

HIGHWAY LIFESAVERS SCHEDULE TRAFFIC CLINIC IN PORTLAND

An all-day Traffic Safety clinic will be held in Portland February 22, to advance the state-wide citizens movement to reduce traffic fatalities and their resulting economic losses.

The clinic will be held in the board of directors room on the second floor of the U. S. National bank, Sixth and Stark street, Portland. It will be an all-day session starting at 10 a.m.

The announcement was made jointly by E. C. Sammons and C. B. Stephenson, presidents respectively of the U. S. National and the First National banks of Portland who are heading the Highway Lifesavers committee of Oregon Citizens, Inc., organized early in 1953 to awaken public interest in the need to check the increasing toll of human life on the highways of Oregon, and the economic loss and high insurance rates resulting from that toll.

In announcing the clinic Sammons pointed to the improved situation in Oregon in 1953 over 1952, indicating a widespread pub-

lic response to the citizen's efforts. The clinic will endeavor to further improve the situation with a second year's active program of education and in support of strict law enforcement.

Sammons said that in 1952 Oregon had 460 fatalities and was the 13th worst state in the Union for such accidents. The economic loss to the state was \$43,000,000 in that year. By contrast, and indicating a quick public response, the traffic fatalities in Oregon in 1953 were reduced to 386, a 17 per cent reduction. For several years Oregon's traffic fatalities had been increasing from 7 to 12 per cent each year, Sammons said. Also, the first reduction in insurance rates in years has been announced for 1954 on the basis of the improved situation.

The Oregon Highway Lifesavers committee was organized February, 1953, with its principal purpose being to help bring about a changed attitude of drivers and pedestrians through education and publicity, and to get citizen's

Motor Club Urges Brake 'Know-How'

Oregon State Motor Association in a winter seasonal bulletin suggests many perilous skidding "thrills" or accidents could be avoided if more drivers would learn how to handle their brakes on slippery pavement.

The notice, "Slippery When Wet or Frosty," is not a casual sign to the seasoned driver. He slows down immediately when outside weather conditions make the sign meaningful.

The experienced driver also has learned the art of "fanning" or "feathering" the brakes when slowing down so as to avoid locking the wheels on slippery pavement and thereby throwing the vehicle into the inevitable skid, reads the motor association bulletin.

The "fanning" technique, employed by experienced drivers, is a series of quick application. "Feathering," another method, requires "feeling" for a point at which the brakes begin to lock, then releasing them slightly.

Experts warn, that the hand brake which gives little or no "feel" of contact, even though applied gently while going down hill, is almost certain to lock the rear wheels and send the car into a skid while the driver has but one hand on the wheel. It is well to avoid use of the hand brake, sometimes referred to erroneously as an "emergency brake."

GRANDDAUGHTER HERE

Ruth Ann Bolz, granddaughter will attend Brookings High school of the Erskine Millers, is here and this semester. She is from Baltimore, and came to San Francisco via plane last week, where she was met by the Millers.

support for strict traffic law enforcement. At that time automobile insurance rates were the highest in history and some underwriters were leaving the state because their claims outran their premiums. The reduction of rates announced for 1954 may save up to \$2,000,000 for Oregon automobile owners.

"While many factors combined to improve the Oregon situation in one year," Sammons said, it is apparent that this state-wide citizen's movement has helped create a highway safety consciousness such as we have not had before. In calling the clinic, our purpose is to plan a second year of activity, see how we can help all other official and volunteer safety agencies, and maintain the amazing public interest we have found in the movement. Law enforcement agencies need increased citizen support and we are now convinced that a further reduction of highway accidents can be made with a sustained public interest. The saving of human life is the important goal but the improved situation in one year has brought a substantial economic gain to all of us who drive automobiles.

Governor Paul L. Patterson and Secretary of State Earl Newbry will participate in the clinic as will the state police, traffic court judges, newspaper and radio executives and representatives of many safety organizations. Whether the state needs additional traffic legislation will be discussed, as will be the need for more quickly suspending or revoking driver's licenses for habitual reckless or criminal driving.

A feature of the clinic will also be a report by Oregon delegates on President Eisenhower's Traffic Safety Conference in Washington, D. C., February 17 to 19.

The clinic is open to the public. Facilities for handling at least 100 being provided in the director's room of the U. S. National bank for the purpose.

VIC AND ELSIE VANQUISH OWL

When Vic and Elsie Reynolds kept losing their big six and seven pound hens, they started out to find what was taking them, as they live in a very law-abiding neighborhood and didn't think that any of their neighbors would do such a thing to them. They finally decided that it must be an owl doing the damage but had no idea how to go about decreasing the owl population by one. Louis Stoller and other friends told them that if they would put up a tall pole with a trap on the top of it near where the chickens roosted, they would catch the varmint. They didn't see how that would do it, but they erected a 15-foot

pole, with a small platform and about a 6-inch trap on it, near the barn where the hens roosted. That was on Saturday night and shortly after midnight (12:30 a.m.) Monday morning they heard a terrible clamor out near the barn, and here, sure enough, was a huge owl caught by both feet in the trap. After dispatching the owl to owl heaven, Vic and Elsie measured the wing spread, which they found to be six feet. Now they can go fishing without worrying about their chickens.

TOBIN TWINS FINE

Dr Paul Ronniger reports that the twin daughters of Mr. and Mrs. Joe Tobin now weigh three pounds, nine ounces, and are doing very well.

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From where I sit... by Joe Marsh

Wish I'd Said That

You know Miss Perkins. Well she's been driving her own car around our town for a little more than 30 years.

The other day she had a bit of trouble parking down on Main Street. Didn't quite make it the first try, so she pulled out to start over when a fellow waiting to pass started tooting his horn impatiently.

On the second try, she was still having a little difficulty and so this smart aleck hollered, "Lady, do you know how to drive?" "Yes, young man," Miss Perkins an-

swered, "I do. But I don't have time to teach you now."

From where I sit, it's not always easy to have a good answer ready when you need it. But when somebody insists that I vote for his candidate, for instance, or choose tea instead of a temperate glass of beer with dinner, I know the answer. It's all a matter of personal preference... and none of us like "backseat driving" from anybody.

Joe Marsh

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