

For Safer Highways

400,000 School Children
In National Essay Contest



MRS. HARDING
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WASHINGTON.—Highest honors open to elementary school pupils of the nation have been won by Stanley Newcomb, eighth grade, Lincoln school, San Diego, Cal., who has written the best paper in a national essay contest, according to announcement now made here by the Highway Education board. The subject is: "How I Can Make the Highways More Safe."

Competing with him for this honor were more than 400,000 elementary school children from every state, territory and possession, said to be the largest number ever to participate in a national essay contest. As a reward he is entitled to a gold watch and a trip to Washington, where he will be the guest of officials of the Highway Education board, the National Automobile Chamber of Commerce, which offered the prizes in the contest, and dignitaries and officials of the nation.

Mrs. Merlene Beck, a pupil in the Draper (Utah) public schools, won second honors, a gold loving cup, and James Edward Gillenwaters, Knoxville, Tenn., was awarded third honors, a silver loving cup. In addition to these national prizes, 478 state prizes were given for essays, including 54 gold medals and checks for \$15.

The San Diego boy's essay was chosen by a process of elimination. The best state and territorial essays were finally submitted to a national committee named by Dr. John J. Tigert, United States commissioner of education and chairman of the Highway Education board.

Mrs. Warren G. Harding was honorary chairman of the national essay committee. Other members were Senator Coleman du Pont, Delaware; Mrs. John Dickinson Sherman, Estes Park, Colo., chairman applied education department of the General Federation of Women's Clubs, and Dr. William T. Bawden, Washington, assistant to the commissioner of education.

At the time the essay was written the national winner was thirteen years old. He is the only son of a widowed mother, and says his ambition is to be an editor. His watch will be presented to him by Dr. Henry U. Johnson, city superintendent of schools, San Diego, and he probably will come East with Superintendent Johnson in February, stopping in Chicago to attend the national convention of superintendents of schools. Stanley Newcomb is a boy scout, and is said by Superintendent Johnson to be one of the brightest students in San Diego schools.

"The general quality of the essays was good," said Mrs. Sherman. "They also showed that the children had 'one their own thinking. Some contributions that contained excellent suggestions were not in essay form. The judging by the committee was conscientious and the contest was so close that at the end it was necessary to enforce the regulation limiting the number of words. I am delighted to see how widespread is the interest in these contests, not only among the children but also among the parents. The thought the children are giving this subject cannot fail to lessen the accidents among them and indirectly among their parents."

Following is the text of the winning essay:

"Mars, the mythical god of war, has until recently been regarded as the foremost aid to the grim reaper, 'Death.' It is generally conceded that the results of his activities are now surpassed by the increasing and alarming toll of life caused by automobile accidents.

"People throughout the land are awaking to the fact that we are fac-



STANLEY
NEWCOMB,
WINNER



DR. JOHN J. TIGERT
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SENATOR COLEMAN DU PONT
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ing a great national problem. 'What Can I Do to Make the Highways More Safe' is a subject which should receive serious consideration by everyone. Applied personally, I am such a small speck of humanity in this great world that at first it seems presumptuous to imagine that I can be of assistance, but on further consideration it occurred to me that if all the little specks, children from coast to coast, will earnestly discuss the matter with their parents, teachers and companions, and will take the precautionary measures to prevent accidents, it will greatly aid in decreasing the number of automobile injuries and fatalities.

"Each year statistics are compiled, comparing the number of deaths from automobile accidents in ratio with the population of each city and town. Every death occurring in our city as a result of an automobile accident brings us that much higher on the 'horror list.' We do not want our city or 'home town' pointed out as a place where there is no respect for law or traffic rules, where the people do not use common sense to safeguard themselves and others from untimely and terrible death.

"To do my bit I therefore resolve to offer my assistance whenever I see a small child, or an aged, blind or feeble person hesitatingly attempt to cross a street or highway. I will also take necessary precautions at all times for my own safety, and will caution my companions, whenever the opportunity presents itself, as follows:

"Do not cross the street in the middle of the block, nor cut obliquely across a thoroughfare. Cross only at the corners and then at right angles.

"At the intersection of two streets, look not only to the right and left of the street you are crossing, but watch for approaching vehicles coming around the corner from the intersecting street.

"Never step out from behind a street car or a vehicle that has passed until you have glanced in each direction to see that the path you are about to cross is clear. Also in alighting from street cars look to the right and left before proceeding to the curb."

The first contest proved such a success that the second is now on. The subject is "My share in Making the Highways Safe." It closes in December, and the national and state prizes are the same as for 1922.

This essay contest is but one of the many activities of the Highway Education board, which is made up as follows:

John J. Tigert, United States commissioner of education, chairman; Thomas H. MacDonald, chief of the bureau of public roads, United States Department of Agriculture; F. C.

Boggs, colonel, corps of engineers, United States army, representing the War department; Roy D. Chapin, representing the National Automobile Chamber of Commerce; Harvey S. Firestone, representing the Rubber Association of America; F. L. Bishop, dean, School of Engineering, University of Pittsburgh, representing the Society for the Promotion of Engineering Education; H. W. Alden, representing the Society of Automotive Engineers; American Association of State Highway Officials (vacancy to be filled); Dr. Malton C. John, secretary.

The board has recently held in Washington its second national conference on education for highway engineering and highway transport. There was a large attendance from all parts of the country and a three-days' program, in which noted specialists took part.

The big subject of the conference was the federal government's proposed program for good roads construction, under which in the next ten or fifteen years will be built about 180,000 miles of improved highways of the federal aid system, and the same mileage of state and local roads. The cost will be about three billion dollars. The discussion was to enable the board to proceed authoritatively with its work of devising aids for schools and colleges to which the road builders of the country are turning for competent highway engineers.

The activities of the board in the last two years include the following: It has co-operated with universities and colleges in promoting the study of highway engineering and transport.

It undertook the preparation, publication and distribution of an authoritative booklet on the economics of highway transport, by Lewis W. McIntyre, associate professor of civil engineering, University of Pittsburgh.

It has worked to bring about regional conferences for the study of highway engineering, with the result that seven such conferences have been held—at the Universities of Pittsburgh, Michigan, Yale, Maryland, Tennessee and Kentucky and at the Texas Agricultural and Mechanical college. Printed copies of the proceedings of these conferences have been distributed.

A highway transport exhibit has been prepared, consisting of a good roads exhibit and a rubber exhibit and textbook.

Problems of highway economics have been presented to about 500,000 high school students through the means of a national essay contest on highway economics conducted in 1921 and 1922.

A national safety campaign was inaugurated by the board in 1921 and is being repeated this year.

you very often—very often." His voice was husky with emotion.

As they talked a playful little fox terrier scurried around the bench, happy, unreserved. She gave him a quick, angry look and kicked him amantly under the forelegs. The dog was thrown back, and whining, slunk away, his tail between his legs. It only took a second. The girl turned to the boy. "I would like to see you often, too," she said gently. "You may come to my house as soon as you like."

"I can't come any night this week,"

the boy answered dully, his eyes following the little fox terrier.—Chicago Journal.

Wisdom.

Every triumph is the product of obstacles surmounted, of failures, each of which taught us something. Every force that pushes us back may be made to cause a rebound in the right direction; a defeat should be but the bending of a springboard, the recoil of which will throw us higher as we jump.—Bolton Hall.

The AMERICAN LEGION

(Copy for This Department Supplied by the American Legion News Service.)

TO FIGHT FOR WORLD PEACE

Interallied Veterans' Association Asks Assistance From Ex-Service Men in All Countries.

Recommending the establishment of an international court followed by universal disarmament, the Interallied Veterans' association at its convention in New Orleans has called upon ex-service men in all allied countries to take up the fight for world peace. Charles Bertrand, a member of the French Chamber of Deputies, was re-elected president of the organization.

Another prominent delegate was Julien David, a member of the Belgian chamber of deputies one of the few men to be captured by the Germans who escaped and returned to their old regiments. Ezio Gioja, head of the Italian delegation, was wounded four times with the loss of one leg.

Sessions of the convention were attended by twenty-eight representatives from the following powers: United States, represented by five members of the American Legion; Great Britain, France, Italy, Belgium, Rumania, Czechoslovakia and Serbia.

A manifesto issued by the convention delegates embodies the hopes for international amity. "It seems providential," the statement, in part, declares, "that we, representing fifteen million former service men should be assembled at the very hour when the distracted world most needs a unifying word. The burden of our duty to speak our deepest convictions to governments and the public rests heavily upon us. Surely the voice of the men who stood shoulder to shoulder in the trenches to save civilization, and who know the hearts of the allied armies, should be heard equally with the utterances of professional statesmen and office holders.

"From this international reunion of allied war veterans, we send to our comrades and to the world a message in behalf of restoration of peace, order and well being. It is our deliberate judgment after admitting the failure of repeated international conferences and councils, and the steady growth ever since the armistice, of influences that make for distrust, disunion and disaster, that the only way to tranquility and prosperity for mankind as a whole, lies in a return to a sacred observance of those principles upon which we achieved our victory—the allied war aims. The calamities which have since overtaken civilization have been primarily due to recrimination to those pledges."

Among the other definite steps recommended by the war heroes were: Full publicity for all international agreements; faithful observance of treaties; opposition to territorial aggrandizement; suppression of movements to overthrow governments by force; clarification of exchange rates and resumption of international commerce, with a proviso for suspension of trade relations with countries maintaining armies organized for aggressive purposes; and organization of a news disseminating bureau to offset destructive and inflammatory propaganda.

Birds and Trolley Wires.
The biological survey says that small birds are seldom killed by alighting on a trolley wire, even though it carries a heavy current of electricity. This is because there is not a complete circuit. If a larger bird were to alight on a wire, and one of his wings touched another wire, it would be apt to cause death. Eagles have often been killed in this way.

Joyous Sameness.
"Don't you find the monotony of Crimson Gulch rather tiresome?" "Monotony is all right in its place," answered Cactus Joe. "The comfort of lookin' at four aces, one after the other, is a heap better than the thrill of seein' one or two."

Prima Facie.
"Does a rabbit's foot really bring good luck?" "I should say so. My wife felt one in my money pocket once and thought it was a mouse."—Judge.

MAN GIVES WIFE GLYCERINE MIXTURE

She had stomach trouble for years. After giving her simple buckthorn bark, glycerine, etc., as mixed in Adler-I-ka, her husband says: "My wife feels fine now and has gained weight. It is wonderful stomach medicine." Adler-I-ka acts on BOTH upper and lower bowel, removing foul matter which poisoned stomach and which you never thought was in your system. EXCELLENT for gas on the stomach or chronic constipation. Guards against appendicitis. The impurities it brings out will surprise you. Western Drug Company, Cody, Wyo.

A bride's idea of unselfish love is a husband who never wants any spending money for himself.

Plans are being made to "have coal move faster." Leave it to winter. It will move the coal fast enough.

The world's largest ukulele mill has burned down. Now for a few sparks on the roof of the jazz factory.

It is called "the theater of war" and the Dardanelles are sought after the way they are because they are a pass.

About the only thing you can say for the fluctuating height of the skirt hem is that it gives the waistline a rest.

The difference is that a statesman thinks he belongs to the state, and a politician thinks the state belongs to him.

Is it after all curious that "Dardanelles," or something very much like it, should disrupt the concert of nations.

With a fireproof chimney and a fire-resistant roof, all you need is a little coal to build a furnace fire in perfect safety.

The small boy's objection to school is that dates in history are so much harder to remember than batting averages.

Restaurant keepers want to turn their jobs into a profession, but that cannot give them more than the public has.

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