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Winning Cities In State Traffic Safety Contest

Medford, Bend, Burns and Woodburn were the winning cities in their respective divisions of the Oregon 1939 Cities Traffic Safety contest, sponsored by Earl Snell, secretary of state, as part of his campaign for traffic safety, it was announced today.

As winners in the four divisions of the contest, each of these cities will receive a highway plaque suitable for erection at the city entrance, it was announced. Plans for the official presentation of these plaques to officials of the winning cities are now being made.

The contest started in May and continued through December, each city being ranked each month in comparison to the corresponding month a year ago in the total number of accidents, the number of injuries and the number of fatalities.

First place winners in the four divisions were as follows:

Division I. Medford, first; Port-

land, second; Klamath Falls, and Salem, tied for third.

Division II. Bend, first; Corvallis, second; Albany and The Dalles, tied for third.

Division III. Burns, first; Hillsboro second; North Bend, third.

Division IV. Woodburn, first; Reedsport, second; Newport, third.

In the first division, comprising cities of over 10,000 population, Medford was the only city to show an improvement in the total number of accidents for the May-December period of 1939 as compared to the same period in 1938, Snell declared. In seven out of the eight months of the contest, Medford had less accidents in 1939 than in 1938.

Bend, as winner in the second division including cities of 5,000 to 10,000 population showed, a strong improvement in the number of traffic accidents during the period of the 1939 contest as compared to the same period in 1938 and the city reported only one fatality as against three for the corresponding period in 1938.

In the third division, including cities of 2,500 to 5,000, Burns was in first or second place in six of the eight months of the contest. There was a strong improvement in the total number of injuries reported and there were no deaths attributable to traffic accidents during the period of the contest.

The fourth division, taking in

CRACKING THE WHIP



cities of 1,000 to 2,500 population, was paced by Woodburn which showed an improvement in the total number of accidents, in the number of injuries and with no fatalities during the contest period in 1939 against one death for the corresponding period in 1938.

"I wish to congratulate the residents in the winning cities on their driving and walking practices during 1939 and I sincerely hope they will be able to continue their record through 1940," Snell declared.

The secretary of state will sponsor the cities traffic contest for the year 1940 with awards again to be given the winning cities in each division.

Oregon Born Gas Tax Comes Of Age

When the gasoline tax celebrates its twenty-first birthday on Sunday February 25, it will have produced revenue totaling \$163,980,000, for the State of Oregon, according to Dr. E. B. McDaniel, president of the Oregon State Motor Association.

The gasoline tax was conceived in Oregon during the 1919 legislature to maintain Oregon highways, Dr. McDaniel said in commenting on the amazing history of this Oregon born tax which now accounts for 25.3 per cent of all state taxes.

To construct badly needed highways for the state, the 1919 legislature prepared a measure authorizing a ten million dollar bond issue and taking automobiles from the property tax list and putting them on a licensed fee basis — all the proceeds of which would provide for retirement of the bond issue in 25 years.

But highways do not last forever. Accordingly, Loyal M. Graham of Forest Grove, then a member of the roads and highways committee, prepared a bill calling for a tax of one cent per gallon on gasoline to create a fund for the maintenance and betterment of the highways when they were constructed.

Once the bill was drafted, C. C. Chapman of Portland, Louis Bean of Eugene, and James Stewart of Fossil, acted as sponsors with Graham. W. B. Dennis, Carlton, at that time was chairman of the committee and had earlier proposed a tax of this sort. To Mr. Graham, however, goes the credit of drafting the bill and proposing a successful method of collection (directly from the wholesaler). Of this group Mr. Graham and Mr. Chapman are still living.

Following Oregon's lead, New Mexico and Colorado adopted the tax the same year. By 1927 every state but New York and Massachusetts had enacted a gas tax — these states falling in line that year.

The first year the tax produced a little over \$341,000 for Oregon. Estimated collections for the year of 1939 are over 13 million dollars — in 21 years the annual receipts in Oregon have multiplied to 35 times those of the first year. During this period, gas consumption in Oregon has increased by more than 260 millions of gallons per year.

The tax remained one cent per gallon until 1921 when it was raised to two cents per gallon and in the following year it was raised again to three cents. The three cent rate was in effect until 1929 when it became four cents. Since 1934 the rate has been five cents per gallon.

Biggest revenue from the tax has

gone to the state of Pennsylvania which has received over 525 million dollars since 1921. Florida, Louisiana, and Tennessee have all imposed seven cent taxes on motor fuel. Two states, Missouri and the District of Columbia, levy only 2 cents per gallon. According to Dr. McDaniel, figures computed by the Oregon State Motor association show that Oregon is in the upper brackets with the present tax of five cents per gallon.

CHRISTIAN SCIENCE CHURCHES

"SOUL" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, February 18.

The Golden Text was, "I will set my tabernacle among you; and my soul shall not abhor you. And I will walk among you, and will be your God, and ye shall be my people" (Leviticus 26:11,12).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "For the Lord God is a sun and shield; the Lord will give grace and glory; no good thing will he withhold from them that walk uprightly" (Ps. 84:11).

The Lesson-Sermon also included the following correlative passages from the Christian Science textbook, "Science and Health with Key to the Scriptures" by Mary Baker Eddy: "Day may decline and shadows fall, but darkness flees when the earth has again turned upon its axis. The sun is not affected by the revolution of the earth. So Science reveals Soul as God, untouched by sin and death, — as the central Life and intelligence around which circle harmoniously all things in the systems of Mind" (p. 310).

Bicycle Riders Urged To Use More Care

In 78 per cent of the fatal accidents involving vehicles and bicycles during the year 1939, the bicycle riders were engaged in some imprudent action at the time the accident occurred, it was revealed today by Earl Snell, secretary of state.

These unsafe actions included riding two or more abreast, riding double on one bicycle, cutting across the path of traffic suddenly, failing to observe traffic signals and signs, hitching rides on moving vehicles and riding on the wrong side of the street.

"Every person who rides a bicycle should remember that in the eyes of Oregon law, bicycles are regarded as vehicles and as such are subject to the same traffic regulations as other vehicles," Snell declared. "This means that bicycle

riders must stop at stop signs, observe traffic and right of way laws that apply to traffic control.

"Young bicycle riders frequently forget to give proper arm signals when making turns and they often ride several abreast, thus causing the riders to be out in the path of the faster moving automobile traffic. These practices must be eliminated if we are to reduce the bicycle death toll."

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