

# Travel Will Become 5 Billion Dollar Industry

## May Even Surpass Prewar Figures Within Few Years

Vacation travel industry is due for a sharp revival in the immediate postwar years and new records for the number of vacationists, the distances they travel and the dollar volume of their expenditures are expected.

## One More Airplane Taxed in Union County This Year

Union county showed a 20 percent increase in the number of airplanes owned in the county this year from last year. There were six planes assessed in the county this year, which had a total value of \$2,650 for tax purposes.

Last year the five airplanes in the county were valued at \$3,050.

## Women Have Less Driving Accidents

Despite made derision of women drivers, the female of the species chalked up only 6 percent of the total fatal traffic accidents during 1944.

But, ladies, there's a catch in it. For the council estimates the fatal accident mileage rates of men and women would be equal if men drove five or six times the mileage of women. Council statisticians (mostly male) declined, however, to say just what the mileage totals are for each sex.

There were 1,600 women drivers involved in fatal traffic accidents and 1,000,000 women involved in a 11 traffic accidents during 1944.

## Number of Autos Expected to Rise

Another type of investment which is expected to increase as soon as the automobile factories of the country get back into full production in this postwar period is the number of automobiles in the county.

During the last year, there were 5,785 motor vehicles registered in Union county, according to the motor vehicle division of the state government. Many of these, will, of course, be replaced as soon as replacements are available.

## Gas Company Plans Installation of More Services

Postwar expansion plans for the California-Pacific Utilities 1102 Washington avenue, include installation of at least 18 additional service lines from mains to premises, L. J. Kays, manager of the La Grande division, has announced.

Service lines now in operation number 1,400, and serve approximately 50,000 people, Kays stated. All the lines are in excellent condition, he said, and although they were installed in 1932, will be good for at least 20 years more, due to the use of wrapped pipe at installation.

La Grande's distributing system, Kays announced, compares favorably with any other in the west.

Concerning personnel changes, Kays estimates three additional employees will be the maximum number needed to handle post-war work.

The company has a list of 30 applicants for appliances, but from 30 to 90 days must elapse before these orders can be filled.

## Grade Crossing Deaths Increase During Last Year, Report Of Safety Council Shows; 63 Percent Below That of 1923

CHICAGO—Deaths in motor-vehicle-grade-crossing accidents increased 9 percent in 1944 over 1943 with a total of 1,667 fatalities, reflecting the increase in both rail and automobile travel during that year.

This is shown in the 1945 edition of the National Safety Council's statistical yearbook, "Accident Facts."

This grade crossing death toll, however, is still 63 percent below the 1923 death rate.

Injuries in grade crossing accidents in 1944 numbered 3,851—

one percent more than in 1943, but still one-third less than in 1923.

Of the 3,299 grade crossing accidents last year, 52 percent occurred in daylight and 48 percent at night. Although this is an almost even division, the manner of occurrence of the accidents was quite different, the council says. For while the motor vehicle struck the middle of the train in only three percent of the daytime accidents, it did so in 35 percent of the night time accidents.

The locomotive struck the motor vehicle in 88 percent of the daytime grade crossing accidents and in only 52 percent of the daytime grade crossing accidents and in only 52 percent of the night mishaps. The motor vehicle hit the locomotive in 9 percent of the day cases and in 13 percent of the night accidents.

Thirty-eight percent of the accidents occurred at crossings protected by gates, lights, bells or watchmen. And in 65 percent of all grade crossing accidents the train was traveling at less than 30 miles an hour, or was standing still.

## Used Car Prices Decline Recently

One development in the automobile industry since V-J day has been the decline of used car prices in most parts of the United States.

For instance, a few weeks ago, a survey showed in the east used car prices had dropped from \$11 to \$9 and an average cut of \$25.

The black market which had flourished also was cracking up. All but a few models were selling in that area at ceiling prices.

Prices remained steady in the Seattle area and were off only slightly in the Los Angeles, Denver and San Antonio areas.

## Fewer Deaths in Industry During Last 12 Months

CHICAGO—Accidents—nearly all of them preventable—cost the nation \$4,900,000,000 and 390,000,000 man days of wartime work in 1944, the National Society council revealed today.

On-the-job accidents killed 17,506 workers—fewer than in 1943—injured 1,300,000 (50,000 less than in 1943), and resulted in a loss of time sufficient to have built 5,000 B-29 Super-Forts or 39 battleships.

The all-accident death toll in 1944 was 95,000 killed and 9,800,000 injured.

# We Anticipate Considerable Expansion in the Near Future!

During the war years Gettings-Lynch Motor company has expanded its plant, equipment and services to assist northeastern Oregon motorists in the war-time maintenance of their automobiles. For the increased peacetime requirements of our customers, we are continuing this program, striving to offer the most complete and modern facilities. This expansion will receive new impetus as a number of our employes, competent and trained in Gettings-Lynch service policies, return from the armed forces.

## NASH

## PONTIAC

Nash will be the news when the news is new cars! From Detroit, the automobile capital, has come the news that Nash's post-war program is more forward looking than any other in the industry. New post-war Nash cars will be displayed in our showrooms at an early date. WATCH FOR THEM!

The 1946 Pontiac — the finest of the famous Silver Streaks — will soon arrive in La Grande. The time-tried mechanical features are to be retained and impressive improvements and refinements have been made. All of the ease of operation, trouble free performance, stamina, quality and riding ease are present.

## INTERNATIONAL TRUCKS

The new International Trucks will take their place in the vanguard of transportation for post-war prosperity — both in industry and on the farm. Economical and performance when you need it. Come in today to talk to us about your trucking needs. Deliveries are being accelerated now and we may be able to deliver immediately. All sizes from 1/2 ton to 5 tons.

## Complete Automobile Service For Every Car Owner

- MOTOR REPAIRING AND OVERHAULING
- LUBRICATION SERVICE
- BODY AND FENDER REPAIRING
- BATTERY CHARGING
- EXPERT CAR PAINTING
- RADIATOR REPAIRING

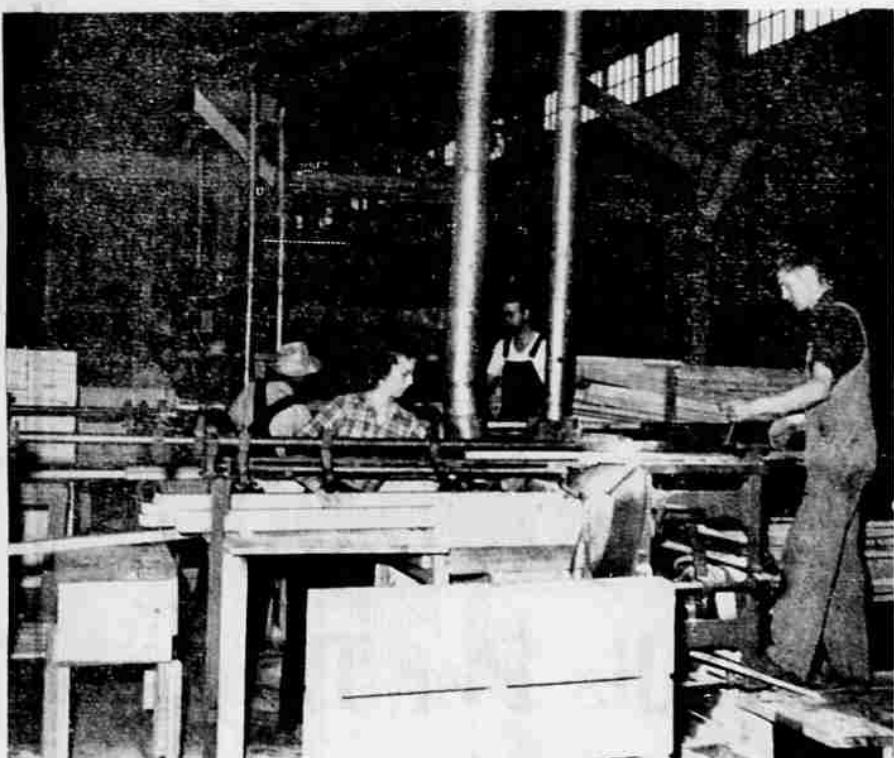
Accessories - Batteries - Towing

Shell Lubricants and Gasoline  
Gates Tires and Batteries

# GETTINGS-LYNCH MOTOR CO.

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CONTINUING THE PROCESS OF LUMBER manufacture which is shown in section A, here is one of the processes of remanufacture which the lumber undergoes in the Mt. Emily mill. In the above picture, at the far right James Jones, cut off man, operates the automatic saw which cuts 6/4 stock into sash and door cuttings. His "offbear" facing the camera, center, is Myrtle Barton. As the lumber is cut she takes it and places it on a roller casing. Also performing the same operation are Clayton Cochran (next to right) and Leonard Strong, off bear, just back of Myrtle Barton. The materials then go to . . .



THIS CREW WHICH takes the pieces as they come on the rollers at the right and package them. In this picture left to right, are Mae Walden, Guy Hamilton, Frank McMurren, and his wife, Stella, and Clifford Cochran cutup department foreman. Hamilton is operating a hydraulic lift which takes the packages to be stored before shipment to further processing in some sash and door plant.