

## Road Deaths of Animals Worry Conservationists

Denver — (UPI) — Animals never have been very smart pedestrians.

The broken and rotting carcasses of various forms of wildlife are a common sight on America's open roads most of the year, particularly in summer.

The automobile is one of our most effective game predators — rivaling the shrew, the weasel, the fox, the dog, the house cat and the coyote in effectiveness.

Conservationists are both aware of and worried about the tremendous rate of animal fatalities on the nation's highways.

Future inroads into wildlife population, with more mileage of high speed highways, are not bright, according to the American Humane Association which has headquarters in Denver.

**Problem Obvious**  
Many game species are able to elude the hazards of hunting seasons and winter feeding only to be taken by an automobile.

The problem is obvious, but the solution is not so simple.

The peak number of wildlife casualties occurs in the spring and summer — the season when most forms of wildlife are preoccupied with staking out homesteads, selecting mates and raising the young.

When young birds and animals venture away from home, they are inherently carefree and consequently heedless of danger on their rambles — which take many of them across a highway. Thus the majority of wildlife killed on highways are juveniles.

There are few statistics available on the number of animals killed on highways, but there are even fewer, if any, state laws to protect the animals.

Federal agencies do enforce traffic and other regulations on their reservations and refuges for the protection of wildlife, but their police supervision ends beyond these boundaries.

The U.S. Bureau of Sport Fisheries and Wildlife is currently investigating the wildlife conservation aspects of the federal highway program.

But this matter has not particularly concerned high officials except as such contacts of automobiles with animals represent a danger to motorists.

Conservationists believe the one solution to alleviate the slaughter is simply keep the animals out — and protective fencing seems the best answer.

**Highways Fenced**  
Many of the new highways now under construction are being fenced — with wire, and in some cases hedge. The Massachusetts Turnpike is cited by some authorities as an example of protective fencing, and wildlife mortality rates are far below those reported in other areas.

Research shows the most effective type of fencing would be a double fence, erected at the edge of the highway right-of-way. The distance between the two fences would be small enough so that large animals would not be able to gain momentum enough to clear the second fence, should they clear the first.

At intervals, the first fence would have escape gates through which an animal trapped in the area would be able to return to its habitat. Two fences also would deter smaller animals from climbing.

Next to fences, another approach is to convince drivers to slow down in known wildlife areas and literally give wildlife a "brake."

## Scientists Remove Detergent in Water

New York — (Science Service) — Detergents have been a pain in the neck to chemists involved in water purification. They have had no easy way of getting the washing chemicals placed in water upstream out of drinking water used downstream.

But Dr. I. M. Abrams reported at the American Chemical society meeting here that alkyl benzene sulfonates — the hardy part of detergents — can be almost completely removed from water by passing it through a plastic-like material A-102D, or Duolite. Dr. Abrams is a chemist with the Chemical Process company of Redwood City, Calif.

The removal process utilizes ion exchange in which a harmless ingredient of one compound is released in exchange for the material collected.

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