

Drunk Driving Still Top Traffic Problem; Public Aware of Danger

By W. Earl Hall
Chairman, National Committee
For Traffic Safety

Drinking by drivers and pedestrians is a growing traffic safety problem. The most recent records of state authorities show that in one out of every four traffic accidents, a driver or a pedestrian was reported as having been drinking.

Special studies bear out the belief of many authorities that the information on official accident reports underestimates the true picture. Surveys involving chemical tests of blood or other materials of drivers tested who had been injured or killed in traffic accidents showed that half of the drivers had alcohol in their systems. About one third of all the drivers tested had sufficient alcohol to be under its influence.

Results show that the greater the concentration of alcohol in a person's system, the greater the danger. A person with a blood alcohol concentration of over 15 per cent has a poor chance of staying out of an accident. The average driver in this range is 55 times more likely to be involved in an accident than drivers with no alcohol.

The public is well aware of the dangers of driving after drinking. In a public opinion poll for the National Committee for Traffic Safety, each person interviewed was asked which of 10 listed factors caused the greater number of accidents, in his opinion. Driving while under the influence of intoxicating liquor ranked number one.

Perhaps the main stumbling block in getting better enforcement of drunken driving laws in most places has been the difficulty in determining whether drivers actually were under the influence. So much difficulty has been experienced in some places in convicting drivers who are under the influence but not "staggering drunk" that enforcement has been directed at only the most obvious cases.

Test results do not measure how much a person has been drinking—they show instead how much has been absorbed in the blood stream, and how much gets to the brain. It is the concentration of alcohol in the blood stream and brain, and not the amount in the stomach, which bears a definite relationship to degree of intoxication.

The use of such scientific tests was recommended by the President's Highway Safety conference of 1946. National organizations which have long advocated use of chemical tests for alcohol influence include the American Bar association, American Medical association, Federal Bureau of Investigation, International Association of Chiefs of Police, National

Safety council and the National Conservation bureau.

Use of evidence obtained through chemical tests is now officially recognized in state laws in Maine, New York, Indiana and Oregon. Model legislation on interpretation of chemical tests, as recommended in Act V of the Uniform Vehicle code, has been introduced in legislation of several states this year.

The organizations making up the National Committee for Traffic Safety look upon drinking and driving as a safety problem. The committee is concerned in seeking to develop greater public acceptance of the responsibility for avoiding the social tragedy and economic waste caused by traffic accidents. As far as liquor is concerned, we urge only "When you have been drinking, don't drive." Even two or three drinks may affect judgment in driving and contribute to an accident.

Highlights in the Week's News

Red Stogies Snub Farley

Romania rejected Wednesday the British-French invitation to a Paris conference on the Marshall aid to Europe proposal, and became the second nation in the Russian sphere to decline the bid. Bulgaria's rejection arrived Tuesday.

Red Action Held Fails

President Truman led the nation in observance of Independence Day Friday at Charlottesville, Va., by firmly rejecting Russia's "falacious" arguments against the Marshall plan to hasten Europe's economic rebirth.

Coal Pact Ratified

The United Mine Workers policy committee Monday ratified terms of a new national wage contract and voted to return to work after the pact is officially signed Tuesday.

Tax Cut Approved

The house Tuesday passed the Republican-backed bill to cut income taxes by \$4 billion annually for 40 million taxpayers, beginning January 1. It went to the senate where approval was also forecast.

Russia Out of Step

Russia lost another round Tuesday in her continuing fight to link general arms reduction questions directly with the proposed prohibition of atomic weapons, but told the United Nations security council that she will not comply with its majority decision.

Network Ban Called

James Cagney Petrillo, musicians' "czar" Monday told congress his union will ban all network radio broadcasts of musical programs after next February 1.

Foremen End Strike

The Foremen's Association of America, failing to win a single concession from Ford Motor company in a 47-day strike, voted at a mass meeting Sunday to end the walkout and return to work Monday.

May, Garsons Found Guilty

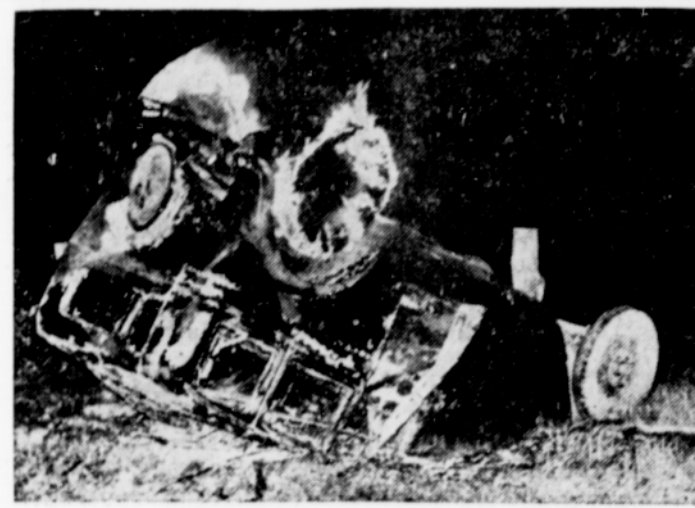
A federal jury Thursday convicted former Representative Andrew J. May, democrat, Kentucky, and his two co-defendants, Henry and Murray Garson, on bribe conspiracy charges involving May's role as wartime chairman of the house military committee.

Cig Tax Bill Halted

Oregon's cigarette tax of two cents a pack, which was to have gone into effect July 3, was halted by the filing of petitions to refer the bill to the people. It will come up at a special election October 7.



ROOM TOWN, an MGM masterpiece reprint, featuring Spencer Tracy, Hedy LaMarr, Claudette Colbert and Clark Gable in a tale of devil-may-care men in a lusty fight for girls and gold, will be shown Sunday, Monday and Tuesday on the Venetian screen. The picture was brought back by popular request.



STORY OF A LAWBREAKER—A driver who was not breaking any law, and two passengers with him, burned to death in this inferno when a reckless overtaking motorist tried to pass their car where the way was too narrow. The lawbreaker himself was not injured—such being the irony of many highway accidents. National Conservation bureau safety specialists report that improper passing ranked fifth as a cause of motor vehicle accidents last year.

License Renewal Schedule Needed

Every Oregon driver should carry a license renewal schedule with his driving permit until his old driver's license expires. It has been stressed by Robert S. Farrell Jr., secretary of state.

"Most of the questions and mistakes the license division has encountered," he said, "would have been avoided if the people concerned had carefully read and kept the renewal schedule. It was designed intentionally to fold to the size of the license card so the two could be carried together."

Schedules are available free of charge from any service station, police station, sheriff's office, or driver's license clerk or examiner. All Oregon driver's licenses expire during the next two years under a system adopted by the 1947

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Banks Veteran Passes July 9

John Henry Peppard, 52, for the past nine years a resident of Banks, died there Wednesday morning. He was born in Portland in 1885 and lived in Oregon all his life. He saw service in the army from June

legislature. The expiration date of each license is determined by its serial number. Lowest numbers first. Numbers 5R-33,000 to 5R-66,000 expire this month. Numbers below 5R-33,000 expired during June.

No individual notice is given when licenses expire. Application for renewal in Hillsboro should be made: a City Hall between the hours of 8 a. m. and 5 p. m. on Monday through Friday. No examination is necessary. Applications, however, will not be accepted ahead of schedule.

Vacationists with old licenses who drive out-of-state risk arrest unless they carry Oregon renewal schedules to prove their permits are still valid.

Services Held For Mrs. Hatch

Funeral services were held Monday afternoon at the Forest Grove Undertaking chapel for Mrs. Mary Ellen Hatch, 84, who died Friday afternoon, July 4, at her home in Cornelia. A resident of Cornelia for 59 years, Mrs. Hatch died after an illness of six months.

Rev. Charles Sorenson of McMinnville, officiated and Mrs. Frank Loomer sang. Interment was at the Cornelia cemetery.

Mrs. Hatch was born March 24, 1863, in Springfield, Ill. She was married in 1890 to A. S. Hatch in Tecumseh, Neb. In 1925 she moved with her husband to Prescott, Wash., where they lived until moving

Thursday, July 10, 1947, HILLSBORO (Ore.) ARGUS—3

ing to Cornelia in 1887. Mr. Hatch died in 1942. She is survived by four children, all of whom were with her at the time of her death. They are two sons, Charles of Cornelia and Frank of Everett, Wash., and two daughters, Mrs. Jessie Henderson of Cornelia and Mrs. Pearl Hoffman of Everett. Also surviving are a brother, Al Miller of Seattle, Wash.; a sister, Mrs. Inez Celevy of McMinnville, five grandchildren and five great-grandchildren.

Out-of-town relatives attending the services were Mr. and Mrs. George Joyce and R. O. Hoffman of Everett, Robert Brown and Mrs. Al Miller of Seattle, Mrs. Al Clevy and son Stanley of McMinnville, and Mr. and Mrs. Otis Boylan of Portland.

All local, social and fraternal news should be turned in at the Argus for publication in that week not later than Tuesday noon and earlier if possible.

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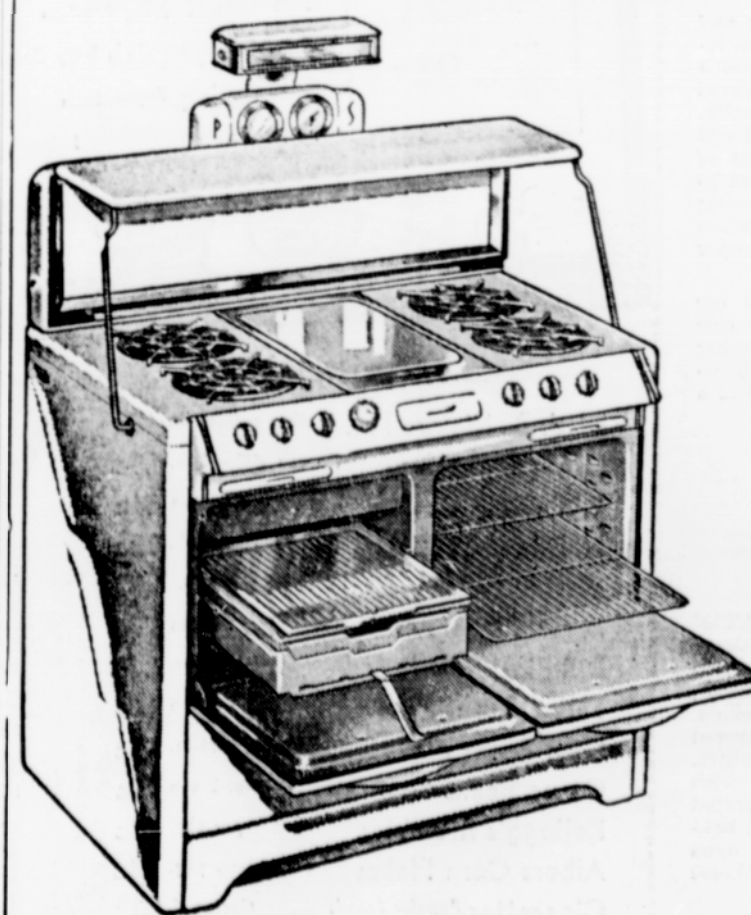
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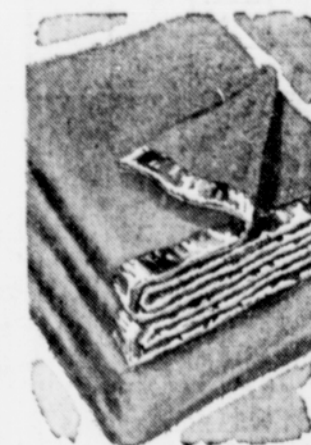


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