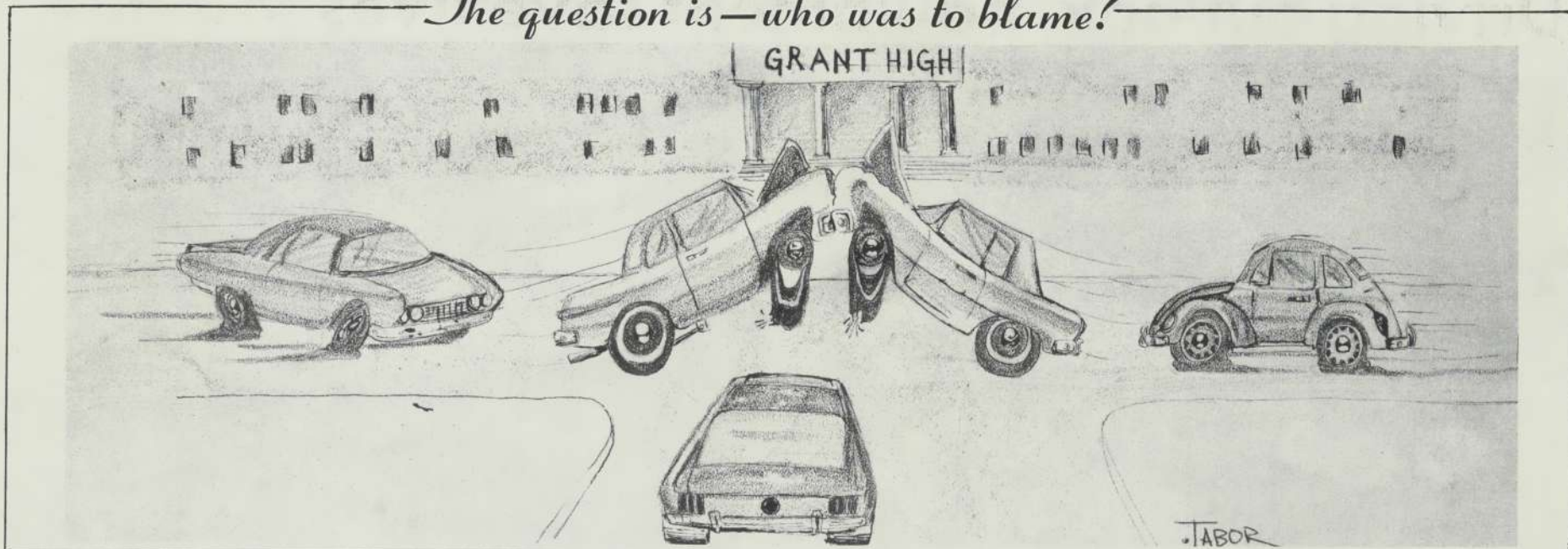


The question is—who was to blame?



Traffic safety improvement rests on us

The screech of rubber streaking across pavement, a scream, a soft thud and then a sharp unrestrainable thrust: an accident has just occurred. The time is now, the place is 36th avenue between Knott street and U.S. Grant place.

Who is responsible for this accident? Who can be justly held responsible for the 36th street drag strip or the traffic congestion around Yaw's Top Notch or the traffic tie-up each morning and afternoon at the corner of Thompson and 36th?

Many people seem to blame teenagers for these inconveniences, but it could have its root someplace else. Henry Ford was the originator of the car, so maybe the blame can rest on him. The automobile manufacturers deserve some recognition for their fallible safety and accident preventing devices.

Then there is Mr. Pettygrove and Mr. Lovejoy, two of the founders of Portland, who some blame may be cast upon. More directly, the men who planned the city, those who laid out the streets and business areas of Portland could share in the guilt of traffic congestion.

Who would you choose as your

scapegoat? Whoever is the cause of traffic problems, whoever is responsible for the rising number of accidents, the solution rests on us.

The traffic conditions surrounding the Grant area make existence hazardous for those in cars, on bikes and on foot. The unofficially proclaimed drag strip down 36th is presenting the area with a dangerous situation harmful to all and helpful to none.

Traffic congestion to the point of immobility before and after school has become a normal experience in this area. The "no parking" signs posted in front of the school do not seem to apply to students or to those picking them up, because if they do, no one is obeying them.

Examples of cars in the worst conditions are throughout the area. Cars which should be completely refitted with new fenders, bumpers and lights are being driven by students. These cars present a hazard to everyone on the road at the same time.

Becoming aware of these hazards is not enough. Individually and as a student body we should take steps to improve these and other dangerous traffic problems. Safety on the road depends on you!

Will students lose race to litter?

Keeping in mind his last chance for a really big news scoop, Melvin Snook, ex-reporter representing the Daily Slab, cashed his final pay check, picked up his walking papers and in high hopes set out for Portland, Oregon.



From an unreliable source as usual Melvin received this "supercalifragilisticexpialidocious" news tip: "Grant high school has been awarded the only first place trophy for losing the race between man and litter."

Campus and building areas are so overrun with debris that there is little chance of ever finding the student body or faculty. One janitor miraculously forced his way through the mass of litter by using a dust pan for a shovel. He is the soul survivor re-

maining to reveal how easily the victory was won."

When Melvin reaches his destination, which will he find, a fantastically chaotic situation the story of which could guarantee immediate placement on any newspaper, or a clean-up campaign poster in center hall reflecting the week's activities?

Even though this is an extreme example of what could happen if the present litter problem continues, it is not too far out to suggest that the pride and reputation of the school is partially in your hands and somewhat lost when you throw that piece of garbage in the halls and on the campus.

Student body ignores traffic safety problems, forget lessons learned from tragedy easily

by Marilyn Leonard

Several acts have been suggested by the General council and the Grantonian to solve the traffic situation around the campus. Most have been approved, then forgotten in a few weeks.

An example of the approve and forget method occurred in 1958 when the wreckage of a car was displayed in the school. The particular car carried one Grantonian to his death.

Many ideas were brought up for traffic safety, as is the case after an accident has claimed the life of someone in a school. Such ideas included a safety check on cars and a driver's test, which was published in the paper.

A statement from the Grantonian said that "Grant leads all the other schools in traffic violations." This no longer holds true—Madison holds the lead now, according to the police department.

A major step was the parking signs out in front of the schools. They're the ones saying NO PARKING or STOPPING AT ANY TIME. These signs went into effect November 25, 1959, and have not been obeyed as yet.

One-way street and traffic signals have been offered in solution to this increasingly large problem. These suggestions have met the same fate as all others of the approve and forget method.

It seems that not even the "Supreme Sacrifice" is going to help this problem.

Problem, responsibilities contemplated by students aware of safety dangers

Yearly thousands of people in Oregon reach the set legal age for driving a motor vehicle. How prepared is this large mass of people to assume the responsibility of the road?

What thoughts came to your mind when you first contemplated driving? Possibly you were anxious to drag Yaw's with friends on Friday and Saturday night or maybe you awaited the end to transportation problems. But, did you stop to think that each additional driver and car adds one more hazard to the realm of driving?

When do you feel a person is ready and capable to take on the responsibility of driving a motor vehicle? In your opinion should the minimum driving age be raised or lowered? Several students expressed their ideas on these questions.



Mari Goodman

"A time of responsibility cannot be determined by age alone, but by capabilities and maturity. Sixteen is as good an age as any, for many 30-year-olds are just as incapable on the road as a 16-year-old."

"The best way for determining whether or not a person is capable is by a certified drivers' training course, both classroom and behind the wheel. Maturity can come only from experience," Bob Blackford, senior.

"I think that a person is ready to accept the responsibility when he can realize that he endangers the lives of others when he is driving. After you learn this you can be trusted with such a dangerous weapon."

"I think the age is substantial the way it stands now because I feel people of 16 years of age are going to have to learn responsibility. But some people aren't responsible at this age. Parents should judge you to see if you qualify," Teresa Blythe, senior.

"I think that at 16, the present minimum driver's license age, a person is old enough to be responsible behind the

wheel. Therefore, I think the age for licenses and permits should remain the same," Mari Goodman, sophomore.



Jeff Walker

"I don't feel that all people are ready for a driver's license at the same age. It is difficult to determine an age at which a person will be responsible enough, but I think 16 is the best age. I still have a permit, because I'm not sure

that I've had enough experience to be a responsible driver, but I would resent it if I wasn't allowed to get a license until I was 18," Miriam Moore, senior.

"I think beginning drivers should be given actual physical experience in dangerous situations (skid, panic-stop, etc.) by an experienced professional under controlled circumstances. This "artificial" experience would give a beginning driver a better "feel" for what his vehicle is doing and capable of doing," Jeff Walker.

"I think that driving is not really a matter of age, but of ability. But some people are not ready to drive until their later teen years. If it has to be a matter of age, I think a person should be able to take his driver's test at 16 but if his instructor feels he is not capable of driving, his license should be rejected until he became more capable and ready to take on this great responsibility," Janet Cole, freshman.



Janet Cole

"In my opinion, driving ability is a matter of judgement and reactions, not of age. Many people consider teens bad drivers because teens take chances, but many adults are so unaware of the other drivers that they take chances

without realizing it," Tom Dotan.

"I do not think that there should be a set age such as there is now that a person can get his or her driver's license. There are often extenuating circumstances in which a driver's license is needed at younger ages, and also cases when a 16-year-old is not capable of accepting the responsibility of a driver's license," Sarah Fryberger, senior.



Inese Brunins

"A person is ready to take the responsibility when he feels that he is capable of assuming all the responsibility of the road. (There should be no set age. High school age is good.) When a person is capable he should know he is taking a risk and should be mature enough not to fool with a motor vehicle. The driving age is fine where it is. Many boys and girls are not mature enough to accept the responsibility if they are allowed a license at 13 or 14," Inese Brunins, junior.