so strangely, why his mouth was quivering so. "Very well, Jim," his father answered.

Side by side they made their way back to the house. Mother was all smiles as she opened the door.

"Why, Tom, darling, didn't you go to business after all?"

"No, changed my mind," answered Father doggedly. "I picked this young man up on the street and brought him back. Thought you might want him, anyway."

"Oh, Tom, don't talk like that! Tears came into Mother's eyes, and at the sight of them Jim flew into her arms.

"Mother," he whispered, "Father and me's both been playing monkey, and we're going West to fight Indians, only we came back for some pie first."

"Maybe 'ell put off going West for a while," said Father, smiling at Mother.

LITTLE KNOWN LAND IN MEXICO IS RICH

Area on East Coast of Yucatan Land of Plenty.

Mexico City.—The following description of the most unknown and the least developed, yet one of the richest parts of Mexico, the territory of Quintana Roo, is from the pen of American Consul O. Gaylord Marsh:

"Perhaps few people in the progressive, ambitious and industrially active centers of civilization, are aware of the existence of a large, undeveloped territory of about 18,000 square miles along the eastern coast of the Peninsula of Yucatan—a territory twice the size of the state of Massachusetts, practically without population, almost as unknown as was darkest Africa, and possessing vast unexploited natural resources. Reference is made to the Mexican territory of Quintana Roo, which lies almost in primeval solitude, but 600 miles south of New Orleans, 1,500 miles south of New York and 800 miles east of Mexico City.

This territory extends from the Gulf of Mexico to the north, to British Honduras and Guatemala to the south, a distance of 300 miles. The capital of it is Santa Cruz de Bravo, which has about 2,500 residents, or a little more than one-fourth of the total population of the territory. Other towns and settlements, containing the major portion of the remaining population, are Payo Obispo and Bacalar.

Coast Abounds in Game. Contrary to the general formation in Yucatan, the territory of Quintana Roo has several ranges of hills, about nine lakes, and a few short rivers flowing to the eastern coast. This rugged coast is washed by the treacherous currents of the Gulf stream, and the Yucatan channel is a natural gateway for the passage of West Indian hurricanes into the Gulf of Mexico. The Mexican government maintains about 12 lighthouses and several wireless stations on this lonely coast, to assist in the safe passage of ships, which have not yet had motives for entering the ports of Morelos, Yigla Chico and Payo Obispo.

Information is scanty as to this territory and generally has to be gathered from the few persons—extractors and prospectors—who attack its brambly Jungles and brave its hot and insalubrious climate. From a few of these it is gathered that in the West there are great green rolling pampas; that the coast abounds in game and food fishes; that the interior is densely forested with valuable tropical woods, and that the soil is suitable for the production of corn, sugar cane, tobacco, henequen, tropical fruits and a number of other things.

Only Slight Progress Made. The steam railway has not yet crossed the borders of this rich territory, the siren of steamships has scarcely disturbed the quiet of its natural harbors, and only a month ago did the roar of the first American caterpillar tractor echo in the forests in competition with the pack mule. The writer, after six years in Yucatan, has yet to meet the man who has completely crossed this territory, although it is understood that a few have done so.

Quintana Roo, now named from the Yucatan statesman who saved it for a part of the Mexican republic, has many ruins of the once densely populated cities of the lost Maya Indian kingdom; it served as a rendezvous, a cache and a prey of the buccaners and pirates of the Seventeenth and Eighteenth centuries; and for many years it was used by the Mexican government as a penal colony. In 1904 the scanty population of 9,000 was given a territorial form of government; but only slight progress has been made, and the territory, with its primordial resources, surrounded with a past romance and pregnant with a future value, yet merely beckons for an opportunity to share in the development of its near neighbors.

Londoners Opposed to Monument for Animals

London.—The scheme to erect a cenotaph at a cost of \$10,000 to the memory of animals, birds and fish killed in battle or during research work during the war is meeting with much criticism and ridicule, and many protests from animal lovers are reaching the papers.

Some protest against the waste of so much money, which, if invested, would save the lives of hundreds of dogs every year. Others take a sarcastic tone and inquire if the promoters anticipate a yearly pilgrimage of representatives of all the birds, beasts and fishes lost in the war.

Professor Says Oxygen Will Cure Seasickness

Paris.—Ocean liners may carry oxygen tanks as unobtrusively as life belts if the announcement of Prof. Raphael Dubois of the physiological laboratory at Tamaris sur Mer, is accepted. The professor says a sniff or two of oxygen cures both seasickness and mountain sickness.

Pupils Own Dairy Herd

Salina, Kan.—Practical experience in the dairy-business is an innovation this year in the high school at Hill City and a class of boys are taking the course. The boys purchased six cows and rented a barn nearby. Two boys of the class are on duty a month at a time taking care of the cattle. Milk from the dairy is peddled out about town by the boys.

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