

Sale

The response to last Week-End's Coupon Bonus was great . . . So here it is again for you who missed out! Just clip these Coupons out and bring them in this week-end for **EXTRA SILVER DOLLAR STAMPS** on given items! (Special prices are good without Coupon but the Savings are Greater if you bring it in.) All Specials Good thru Dec. 18th!

Engineer Thinks New Roads Will Cut Death Rate

By JAMES R. GOLDEN
United Press International
Salt Lake City, Utah (UPI)—A Texas highway engineer thinks the key feature of modern highways is that they will slash the traffic death rate by almost half.

Because of the relative safety of the new freeways and interstate roads, Talbot S. Huff, chief engineer for highway design for the Texas Highway Department, says speeds of 70-75 miles per hour should be common once laws are altered to keep up with the times.

Huff said at a meeting here that several factors will bring the decrease in traffic deaths. Major among them is design of the roadway itself.

Head-on collisions are almost eliminated as are grade crossings and intersection crashes. Still to be reckoned with are rear-end smash-ups and sideswipes along with the inevitable numbers who fall asleep or otherwise veer off the road.

In his own state of Texas, said Huff, the over-all death rate is about 6.1 per 100 million miles on 61,000 miles of secondary and non-interstate roads. On the 800 miles of controlled access and freeway highways, the rate is 2.5. Huff said many engineers agree the design can bring a drop in fatalities even when the limit is in the 70-mile-per-hour category.

Human Error
No one is presently thinking of attempting to build an accident-free highway for the simple reason it's probably impossible, Huff said. The human element of error and chance-taking puts it outside the realm of practicality.

What about those much-talked-of "automatic" highways on which the car would be assigned a line and without human help gets to its destination? Huff said no one in the design field has been seriously discussing the proposal at the present time.

But engineers are talking about possible addition of new electronic controls that would aid the driver. One is a type of audio device in which sounds rather than signs act as signals and guides on high-speed roads, much as airplanes make use of them.

Speeds Outmoded
He said the nation's highway users won't be getting full advantage out of their multi-million dollar strips of concrete if maximum speeds aren't boosted to meet the standards for which the roads were designed. The 60-mile-per-hour limits imposed in many states become outmoded on the multi-lane divided roads, he said.

The lag between technology and legislative economies becomes a costly one in a hurry, since speedy transportation was one of the reasons the freeways were built in the first place, he added.

Klamath Lumber Firm Recovers Judgment Claim

Salem—UPI—The Oregon Supreme court Wednesday affirmed a \$125,842 judgment recovered by the W. D. Miller Lumber Corp. of Klamath county against the estate of its former owner.

The claim was for money advanced by the corporation to the late W. D. Miller, former sole owner.

At the time of Miller's death, a running open account which had been kept showing debits and credits between him and the corporation showed an amount due the corporation.

Executors of the estate contended that since Miller was the sole owner, there was no obligation to repay the money. But the high court in a decision by Justice Gordon Sloan ruled that the records indicated Miller's own intention to repay the advances.

Klamath County Circuit Judge Charles H. Foster was affirmed.

Other Decisions
Blue River Sawmills, Ltd. et al. appellants vs. Robert Diamond Gates and Mary Naomi Gates, et al. appeal from Benton county; opinion by Justice Harold Warner; Judge Fred McHenry affirmed; suit to declare a conveyance of timber licenses covering timber in Canada to be a mortgage, defendants favored in ruling that the transaction was a sale with merely an option to buy back.

Quebec Province's hydroelectric power of nearly 10 million horsepower at the end of 1958 was 45 per cent of the Canadian total.

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