



Planning Commission Schedules Meeting to Consider Annexation

The Medford planning commission will consider making a recommendation concerning the proposed Berrydale annexation at a special meeting in the city hall at 7:30 p.m. Monday.

The proposed annexation area is shown on the accompanying map by a dashed line starting near the junction of Highway 99 and Court st. and extending around Crater Lake highway to connect with the present city limits.

The proposed boundary was determined at a meeting of the planning commission and the Berrydale Sanitation committee last Wednesday.

Nick Gier, chairman of the Berrydale committee, said the Elk City district west of Howard ave. was added to and consolidated with the Berrydale district by request of a citizens committee from the Elk City area which had conducted a house-to-house canvass. The Elk City committee assured the Berrydale group the majority of the citizens contacted were in favor of obtaining sanitary facilities, Gier said.

Northern Boundary

Gier said the northern boundary crossing Table Rock rd. was determined after considerable discussion of opposition voiced by Peter R. Bateman, 3088 Table Rock rd.

The boundary north of Howard school was agreed upon by both the planning commission and Berrydale committees to exclude an area of six residences where annexation was opposed and which would be difficult to

with a sanitary sewer. The boundary line just east of the north end of Howard ave. was drawn on property lines of property owners in that area desiring annexation, Gier said.

The north boundary line from Howard west to Highway 99 follows a section line through that district.

The line south of Highway 99 was extended to include a 300-foot frontage of Medford corporation property by mutual agreement between the corporation and city officials since last Wednesday's meeting, Gier said.

The area just north of Medford city limits south of Crater Lake highway and paralleling Biddle rd. along a section of recently annexed Kenwood-Grandview district was added to the proposed district by request of the planning commission to provide a continuous boundary line for annexation, Gier said.

The Berrydale Sanitation committee has been holding public meetings in the area and studying pros and cons pertaining to a feasible solution to the sanitation problem. Gier said that after studying all the facts and figures, the committee determined

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Main and Central

On The Side

(Compiled by Edna Darling, Medford, Ore.)

Please Note

The expenses of the wedding of Prince Rainier of Monaco and Grace Kelly of Philadelphia amounted to \$420,000. The Prince took care of this by ordering a special issue of stamps to commemorate the matrimonial alliance. So far this special issue has shown a profit of about \$800,000.

Passing By

"Wahoo Sam" Crawford. Brilliant and picturesque baseball star of the yesteryear. One of the two great men born in Wahoo, Neb. The other is, of course, Darryl Zanuck, the film production genius. There has been some discussion as to what trio of heavy hitting major leaguers made up the original "Murderers Row." Get it right. It was Cobb, Crawford and Veach of the Detroit Tigers.

'TARDINESS' GETS DIVORCE

Detroit — (U.P.) — Mrs. Jean Priest has given up hope that her husband will return from the store. She obtained a divorce Thursday after telling a judge that her husband went to the store in 1919 and never came back.

TUNNEL TOTAL

Boston — (U.P.) — A total of 8,448,151 vehicles passed through Boston's Summer Tunnel during the first eight months of 1956. This was an increase of 453,772, or 7.8 per cent, over the same period in 1955.

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Main and Central

Fast Super Highways Have Fewer Fatal Auto Crashes Than Older Country Roads

Motorists: This is the last in a series of five articles dealing with traffic accidents in the United States.

By ROBERT J. SERLING
United Press Correspondent

New York — (U.P.) — You're safer when you drive on a good road.

There are those who doubt that statement, contending that super-highways invite faster driving and therefore are more dangerous.

But the facts support the claim that a well designed road is safer even with higher speed limits and generally faster moving traffic.

Giant toll roads like the New Jersey and Pennsylvania turnpikes have had consistently lower accident rates than the nation as a whole. This superior record didn't just happen. It is the result of these factors:

—The turnpikes are better-patrolled with more rigid enforcement of the higher limits.

—They are engineered for safer driving. Their traffic lanes are wider, divided, scientifically banked and graded with no intersections and traffic lights.

Cut Driver Fatigue

—They are easier to drive on and therefore eliminate one of the leading causes of accidents, driver fatigue.

When a turnpike accident does occur at high speeds, it can be a grisly affair. Yet turnpike officials say speed is not the major factor.

The Pennsylvania Turnpike, for example, has a maximum speed limit of 70 miles an hour. But a survey of accidents on the highway over the past few years showed that 75 per cent of the cars involved were going less than 51 miles per hour.

California freeways last year reported 2.2 fatalities for every 100 million vehicle miles. The fatality rate for the state's rural highways was 9.39.

Other super highways report similar statistics.

Fatigue as an accident cause cannot be overrated. Recently, the American Automobile association sent two cars over parallel routes, one on a new super highway, the other on an older, narrow road passing through a number of towns and cities.

Same Miles More Work

The driver of the second car drove nearly nine hours longer, drove approximately the same mileage, averaged about 15 miles an hour slower, applied his brakes more than 1,200 more times, stopped for 164 more traffic lights, made 454 more turns and 102 more stops for traffic. He naturally was more tired and much less alert by the end of his trip.

Last year, New York university safety experts put two identical twins into two identical new automobiles and told them to drive to identical destinations, from Portland, Me., to Youngstown, Ohio.

One twin used the Main Turnpike, the Merritt Parkway, and the New Jersey and Pennsylvania turnpikes. The second took parallel routes on older roads, involving heavy city traffic.

They were accompanied by

Bureau Reorganization Pleases All Sides in Fisheries Debate

By ROBERT SMITH
Mail Tribune Correspondent

Washington — (U.P.) — A reorganization of the U. S. Fish and Wildlife Service, after several painful episodes, has been completed by Interior Secretary Fred A. Seaton to the general satisfaction of both conservationists and commercial fishing interests who fought for control of this agency.

Neither group got entirely what it wanted, for Seaton succeeded in balancing them off under the new setup within the Interior Department.

Until last year, the Fish and Wildlife Service had been headed by a director who was in turn responsible to one of the department's three assistant secretaries, each of whom has jurisdiction over several interior agencies.

Under the director were two assistant directors, one for commercial fishing and the other for wildlife and game fish. Conflicts that arose between these two interests had to be resolved internally.

In the last part of the tenure of Interior Secretary Douglas McKay, commercial fish interests won approval of a plan for creation of separate bureaus each for commercial and sport fisheries — a move calculated to give commercial interests some of the power they once had prior to creation in 1940 of the F&WS when fisheries were handled only by the Bureau of Fisheries in the business-minded Commerce Department.

Shortly after Seaton took office last summer, he heard that conservationists were up in arms over this reorganization scheme, which the White House had already announced was about to go through. Seaton, after listening to arguments pro and con, put the ax to the reshuffle, with presidential approval.

Seaton then recommended a bill pending in Congress, sponsored by Sens. Warren G. Magnuson (D-Wash.) and Thomas Kuchel (R-Calif.), which passed, and called for a fourth assistant secretary, whose responsibilities lay only in the fish and wildlife field; and under him a commissioner to head the Fish and Wildlife Service; and under him two co-equal directors, one for the newly created Bureau of Commercial Fisheries, and the other for the Bureau of Sport Fisheries and Wildlife.

As assistant secretary, Seaton picked Ross L. Leffler, long-time head of the Pennsylvania Game Commission, and widely acclaimed by conservation leaders. Leffler is planning an inspection tour of Northwest and Alaskan fisheries. He then appointed as his commissioner, Arnie J. Suomela, former Oregon director of fisheries who had been serving as assistant director of F&WS during the McKay era.

Seaton eased out John L. Farley, director of F&WS under McKay, who had been under heavy fire during much of his four years in office. Farley owed his appointment originally to the recommendation of California bankers who wanted less strict regulations over duck baiting for their hunt clubs.

Under Suomela, two career men were installed: Donald L. McKernan, former head of Alaska fisheries, to head the Bureau of Commercial Fisheries; and Daniel H. Janzen, former head of the F&WS office at Minneapolis, to head the Bureau of Sport Fisheries and Wildlife.

Their view was indicated by a statement by Sen. Richard L. Neuberger (D-Ore.) the conservationists' chief spokesman in Congress, when he said he would support Suomela's nomination, but he wished he had had some wildlife experience. A leading conservation spokesman put it this way: "Conservationists generally feel that since it's the top job in the F&WS, it's good to have a man who has been active in the field as Suomela has been. There is considerable unhappiness on the part of wildlife people. But most feel happy, because, at least, he is a fisheries conservation man."

Doctrine Faces Loss Of Aid Stipulation

Washington — (U.P.) — Sen. John F. Kennedy (D-Mass.) said today a proposal by fellow Democrats to strip a \$200 million aid proviso from the Eisenhower Doctrine would "embarrass our government and dismay friendly Middle Eastern nations."

Senate leaders pressed for a vote late today on the proposal, by Sen. Richard B. Russell (D-Ga.) and others, to cut the \$200 million aid clause out of the doctrine resolution.

The outcome could be close but administration backers believed they could defeat the Russell amendment. The State Department declared Thursday night the amendment would "largely destroy" the effect of the Eisenhower Doctrine.

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