

Domiciliary Men To Get Big Dinner

White City — Members in the White City Veterans Administration Domiciliary who are unable to spend Thanksgiving at home with their families will have all the traditional feasting that goes with the American holiday, C. T. Jackson, director of the Domiciliary said today.

Turkey and the trimmings will be served in the Domiciliary dining room, and on trays to those who are confined to their beds in the infirmary, he said.

The Domiciliary has bought food by the truckload to prepare the dinner — 800 pounds of turkey, 300 pounds of potatoes, 60 pounds of cranberries, olives, and relishes, and huge quantities of other foods.

In addition to the feasting, religious services will be offered during the day at the Domiciliary, Jackson said.

Winema Forest Sells Two Timber Tracts

Klamath Falls — Harold Cole of Oakland, Ore., and Loveness company of Malin purchased two timber tracts sold by the Winema National forest this week.

Cole paid \$6,412 for 450,000 board feet of blowdown timber in the Wocus sale. Jack Welmer also bid on the timber which had an appraised value of \$5,782.

Loveness paid the appraised price of \$29,012 for the Long Prairie sale of 3,020,000 board feet. Both sales are located on the Chouliquin Ranger district.



BIG HANGOVER—Nursing a gigantic hangover is four-year-old Edward Taylor of Vancouver, B.C., a compulsive drinker who downed 10 ounces of rum and a half a glass of beer in rapid order while his father was out of the room briefly. Edward was treated at a hospital for alcohol poisoning. It was his second drunk. He guzzled a quarter bottle of rum when he was a year old. (UPI)

The Portuguese equivalent of Santa Claus is "Pia Natal," or Father Christmas, but he is regarded only as an agent for "Menino Jesus," the child Jesus, who is actually responsible for Christmas gifts.

Traffic accidents take 30,000 lives in an average year.

Newest Section Of Trans-Canada Road Taking Toll

Ottawa — A short stretch of the Trans-Canada highway — nicknamed the "killer strip" because 45 persons have died on it since 1957 — is proving that Canada's roads are becoming too good for its drivers.

The 32 mile, two-lane strip just east of the capital has been the object of great concern since it was widened and smoothed to Trans-Canada specifications.

After 45 deaths, numerous injuries and nearly \$500,000 in property damage, Ontario highways department officials have come up with only one explanation: bad driver judgment.

When the rash of fatalities began, some reports blamed them on driver hallucinations — drivers being blinded by the sun a few hours before dusk, or the light playing tricks with a driver's distance judgment.

But the statistics piled up by Department Safety Officer T. E. Mahony suggest that the combination of modern highways and high-power cars are too much for simple humans. Mahony's two-year investigation has shown that most of the accidents occurred under ideal driving conditions.

More than half were during daylight, almost 40 per cent at night. The sun-blind theory is tossed out by the statistics which show only six per cent of the accidents occurred at dusk or dawn.

Almost two-thirds of the accidents were on dry pavement, with only 16 per cent in the rain and 21 per cent on ice or snow.

Three-quarters were on straight stretches of the road. A surprisingly high 34 per cent of the fatal accidents involved only one car, while about 60 per cent involved two vehicles.

Mahony also found that one third of the fatal accidents involved drinking. A majority of the drivers involved were Quebec drivers using the top-flight Ontario highway in preference to Quebec's sub-standard highway, which runs along the other side of the Ottawa river.

Although the speed limit is 60 mph, the road is constructed for 80 mph and there is no doubt many drivers operate at the higher rate. But drivers, unless alert every second, are incapable of driving safely at

high speeds in high-powered cars, highway officials say.

"Give a motorist a perfect set of conditions and he lets himself relax so his reactions are not as good," Mahony said.

One answer might be to let the road surface deteriorate and construct more curves into the road to keep drivers alert.

Mahony admits this could be an answer, but doubts it would ever be done. Drivers will just have to learn to handle modern roads and cars, he said.

Instead, the Ontario provincial police have stepped up their patrol of the stretch, watching for speedsters and careless drivers.

The ultimate answer for the

Trans-Canada between Montreal and Ottawa may be a four-lane highway. This would cut down the number of head-on crashes, but still would leave the alarmingly high incidence of motorists dozing off and running into the ditch.

At the moment the highway's traffic volume does not warrant four lanes. For the

time being motorists will have to learn to cope with the modern road if they want to stay alive.

The highway safety council, also alarmed about the killer strip, admits a lower-grade road would cut accidents. But one official said the volume of cars today requires modern highways that will carry large volumes of traffic quickly.

Real Estate Tax Levies on Farms Show Increase

Washington — Farm real estate tax levies in 1961 — generally payable in early 1962 — totaled \$1,329,500,000, up 6.3 per cent from 1960 levies, according to the Agriculture Department's Economic Research Service.

The levies of 1962 are expected to increase to about \$1,409,000,000. This would bring taxes per acre of farmland to \$1.38 compared with \$1.30 in 1961, and an average of about \$1.06 in 1957-59.

ERS said farm real estate tax levies comprised 6 per cent of total production expenses in 1960. In general, the proportion of total production expenses accounted for by farm real estate taxes has been rising since 1944. The 1961 percentage is the largest since 1951. These levies were California, \$150.3 million; Illinois, \$126.5 million; and Iowa, \$107.6 million.

Taxes per acre of farm real estate in 1961 were higher than in 1960 in every state except Rhode Island, which showed a small decrease. The greatest increase, 59 per cent, was found in Alaska. Six other states showed increases of more than 10 per cent. In 28 states the increase was from 5 to 10 per cent, and in 14 it was less than 5 per cent.

As in recent years, 1961 taxes per acre of farm real estate averaged highest in New Jersey at \$10.16 and lowest in New Mexico at 15 cents. In 16 states the average tax per acre was more than \$2, in 13 states it was between \$1

and \$2, and in 21 states it was less than \$1.

Variations among states in average tax per acre reflect differences in the value of farmland and the relative value of improvement, as well as the role given to the property tax in state-local fiscal systems. Thus, in Connecticut, Massachusetts, New Jersey, and Rhode Island, where taxes per acre average highest, the property tax occupies a relatively important place in the tax structure. In addition, agriculture in these states is characterized by small, intensively operated farms having high values per acre and large average investments in improvements.

Color-By-Number Books for Children

Cinderella will sing beneath many a child's Christmas tree this year, according to the publishers of Twinkle Books, who have produced a new series of color-by-number fairy tales with a record to fit each story.

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