

Gen. Patton Partially Paralyzed After Sunday Automobile Accident

By JAMES F. KING
MANNHEIM, Dec. 10 (AP) — Gen. George S. Patton lay partially paralyzed today in Heidelberg hospital as prominent nerve specialists were summoned from England and the United States to treat spinal injuries which he received in an automobile accident yesterday.



Injured

An army medical bulletin said that Patton's general condition was satisfactory, that he was completely rational and had spent a comfortable night but declined to forecast the probable course of a paralysis of the lower limbs resulting from a simple fracture of the third cervical vertebrae.

Hurrying to his side by trans-Atlantic plane were his wife and neuro-surgery specialist, Col. R. G. Spurling of Louisville, Ky. Already at the hospital are Maj. Gen. A. W. Kenner, theater surgeon, and Prof. Hugh Carnes, a British specialist who had been flown from Oxford at the request of Mrs. Patton.

Mrs. Patton was expected to arrive in Paris tomorrow morning and go from there to Heidelberg either by rail or air.

Restful Night
An official army bulletin issued at the hospital said the fiery general had passed a restful night, sleeping five hours.

The text of the bulletin: "General Patton's condition as of 5 p. m., Dec. 9: A simple fracture of the third cervical vertebrae with posterior dislocation of the fourth cervical, completely paralyzed below the level of the third cervical; prognosis guarded."

"Mrs. Patton is flying by army plane to be at the general's bedside. She will arrive in Paris at 6 a. m. Tuesday. From there she will travel by air or rail immediately to Heidelberg. At Mrs. Patton's request, Hugh Carnes, professor of neuro-surgery at Oxford, will be in attendance. He was flown from England this morning, arriving at Frankfurt at 8:45 a. m. and he was driven immediately to Heidelberg."

"Mrs. Patton will be accompanied on the flight from the United States by Col. Roy Glenwood Spurling of the medical corps and Lt. Col. Kerwen of the war department operations division."

"Two bulletins will be issued daily on General Patton's condition."

Collision
The accident occurred when an army truck reportedly turned off a side road into the autobahn (super highway) and crashed into Patton's sedan. Patton and his chief of staff, Maj.

he was thrown forward by the impact of the crash. Patton was reported to have said that, though his neck hurt, he felt no other injury. Capt. Ned Snyder of Texas treated Patton at the scene of the accident, after which the engineering unit's ambulance rushed him 20 miles to the hospital in 25 minutes.

Myrtle Creek Woman Killed in Wreck

ROSEBURG, Dec. 10 (AP) — A Myrtle Creek woman was killed



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and her companion injured late Saturday when their car collided with a Southern Pacific freight train at a crossing south of Sutherlin. State police reported Margaret Catherine Landis, 45, was crushed in the overturned car and was believed dead when removed from the wreckage by the train crew. Ed May, 50, also Myrtle Creek, was taken to the Roseburg hospital for treatment of shock and a fractured leg.

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New Building To Be Built In Portland

PORTLAND, Dec. 10 (AP) — Bonneville power administration will occupy a new four-story \$800,000 building to be erected here by Lloyd Corp. Ltd., Dr. Paul J. Raver said today.

HERALD AND NEWS—THREE

Monday, Dec. 10, 1945

The 100 by 190-foot building of steel and concrete will house staffs to be expanded. The Lloyd Corp. is owned by R. B. Lloyd, a Los Angeles oilman.

Japan is the largest producer of coal in eastern Asia.

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Until the Last Man is Home

Count right now on Great Northern Railway to do its level best—better than that, if possible!—to get Northwest service men home from camps and separation centers for Christmas.

But, please do not count on miracles, for the nation's railways face today the worst passenger travel congestion they've ever had!

You are entitled to know why train travel, particularly on Western lines, now is difficult and will continue to be so for at least 60 days.

The principal reason is the accelerated rate at which service men are being returned to the United States. This month more than 1 million men will be landed at Pacific and Atlantic ports. And, at least 90 per cent of them must and will be moved homeward by railway.

There are two "rubs" in today's train travel picture. One is that railways have been called on to handle a vastly-increased volume of military traffic at a time when thousands of civilians, including students and teachers, plan to go home by train for the year-end holidays.

The other—and most important—is that there just isn't enough railway passenger equipment to meet both military and civilian demands.

The railways tackled their job in World War II with one-third fewer passenger cars than they had in 1918. Construction of new passenger equipment by and for railways was not permitted after 1941. Great Northern has had five streamlined trains on order since 1943, but delivery cannot be made in time to relieve the present congestion.

Nevertheless, demobilization transport must go ahead, and toward getting it done, railways are assigning three-fourths of all sleeping car space to troop movements. In addition, Great Northern and other Western lines have withdrawn hundreds of sleepers, coaches and baggage cars from regular service for special troop train operations. In a single day more than 20 special troop trains are being moved on Great Northern alone. These include trainloads of eastbound service men and unoccupied equipment moving west to pick up troops awaiting transportation.

It's going to be difficult to obtain train accommodations to and from almost anywhere in the next several weeks. Leaving would-be passengers behind makes no one happy, and crowded conditions on trains are not conducive to comfort.

Public transportation is Great Northern's business. During the travel congestion period, which already has begun, the railway will provide civilians the most effective service possible while we finish our war job—the job which won't be finished until the last man is home.

GREAT NORTHERN RAILWAY

Two Oregon Men Honored

WASHINGTON, Dec. 10 (AP)—Two Oregon men were among 180 U. S. naval heroes awarded honors today by the Russian government for "outstanding military activities" in transporting war goods to Russia's northern ports on the famed "Murmansk Run."

The awards and recipients include: Order of Glory, third class—Ensign Harold L. Handshuh, USNR, deceased, whose address was 827 E. 11th Ave., Eugene, Ore.

Medal of Bravery—Oswald Irvin Cassidy, ex-seaman 1/c, USNR, Vancouver City, Ore.

The honors were displayed here briefly by charge d'affaires Nikolai Novikov, at the Russian embassy. They were then entrusted to Rear Admiral Thomas B. Inglis, USN, for the navy and coast guard men who are still on assignment.



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