

Child Should Be Taught To Avoid Traffic Dangers

"The way your child walks, runs, and plays may well determine his future—or lack of it," Captain Walter Lansing, head of the state traffic safety division, warned Oregon parents.

Captain Lansing reported that more than one-third of the state's pedestrian casualties in 1949 were children under 15 years of age. He declared inadequate safety training and poor example on the part of parents is responsible for a large share of child accidents.

"In more than three-fourths of their accidents, the youngsters were playing in the street, running into the street, or jaywalking. And in far too many of these cases, the child had never been taught that what he was doing was dangerous," the safety official said.

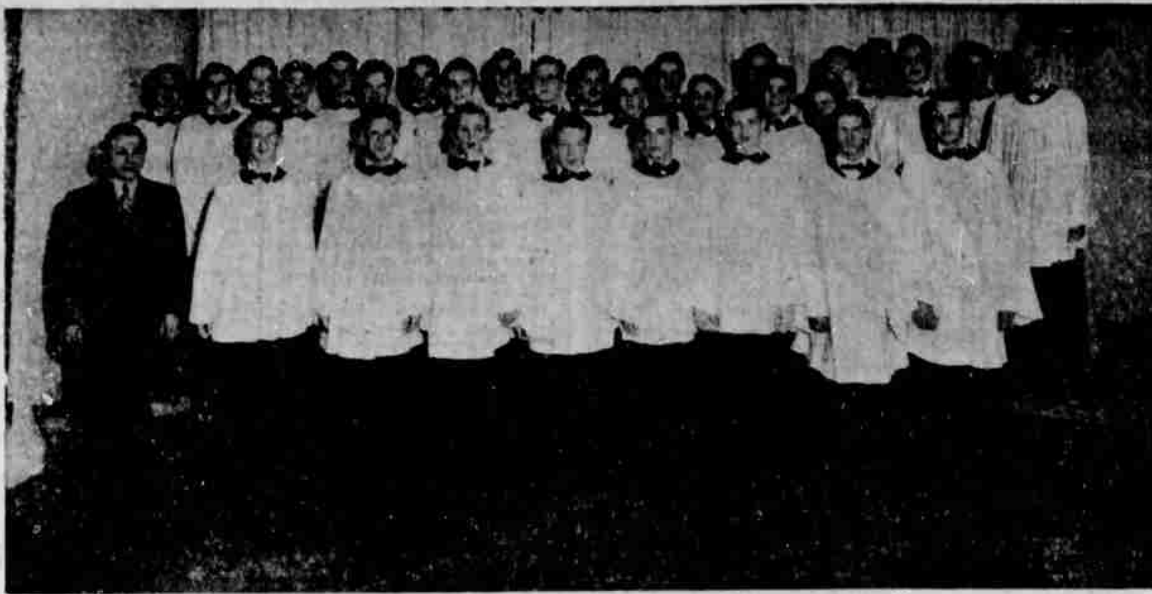
He urged that parents constantly impress the following rules on their children, remembering they are more impressed by example than by words:

1. Streets are for cars—not scooters, tricycles or play.
 2. Cross the street only at the corner, preferably one with a stop sign or signal. Look both ways, then for turning traffic, and cross only when the way is clear.
 3. Always walk—never run.
 4. Remember that bicycles are subject to the same rules and regulations governing automobiles, including careful observance of signs and signals.
- "Parents can't ignore the fact that, sooner or later, Junior is going to have to be cut loose and sent into traffic alone," Captain Lansing declared. "It's time we quit laying the blame exclusively on the shoulders of the motorists, the child's immaturity, and Fate. Parents must accept their responsibility for teaching self-reliance in coping with today's traffic."

Annual Banquet Slated

The annual banquet by the Roseburg senior high school Girls' league in honor of the "R" club boys will be held at 6:30 p.m. Thursday, April 13, at the school gym.

Guests will include: Mr. and Mrs. Paul S. Elliott, Mr. and Mrs. George Erickson, Mr. and Mrs. Owen Price, Mr. and Mrs. John Newby, Mr. and Mrs. Norman West, Mr. and Mrs. Frank Purdy, Mr. and Mrs. Cecil Sherwood, and the "R" club members and their escorts.



THE CONCORDIA CHORUS of Concordia Lutheran academy at Portland will sing in Roseburg on Friday, April 14, 8 p.m. at St. Paul's Lutheran church. Prof. M. Dobberfuhl, M. A., is the director. The local appearance of this chorus is being sponsored by

St. Paul's Lutheran church. The public is invited. A free-will offering will be taken to help defray the expenses involved. (Picture by Leonard Selano Studio)

Lush Era Of Oregon Highway Construction Started In '17 With Backing Of Bond Issue

By RALPH WATSON

Public Relations Consultant, State Highway Department

The two-year stretch between November 30, 1918, and November 30, 1920, saw the Oregon high commission flush both with money and movement. In October, 1920 Commissioner Thompson of Pendleton resigned because he was moving to Portland to join the First National bank force. He was succeeded by J. N. Burgess of Pendleton, who was killed in Portland about a month later. He was succeeded by E. E. Kiddie of Island City, mill and grain operator there. Chairman Benson was reappointed April 1, 1920, but resigned in November, succeeded by John B. Yeon of Portland, wealthy lumberman and builder of the Yeon building in downtown Portland. Commissioner Booth became chairman following the resignation of Benson.

Started rolling in 1917 with a \$6 million bond issue back of it, plus other material financial assets, with labor loosened up by returning soldiers and materials more available, the commission started extending its lines at a much more rapid pace. In 1919 the legislature became even more generous than it had been in 1917 and upped the highway bonds by an additional \$19 million. It set a special elec-

tion for June 3 and submitted an amendment to the constitution authorizing counties to bond themselves up to 6 percent of their assessed value. It submitted to a \$2,500,000 Roosevelt military Coast highway bonding act and as a final gesture passed and submitted the market roads tax bill, which authorized the counties to levy an ad valorem tax of 1 mill for county road construction in connection with the state program.

All these commitments were approved by the voters by large majorities and the legislature impelled by road-building momentum held a special session in January 1920, set another special election for May 21 and submitted more financing legislation to the voters. One was a further amendment to the constitution increasing the bonding limit for road financing from 2 to 4 percent of the state assessed valuation. It also submitted an additional constitutional amendment giving the power of eminent domain over land needed for public roads. As a final largesse, it authorized still another \$10 million bond issue, this dependent upon ratification of the 4 percent amendment, which was ratified at the election by a large majority.

Thus armed, the commission expended during the two years 1919 and 1920 the total sum of \$29,234,177, exclusive of market roads, in highway construction. Of this total, state funds represented \$17,658,547; county cooperation \$1,237,690; and federal aid funds \$1,320,879.

This total expenditure bought

347.2 miles of paved highway; 369.4 miles of macadam; 761.4 miles of grading. During the same time the government had expended on forest roads a total of \$1,568,241, resulting in 134 miles of grading and 57.6 miles of surfacing being completed or under construction as the year ended. A total of \$1,311,300 was expended in bridge construction and design.

The biennium closed with funds on hand and more available, many contracts under way and pending,

and the highway program going forward in high gear.

FOREST AIDE ADDED

PORTLAND, April 12.—(P)—The bureau of land management has added a forest protection specialist to its staff here.

The official, John C. Hunt, is to work with the state and federal forest services in protecting Oregon and California grant lands from fire. Hunt has been in similar work for the Forest service in California.

Juvenile Admits Two Robberies At Klamath Falls

KLAMATH FALLS, April 12.—(P)—A sporting goods store on Main street was robbed of \$673 in currency and silver Monday night and a 14-year-old inmate of the county juvenile home has admitted to city police he burglarized the building, officer Bud Adkins reported.

The youth has not said, city police report, what he did with the money, however.

The boy, held in the juvenile home for petty thefts, apparently has been able to slip in and out of the home at will.

He was picked up in downtown Klamath Falls at midnight, a few hours after the sporting goods store burglary and volunteered information that he broke into the building and took the money from a cash box in a safe.

He also said he broke into a key shop Monday night and stole \$5.

After the burglaries, the boy said, he returned to the juvenile home and slipped in, then slipped out again and came back to town.

Police surmise that, if the youth was the burglar, he hid the money somewhere en route to the juvenile home.

Cats Set Afire Peril Buildings In Manila

MANILA, April 12.—(P)—Fearful householders chased, caught and killed two flaming alley cats today. They were afraid the cats, pain-crazed, might ignite thatched-roof wooden buildings.

Police rescued a 22-year-old Filipino from the irate crowd. They said he admitted drenching the cats with gasoline and igniting them because they stole food.

The youth was charged with cruelty to animals.

Wed., April 12, 1950—The News-Review, Roseburg, Ore. 3

Pullman Car Conductors Told To Strike Next Monday

CHICAGO, April 12.—(P)—About 2,200 Pullman car conductors were ordered Monday to strike at 6 p.m. next Monday, April 17.

Any walkout, however, probably will be delayed beyond that date. The National (Railway) Mediation board is expected to intervene under terms of the railway labor act.

A strike by the Pullman car conductors would tie up pullman parlor and sleeping cars on railroads in the United States and Canada.

Members of the Order of Rail-

way conductors have voted overwhelmingly in favor of a strike, a union spokesman said.

A major issue in the dispute between the union and the railroads is the union demand for a cut in hours from 225 to 210 a month with no cut in pay.

Conductors now earn a basic wage of from \$123.20 to \$156.20 a month. They work 30 days of 7½ hours each and want 30 days at 7 hours each.

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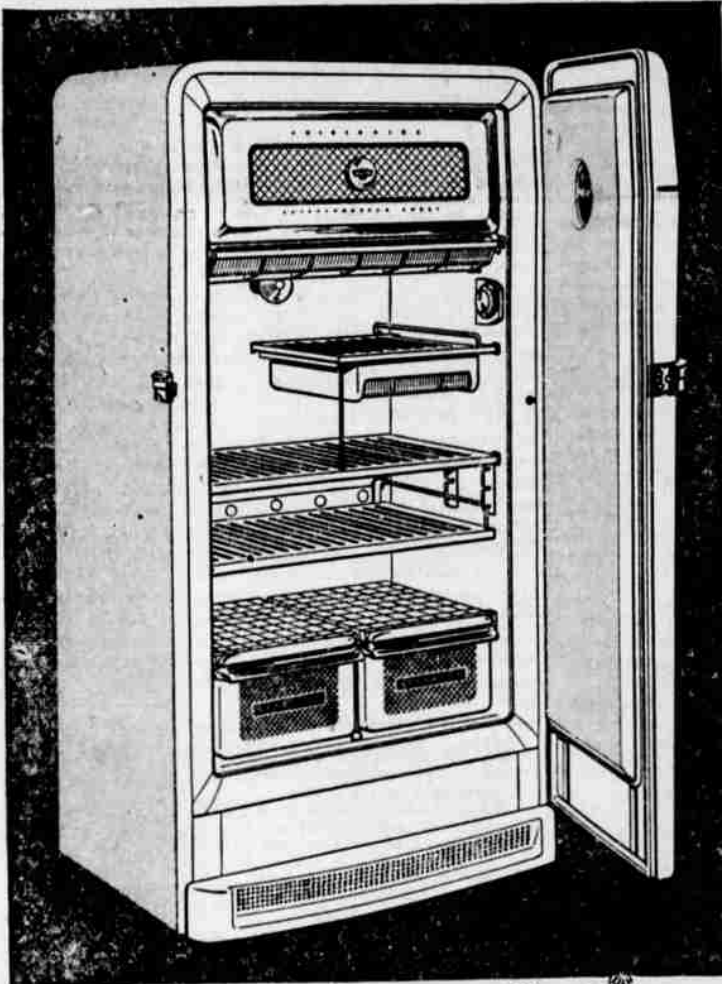
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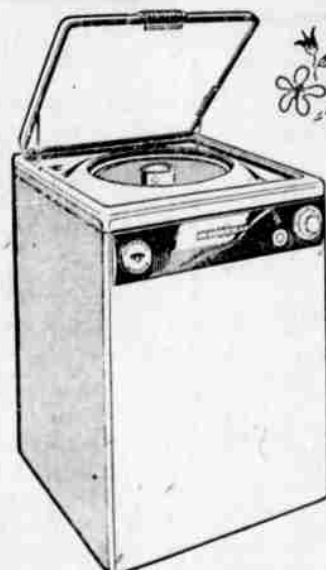
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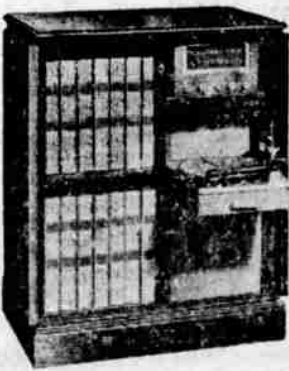
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