

SPEED LIMIT STUDIED BY TRAFFIC MEN

An effort to "iron out" differences of opinion among state traffic officers on the one hand and some county and municipal traffic officers and citizens on the other, as to whether a maximum fixed speed limit should be superimposed on the Oregon Basic Rule, will be made by a special subcommittee named by President E. C. Sammons of the Highway Lifesavers Committee of Oregon Citizens, Inc., at the suggestion of Governor Paul L. Patterson.

The subcommittee was named when, at the recent conference on the Basic Rule called at Salem by the Highway Lifesavers, the differing opinions resulted. An effort is being made by the Highway Lifesavers as a state-wide committee to determine whether it should recommend to the 1955 Legislature that a maximum speed limit be fixed for Oregon as is now in effect in Washington and California, and some other states.

The subcommittee named by President Sammons, after consultation with the Governor, is:

General H. G. Maisson, Superintendent, Department State Police, Salem,

Captain Walter Lansing, Director Oregon Safety Division, Salem,

R. H. Baldock, State Highway Engineer, Salem,

Jim Purcell, Jr., Chief of Police

See

MRS. ALICE M. PUTNAM

for

KIMBALL-WURLITZER
PIANOS

and

HAMMOND ORGANS

Phone 2589 or Write Box 47
Brookings, Oregon

of Portland,

J. J. Quillin, Chief Judge Portland Municipal Court,

Terry Schrunk, Sheriff Multnomah County,

W. A. Brooks, representing Casualty and Insurance Companies,

Ernest Williams, Secretary Portland Association of Automobile Dealers,

Ed Fox, Secretary Oregon Association of Automobile Dealers,

Arden C. Pangborn, Editor, The Oregon Journal,

Robert C. Notson, Managing Editor, The Oregonian,

Ray Conway, as Superintendent of Oregon State Police, who favored the Basic Rule "as is" but indicated an open mind on speed limits, will act as Chairman of the subcommittee. When it reports a further conference will be called by President Sammons, with a view to arriving at a recommendation to be made to the State Legislature.

At the Basic Rule Conference in Salem, it was pointed out by R. H. Baldock, State Highway Engineer, that 48 per cent of the states studied have a prima facie speed limit operating similar to Oregon's Basic Rule, with indicated speeds in certain places, and that 33 per cent of the states studied have speed laws of "absolute" character, which is a fixed maximum speed limit. The other 19 per cent of states, he said, use the Basic Rule but indicated posted speeds such as Oregon has.

State traffic officers including Captain Walter Lansing, Director of the State Traffic Safety Division, indicated at the Conference that they questioned the advisability of fixing a maximum speed limit on the Oregon Basic Rule to penalize the 85 per cent of the automobile drivers who drive safely, in order to slow down the 15 per cent who do not. Studies also showed, they said, the majority of fatal accidents were a 50 miles an hour or less and that 30-mile speeds in some places are morally wrong. City and county

traffic officials and a number of citizens thought a maximum fixed limit and a realistic revision of the indicated speeds, in municipalities especially, would reduce traffic fatalities and make the highways safer.

Employment Lags In Woods, Mills

April employment in trade, industry and service increased 9,900 over the previous month but continued to lag about 3 per cent behind last year, according to tabulations just completed by the State Unemployment Compensation Commission in co-operation with the U. S. Bureau of Labor Statistics.

The estimates, based on reports from 1,500 representative employers, show 446,500 persons engaged in non-agricultural activities, comparing with the winter's low of 431,700 and last summer's all-time high of 495,300. Since last October the number of jobs has remained from 10,000 to 15,000 below the previous year's totals.

Lumber and construction continue responsible for much of the decline. About 75,100 workers were reported by lumber and logging operators, comparing with 83,500 a year before and 72,700 in March, 1954. Food processing, machinery manufacturing, ship repairing and paper mills also were materially below previous springs.

Trade and service picked up seasonably, accounting for 159,300 jobs, 1,900 fewer than a year before. Finance, realty and transportation changed but little but local governmental units, mainly schools, reported 55,400 at work,

3,400 more than in 1953. Tabulations just completed on reports from 18,500 employers covered by the unemployment law confirm earlier estimates of let-downs in the fourth quarter of 1953. While payrolls dropped only 1.2 per cent employment was 3.4 per cent lower. Payrolls for entire 1953 were higher than ever before but average employment was about 1 per cent below 1951 or 1952.

Service, finance, food products and a few small industry groups gained slightly in the final months of 1953 but lumber's decline as compared with 1952 was 9.3 per cent, construction's 9.7 per cent

and trade's 2.7 per cent, and utilities 4.3 per cent. The improvement in food processing was ascribed to delayed harvests.

MRS. PETERSON AWAY
Mrs. Paul Peterson and her daughter Jackie, left Monday for St. Helens, Oregon, to be present at the graduation of her brother, John Hanson. She will return Friday.

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