



DEATH SCENE — This accident resulted in one of the 25 traffic fatalities to occur on Douglas County highways so far this year. Maynard McCormack was killed Nov. 17 west of Roseburg. (Jim Burns)

Douglas Record In Traffic Discouraging During Year

"Death Row" Douglas County people will be able to see Saturday how their neighbors die in automobile accidents.

The story will be unfolded on one business block of Roseburg. But the display of broken cars in which people have died and others have been maimed will be only a concentration of what actually has happened on Douglas County highways this year.

The record is a sorry one. By mid-November, 17 lives had been lost on nearly 300 miles of federal and state highways in the county. Nine others died on county and private roads.

By mid-November a year ago, 19 was the toll, not a pretty figure itself. By that time this year, the havoc left only one less dead than in all of 1956.

Six Die In Six Days
The Douglas County Highway Lifesavers, which six years before exhibited a similar "Death Row" in Roseburg, were moved to action by six highway deaths in six days this month.

Nov. 13: Frank Connell, 30, Medford, and a hitchhiker riding with him, James Van Winkle, 21, Clatskanie, were killed in a head-on crash with a freight truck. Too much speed on a dark, rainy night, police said.

Nov. 17: Robert Nasholm, 26, Eugene, fell asleep at the wheel near Anlauf. His life was ended when his car collided with a truck. Maynard McCormack worked on a Sunday, his last day in Roseburg before taking a new job with the Bureau of Land Management at Coos Bay, was driving to his Garden Valley home. He died when his car left the road and hit a utility pole. Again police attributed the accident to too much speed.

Two Killed On Coast
Nov. 18: Floyd L. Spence, 47, Scottsburg, and Bill E. Jenkins, Sweet Home, were killed in a head-on collision on Highway 101 near Reedsport. The driver of one of the cars passed with insufficient clearance.

The specter of death disregards station in life.
Claude Kessler, mayor of Sutherlin, was a victim March 12. He lost control of his pickup on a sharp Highway 235 curve north of his city.

Marvin Furlow, 9, was struck down by a car on Roberts Creek Road while playing in the road June 20.

The driver of a car was blinded by the lights of an oncoming car Halloween night. Result: Richard William Oliver, 12, lay dying on Diamond Lake Boulevard just outside the Roseburg city limits. The driver had failed to see Richard because of the bright lights.

Speed, Fatigue Dangers
Police talk about the dangers of speed, of driving when tired, Com-

bined, those were the reasons given for the tragedy of Evelyn Kachel, 22, Roseburg, very early June 28. Police said she apparently went to sleep at the wheel of her speeding car. It crashed over a barrier on the Roberts Mountain section of Highway 99, and tumbled 65 feet over rocks in the highway fill.

Not all the accidents can be held accountable to carelessness. Robert Lee Simshauser, 24, formerly of Roseburg but working at Seattle, lost control of his car on Little River Road June 2 while driving only about 35 miles an hour. But the impact with a road-side bank was enough to take his life.

You never know, police say. Sometimes, death or serious injury can occur in the slightest of accidents.

That, of course, makes police regard any traffic accident as serious.

Douglas People Victims
Certain Douglas County residents could count 16 of the traffic victims as neighbors or friends—they lived right here. Others—including a 14-month-old girl crushed in a private driveway by a car's wheels—were visitors here.

Only five of the victims could be counted definitely as "just passing through" the county.

Death was painless for some. But life lingered on for some in mortal pain.

Opal Mae Wies, 20, Myrtle Creek, was hurt in a car upset April 11. She died after eight days in a hospital. Mrs. Calvin Strange, 36, Tacoma, was hurt July 13 and died two days later.

And the coroner never counts those who still are recovering from mangled injuries in hospitals.

Garbage Czar Gets Year's Prison Rap

NEW YORK — Garbage kingpin Vincent J. Squillante, target of U. S. senate probes and metropolitan area officials for alleged strong-arm tactics in the disposal industry, was sentenced to a year in prison Wednesday for violation of probation in an income tax case.

As Squillante stood for sentencing, Federal Judge Irving R. Kaufman denounced him in stinging terms as a man who used force and intimidation to make himself "the overlord of the carting industry."

The judge said that the government, in presenting its case against the 40-year-old defendant, had "led us step by step through a sordid account of defeat and intimidation." The judge added: "The list of the probationer's consorts during his probation period reads like a who's who of the underworld."

ICC Again Okays Railroad Requests

WASHINGTON — The Interstate Commerce Commission approved, for the third time, Wednesday the 1953 action of Pacific Northwest railroads in offering cut rates on some eastbound petroleum shipments to meet truck and barge competition.

The reductions ranged from 1/2 to 3/4 cents a hundred pounds. They apply to gasoline and other light distillates shipped by barge from Los Angeles and San Francisco refineries to the Puget Sound and Portland, Ore., port areas for further shipment to destinations in Washington, Oregon, Idaho and Montana.

The revisions were made with ICC approval in December, 1953, and were re-affirmed on reconsideration in April, 1954. Thereafter, barge and truck interests obtained an order in the federal district court in Oregon requiring further review by the commission.

The previous findings were affirmed Wednesday by an 8-3 vote.

Seattle Sewer Break Is Now Well Sealed

SEATTLE — Sealing off the sewer break that caused Seattle's giant crater was completed Wednesday morning and equipment was set up to begin filling the gaping hole later in the day.

Engineers said a chemical compound pumped into the muck at the bottom of the crater had formed a hard, almost waterproof blanket around the broken sewer.

Filling of the hole, 200 feet long, 120 wide and 60 deep, is expected to take 10 to 12 days and require about 30,000 cubic yards of fill material.

Conveyor belts will carry the material to the big pit from a hopper which will be kept loaded by trucks working around-the-clock.

No further caving appeared likely and the 10 evacuated homes on the rim of the crater were considered safe.

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San Gabriel Region Fire Now Under Control

LOS ANGELES — The big brush and timber fire in the San Gabriel Mountains, which burned to within four miles of foothill communities 20 miles from Los Angeles, has been brought under control.

The blaze, which flared up during a windstorm Nov. 21, blackened 25,000 acres of valuable watershed.

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Police Chief Says Traffic Safety Hinges On Accomplishments In Law Enforcement

By LLOYD ROGERS
Staff Writer, News-Review

Strict enforcement of traffic laws results in fewer accidents.

Statistics kept by the Roseburg police department point this way. When total traffic citations handed out increase, accidents tend to decrease, Police Chief Vernon Murdoch Jr. says.

A six-year chart using figures compiled from citations and accident reports graphically illustrates the chief's point. That drivers "get on the ball" when they are aware that a patrolman will hand them tickets for any and all violations of traffic laws.

Their care in avoiding citations makes them careful drivers. Result: Fewer accidents.

December Set For Evergreen Grange Officers Ceremony

A large group of Evergreen Grangers met for a potluck supper Friday evening followed by the regular meeting.

Howard Cracroft, grange county deputy, was presented and gave a talk on the grange. He urged all new officers to attend the installation ceremonies to be held at Evergreen Grange hall Dec. 15 at 2 p.m. Ladies are asked to bring cookies or sandwiches. He also urged that all new officers and as many grange members as possible attend the grange conferences that are being set up for grange instruction.

One Conference will be held in the Northern and the other in the Southern part of the state. Places will be announced later.

Mrs. Howard Cracroft gave a short talk explaining the grange death benefit and urged all members to participate.

The first and second degree obligations were given to Victor and Cathi Jackson, Joseph and Mary Eng, Robert and Ann M. Strong and Elsie Williams. Applications for membership were received from Elsie Harmon, Merle A. Murray and Lloyd James Veach.

Montgomery Ward employees will hold their annual Christmas dinner at Evergreen Grange hall Dec. 14. The Evergreen Grange Home Economics Club ladies under the direction of Mrs. Gertrude Hess, will cook and serve the turkey dinner.

Evergreen Grange members will meet at the hall at 9 a.m. Dec. 3 for an all day session. The hall is to be cleaned and a potluck lunch will be held.

Benefit Dance Revue Slated Next Week

Plans, costumes and rehearsals are now being completed for the two hour dance revue to be presented by The Joy Powell Dance Studios Dec. 6, 8 p.m., at Central Junior High.

Tickets may be obtained at the dance studio or at the door. The revue is a benefit sponsored by the Roseburg Lions Auxiliary. Proceeds will go to local and state blind projects.

Funeral Rites Held Today For Rifle Shot Victim

OAKRIDGE — Funeral services will be Friday for O. Roland Clark, 48, Oakridge real estate and insurance man, who died at his office Monday as the result of an accidental rifle wound in his chest.

State police said the rifle apparently discharged as Clark opened a filing cabinet drawer. A 30-06 hunting rifle, it was one of four rifles atop the cabinet, police said.

Clark was a past director of the Lane County Electric Co-Op.

BETHEL'S PRACTICE
Honored Queen Marjorie Bowker, Bethel's Job's Daughters, has requested all members of the choir to attend practice Monday at 3:30 p.m. at Central Junior High. Practice will be for the annual vesper service Dec. 8, 8 p.m., at the Presbyterian Church. Following the service a reception will be held for parents and friends in the social room of the church. The next regular meeting will be Dec. 3 at 7:30 p.m. at the Masonic Temple.

Fewer accidents tends to result in fewer injuries and fewer deaths.

Last Victim In 1953
Roseburg's last traffic fatality was recorded in 1953 when a child was thrown from a car in a crash at the Oak Avenue bridge. The previous death occurred in 1948 when a pedestrian was killed.

Accident and traffic citation statistics were started by the Roseburg police department in 1950 for the National Safety Council. The correlation between accidents and traffic tickets revealed by these figures is impressive.

The peak year for accidents was 1951. In that year, 690 accidents were chalked up. It was also the low year for citations. Only 862 tickets were handed out by city policemen.

In addition to the record number of accidents, 1951 also set a mark for injuries: 62 persons were hurt in vehicle mishaps.

1952 Dangerous Year
Just behind 1951 in injuries and accidents was 1952. That year 61 persons were injured in 672 accidents. Again, it was a year when citations were down—533 notices for drivers to appear in court to answer charges of traffic law violations.

The first year of record keeping, 1950, officers slapped drivers with 7,874 citations. Accidents totaled 541 with but 52 injuries listed.

In 1953, citations climbed within ten of the 1950 mark. There were 631 accidents with 57 injuries plus that child's death.

It takes time for citations to result in more careful driving. Finally, motorists get the idea that if they break laws they will be whacked with citations.

The number of citations handed out in 1954 topped 1953's total—1,976 drivers were cited. The effect of the traffic crackdown showed in the number of accidents reported for 1954. That year there were 481 of them with 53 persons injured.

Injuries Are Reduced
Although somewhat fewer citations were issued in 1955 (1,773 of them), accidents nose-dived slightly. Police counted 479, while injuries were reduced to 14.

Drivers continued to be cautious of receiving traffic tickets the next year. The result: Another drop in accidents—just 375, with 83 injuries.

The accidents include everything from crumpled fenders to total wrecks. Injuries range from bruises to severe cases in which persons narrowly escaped being listed in the fatal category.

"If it takes fear of traffic citations to prevent accidents—protect our people from injury and death—we'll keep citing drivers for every infraction of the law," Murdoch declares.

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