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Economic Loss Through Street And Highway Accidents Put At $600,000—Compulsory Reports Urged.

(From the Washington Correspondent of The Jeffersonian.)

No less than 22,600 persons were killed and 678,000 seriously injured in street and highway accidents in the United States during 1923. The economic loss involved in these accidents is estimated at $600,000,000.

These figures were made public in the report of the committee on statistics which will be submitted to the conference on street and highway safety to be held here December 15, 16and17 under the auspices of the Department of Commerce.

The committee reported that there is an almost total lack of systematic effort by the States to obtain accurate and complete data on traffic accidents and that until this is done there can be no comprehensive understanding and treatment of the safety problem.

In States were centralized agencies have been created to investigate traffic accidents, the committee pointed out, it has been impossible to attempt systematic remedies. In 34 States, however, there is no such system, while in only a few States is any record kept except where death or serious personal injury results.

The committee will recommend to the conference that statutes be passed in every State making it the specific business of some agency to receive traffic-accident reports and to make investigations. The law would provide a heavy penalty for failure to report an accident.

In order to cope intelligently with the problem of highway safety, the committee recommends that such reports indicate whether the accidents were due to recklessness, carelessness or incapacity of persons; fault of mechanism of vehicle; physical condition of the locality where the accident occurred.

The report was compiled by a committee headed by W. M. Steuart, dircetor of the Bureau of Census, and composed of life insurance, public service and college executives.

T. BAYARD WILLIAMS GETS KLECKA'S JOB ON BENCH.

T Bayard Williams, well known at Towson, took office as Chief Judge of the People's Court to succeed James F. Klecka, who resigned. John W. Prinz, 409 South Ellwood avenue, was appointed Associate Judge to succeed Judge Williams.

Klecka was given a preliminary hearing at Pikesville Tuesday before Magistrate John F. McGraw on charges of conspiracy to obstruct justice. He is out on $5000 bail on that charge now.

The conspiracy charge is an outgrowth of the indictment of Klecka on charges of gambling and conducting a disorderly house at a shore on Middle river.

WOMAN CLAIMS $20,000 FOR PERSONAL INJURIES SUSTAINED IN ACCIDENT.

Mrs. Mary E. Crosswell, through Attorneys Charles F. Harley and W. Gill Smith, filed suit in the Circuit Court at Towson against William M. Winkelman in which she claims $20,000 damages for personal injuries alleged to have been sustained on October 14 last when she was struck by the defendant's automobile while walking along Winchester street, at intersection of Poplar Grove street, Baltimore city.

Edward S. Crosswell, husband of the plaintiff, at the same time filed suit against the same defendant in which he claims $5,000 damages for the loss of his wife's services and money expended in securing necessary medical treatment of her injuries.

SAILOR LEAVES SHIP WHEN SEA GETS ROUGH.

Vito Chico started from off the Baltimore county water front three weeks ago aboard the oil tanker Mattinicock as a wireless operator. It was his first voyage to sea. When the Mattinicock returned, Vito was among the missing.

While the ship was bound to Tampico in ballast Vito got his first taste of real rough weather and, according to his mates, committed the sailorman's unpardonable crime of becoming seasick.

Vito was to return to Baltimore and expected to leave the Mattinicock, he hoped, forever. But when the big tanker put into Texas City after extra cargo Vito packed baggage. He passed two shipmates as he went ashore. There was a goodly sum of money due him for the wireless operating, but he didn't wait for that. He hastily descended the gang plank.

MAJOR JAMES B. HUGHES CITED FOR BRAVERY BY WAR DEPARTMENT.

Twenty-six years ago, as a first lieutenant of the One Hundred and Tenth United States Cavalry, James B. Hughes commanded a battery of four two-pounders which supported the left wing of the American forces attacking the Spanish forces at Santiago.

He was recently cited for his bravery on that occasion.

He is now a retired major and lives at the Green Spring Valley Hunt Club.

On July 1, 1898, the fighting was hot. Poison gas and guns that could shoot seven miles were unknown, but the rifle fire of the Spaniards was deadly. Behind the lines the American artillery pounded away at long range. The two-pounders, however, were not effective at this distance. They were small guns and were hauled by mules, sometimes by hand. On this occasion they were dragged up by hand. Lieutenant Hughes placed his battery directly opposite the Spanish trenches and opened fire with telling effect despite a violent counter-fire.

OFFICER'S CAP CAUSED STORM, SAILORS HOLD.

An unusual tale of the superstitions of seafaring men was revealed by members of the crew of the steam ship Bird City when they anchored off the county water front after a four month trip from Buenos Aires.

Just before the vessel left port, members of the crew say, they persuaded the chief officer, Oscar E. Pihlack, to discard his old weather-beaten seamen's cap and don a new one. The old cap, Pihlack believed, had kept him out of misfortune for a quarter of a century, through many a hard sea voyage, and he was reluctant to make the change, but he finally acceded to their wishes.

The trip proved uneventful until two weeks ago, while passing through the West Indies, the vessel was caught in a hurricane, which made members of the crew fear for their safety. Believing the new cap the cause of their misfortune, Pihlack tossed it overboard and donned his old headgear. Immediately, so members of the crew say, the waves began to subside and the vessel passed through the storm safely.

The sailors have now adopted their chief officer's view regarding the powers of the old cap, and never again will they ask him to discard it.

The Bird City warrants its name from the number of its feathered inhabitants, there being 28 parrots and

CHILD MOURNS MOTHER WHO IS MISSING FROM HER HOME AT JONES' CREEK

Mrs. Anna E. Betz Mysteriously Vanishes After Start For City, Where She Was Enroute To Collect Rent.

She is a little girl and big tears trickle down her cheeks. Like most ten-year-old daughters, Dorothy wants her mother. But the mother doesn't want the little girl.

It is almost a month since Mrs. Anna E. Betz left her home at Jones' Creek, this county, and started to collect rent due on a house owned by her husband at 39 South East avenue.

At least that's where she said she was going. She never reached the East avenue address. And to this day three little daughters—Thelma, Margaret and Dorothy; a son, Louis, and her husband, Jacob L. Betz—have had no word of her.

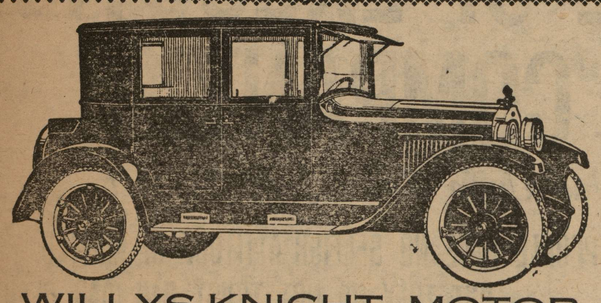
When the mother didn't come home, Betz closed the house at Jones' Creek and moved his family in town with his wife's parents, Mr. and Mrs. Julius Busch, 504 S. Clinton street.

Every night, when the 6 o'clock whistles of East Baltimore are blowing and Father Betz, a shop foreman for the Baltimore and Ohio Railroad, comes home, Dorothy asks in vain for her mother.

For Dorothy is the most concerned of the family. The others are older. They can understand when Grandmother Busch tells a vague story about mother going off with a soldier from Fort Howard.

But Dorthy can't. And though father shakes his head sorrowfully in answer to her nightly question, Dorothy's faith in mother love refuses to be blemished.

Betz has appealed to the Police Bureau of Missing Persons. Thirty-seven years old, the mother was slight and of medium height. She had dark brown eyes and hair.



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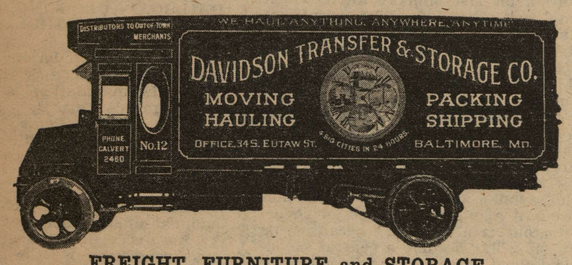

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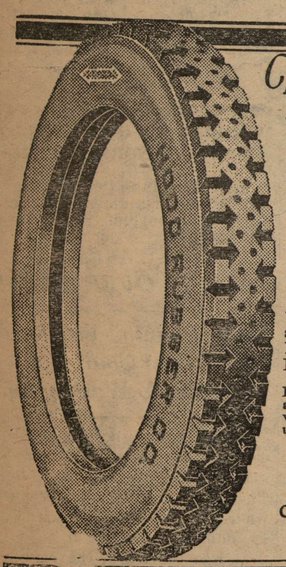

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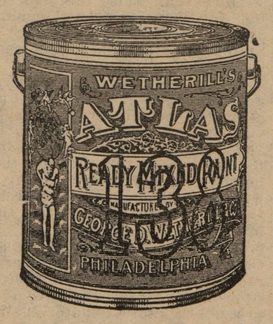

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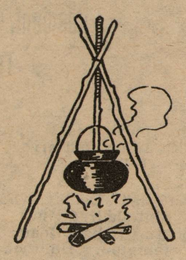
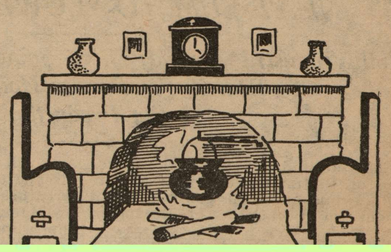


In the early ages both man and savage used the only means of heating that they could command and that was the open fire.

As time advanced and things more modern were introduced, the PUBLIC drifted to the more convenient means of heating which was HOT AIR HEAT.