

Rural Accidents Claim Big Toll Of Lives In Summer

Summer travel in Oregon last year claimed a toll of 147 lives, 70 per cent of which was the result of rural accidents, Secretary of State Robert B. Farrell Jr. said today, as he called on county and city officials to join state agencies in a campaign to reduce traffic fatalities during the months of June, July and August.

"During those four months of the year, there were 113 fatalities in rural areas in this state," Farrell said, emphasizing the predominance of rural accidents during the summer months. "Whereas for the year as a whole, about 60 per cent of all fatalities occur in rural areas, for this summer period, 70 per cent involved rural crashes."

The secretary of state said virtually all the rural traffic fatalities of the 1946 summer period could have been prevented through the exercise of ordinary care, common sense and observance of traffic regulations.

"Of the 113 fatalities, only two might be described as truly accidental," he said. "Incidents, over which people involved might be said to have no control. In one case, the lights of a car went out on a dark, rainy night, and in the other instance, a wheel came off the vehicle."

"The other 111 fatalities were the result of such unsafe driving and walking practices as speed too great for conditions, speed and inattention on curves, passing in the face of approaching traffic, driving off the road as a result of speed or inattention, failure to dim headlights, driving while fatigued and falling asleep, intoxication, driving through stop signs, and walking into the path of approaching vehicles."

Heavy traffic volumes and high average speeds on the main highways today are causing conflicts that result in serious accidents, the secretary of state said. Traffic volumes during the summer months of 1946 increased as much as 126 per cent in some instances and on the average, was about 60 per cent above the volume counts for the summer months of 1945.

"The heavy volumes, with cars moving at higher average speeds, naturally increase accident hazards when drivers fail to exercise greater care," Farrell said. "This is shown by the fact that accidents involving head-on collisions when cars try to pass other vehicles moving in the same direction are on the increase in this state. During the four summer months of 1946, there were 12 fatalities involving such dangerous practices."

High speed, particularly on curves resulted in 24 of the 111 preventable accidents during the four summer months. Speed too great for conditions probably was a factor in many other accidents involving such things as going out of control on rough roads, skidding in gravel or on wet pavement, rear-end collisions, and in many pedestrian accidents. The secretary of state emphasized the fact that speed might be the cause of an accident in such varying degrees as 30 miles an hour or 35 miles an hour.

"During those four summer months, there were accidents involving a vehicle going out of control on a curve at 40 miles an hour, and a vehicle going out of control on a rough country road at a speed of 35 miles an hour."

"It isn't so much the numerical speed factor as it is the rate of speed in relation to conditions. If the speed is suited to existing traffic conditions, accidents will not occur."

Farrell urged pedestrians to re-

Hunger Forces Boys To Quit

STEVENSON, Wash., May 15 (AP) — Two teen-age boys, who reportedly threatened to "shoot it out with any cop" who attempted to arrest them for robbery, were conquered by hunger today.

The boys—one 13, the other 15—were hunted by 11 officers yesterday after they disappeared following a series of robberies. Both lived near Washougal.

Today one youngster, explaining he was hungry, walked into a Skamania store and gave himself up. Then he led police to a spot in the woods where his pal was waiting.

The boys, who said they had been following power lines through the wild country, were being taken to the Clark county sheriff's office in Vancouver.

BIG CATCH
ASTORIA, Ore., May 15 (AP) — Capt. Fritz Bold, master of the fishing boat Cavalier, was unloading 26,000 pounds of halibut today, one of the largest landings ever received here.

Of this catch, 13,000 pounds were "chickens" or small halibut, and 13,000 pounds were mediums. Large halibut are seldom found in the southern zones fished by the Oregon fleet.

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Vets Committee OK's Disability Up

WASHINGTON, May 15 (AP)—The house veterans committee approved Wednesday legislation to increase minimum payments for rehabilitation of veterans with service-connected disabilities of 30 per cent or more.

The bill was sent to the house for action.

The minimum for a veteran without a dependent would go up from \$105 to \$115 a month. A veteran with a wife would get \$135 instead of \$115.

In addition, a married veteran would get \$20 instead of \$10 for one child and \$15 instead of \$7 for each additional child.

Shock Proves Fatal To Child

PHOENIX, Ariz., May 15 (AP) — Five-year-old Richard Jerome wanted to help his mother last night, so he gave his little sister a bath in the laundry tub.

To get more light, he plugged an electric cord into a nearby socket. The frayed cord sagged into the water and shocked two-year-old Pauline. She died in a hospital two hours later.

Howard Hughes To Endow Medical Center In Houston

Howard Hughes today revealed that he will use the fortune he has made as airplane manufacturer and motion picture producer to establish a foundation for medical research, according to an article in the current issue of Look magazine.

Disclosing his intention in an interview with Mrs. Raymond Clapper, Hughes expressed "a passionate belief that all disease could be wiped out." His birthplace, Houston, Tex., has been chosen as headquarters for the proposed Hughes Medical Foundation, he said.

Mr. Hughes reached this decision last July, he told Mrs. Clapper, during his convalescence in a Los Angeles hospital following the near-fatal airplane crash in which he suffered severe burns and injuries. He was deeply impressed, he stated, by the fine scientific care he received at that time from the doctors and nurses.

His personal fortune, reputed to be around 125 million dollars, which Hughes intends to employ in his plans for the medical foundation, has been built up from a \$300,000 interest in the Hughes Tool

company, inherited from his father. At the age of 19, Hughes bought out the other owners, took over complete management of the company and expanded it greatly, according to the Look article. Later, his Hollywood ventures as a motion picture producer paid off handsomely, with "Hell's Angels," "Scarface" and "The Front Page" credited among his most notable successes.

His greatest public recognition, however, has been attained in aviation. President of the Hughes Aircraft company and controlling stockholder in TWA, he has been known for the past twelve years as a record-topping flier and inventor of daring innovations in airplane design. His eight-engined Hughes flying boat, now under construction at Long Beach, California, will be the world's biggest plane, with a wingspan of 320 feet and a cargo capacity of 60 tons. Most recent of his inventions, announced only ten days ago, is his new inexpensive radar instrument for commercial planes which will warn pilots of their approach to mountains, tall

buildings or other aircraft, in any kind of weather.

Despite his many successes, his greatest ambition now is the Hughes Medical Foundation, says Hughes. He will continue to design and build airplanes, and to make moving pictures, but will not be satisfied until his medical foundation is a reality.

GLOOMY OUTLOOK
PORTLAND, May 15 (AP)—A gloomy economic future was predicted today by Harry Bridges, arriving for a meeting of the CIO International Longshoremen's and Warehousemen's union which he heads.

"Somewhere in the offing there is going to be a real crash," said the San Francisco labor leader. "Present prices and national production weighed against depreciated buying power and devalued dollars make it inevitable. The new labor legislation is going to cinch it."

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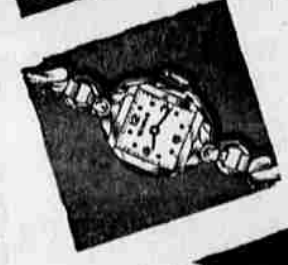
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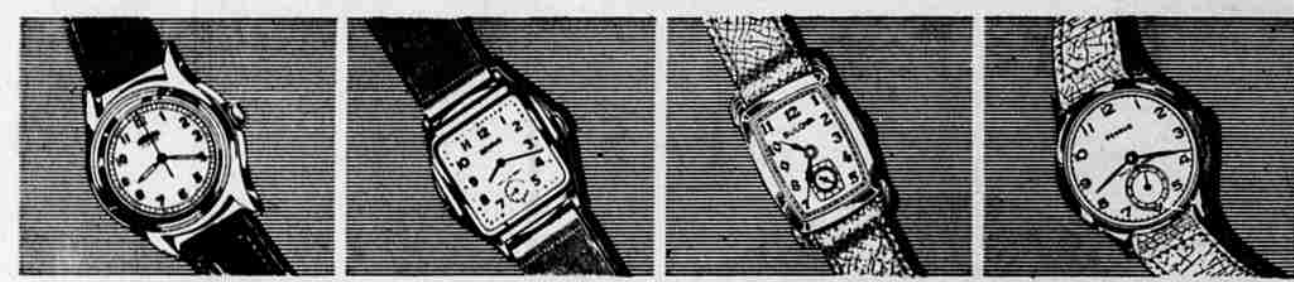


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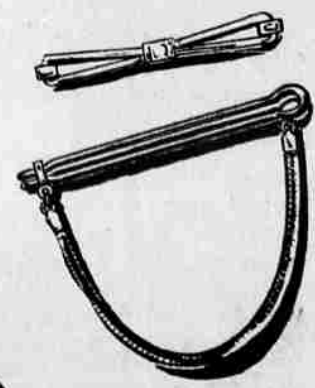
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