



MANY JOURNAL READERS HAVE seen them advertised and probably purchased three-legged chickens at a grocery store, but those had been packaged by human hands to contain the extra limb. The tiny fowl in this picture is the "real thing" as it pecked its way out of the egg shell, bearing a third leg. The tri-legged White Rock chick arrived recently on the Lawrence Miller farm in the Big Bend area on route 3, Parma. The lad in the photo is Nyssan Robert Wayne Johns, grandson of the Millers. He resides

at seventh street and Locust avenue and will be in the second grade next fall. The Miller couple have been raising chickens since 1956. They, as well as all members of the Journal staff, had never seen an actual three-legged chicken before. The Big Bend residents are presently feeding 70,000 birds. The extra leg is of no use to the small chicken - it uses only two for walking. But the third leg, complete with foot and "long" claws is attached to the bird's left thigh. - Journal photo.

Traffic Safety Commission Gives Accident Statistics

One out of every ten Oregon drivers was involved in a traffic accident during 1967, according to a recent report by the Oregon Traffic Safety Commission. Nearly 125,000 drivers had an accident on state highways, with drivers under age 25 accounting for over 30 per cent of the mishaps, although this age group comprises only 20

percent of the driving population. Drivers aged 35 to 44 appear to be the safest drivers because they account for 20 per cent of those licensed, yet were involved in only 15 per cent of total reported accidents. Motorists age 75 and over were also disproportionately involved in fatal accidents, said the commission. This age group

is 2.5 per cent of total drivers, yet were involved in 3.4 per cent of fatal accidents.

The question of male versus female driver is also answered by last year's accident figures. Male drivers were involved in 70 per cent of all accidents and 84 per cent of fatal accidents. In all fairness, says the Oregon Traffic Safety Commission, it must be pointed out that men drive more than women and thus are exposed to more accident producing situations. Most drivers, 84 per cent, were residents in the area where their accident occurred.

TEACHER SALARIES RISE 9.7% TO \$7,997 AVERAGE

The salary of the average Oregon educator this year is \$7,977 -- up \$703 or 9.7 per cent above 1966-67 and highest ever in the state!

The compilation was recently completed by the OEA Research and Professional Development Division. The statistics covered 21,873 teachers and 1,734 administrators. Teachers' average salary was \$7,667, up \$679 over 1966-67, and administrators' average salary was \$11,888, up \$1148 over the previous year.

Credit for the strongest salary spurt in several years goes

to hardworking OEA professional economics committees and consultation committees. The statistics indicate there were 500 more teachers in Oregon schools and 32 fewer administrators than a year ago.

OEA Dues Up

OEA-NEA membership dues, tied to average educator salaries, will be \$47 for 1968-69. Bylaws adopted this spring call for dues to be calculated at .0039 times the average contractual salary of educators for the previous year and raised to the nearest whole dollar amount, plus NEA dues (\$13 for Oregon next year, plus \$2 for funding the new OEA headquarters building. - OEA News.

Oregon Traffic Accidents Down From 1966 Year

There were 71,042 traffic accidents reported to the Oregon Department of Motor Vehicles during 1967. This is a slight decrease from 1966 when 73,516 accidents were reported to the agency.

The annual statistical summary of motor vehicle accidents also indicates that 28,711 persons were injured in Oregon accidents. In 1966, 29,542 injuries were reported. The state's previously reported 1967 death toll was 658. In 1966, 678 people were killed.

The department received reports from 124,185 drivers involved in accidents and all but about 9,800 listed Oregon addresses on the reports. State law requires all traffic accidents, regardless of damage, to be reported to the DMV within 24 hours.

The complete 28-page summary of accidents, detailing types of mishaps and location will not be available for distribution for several weeks, the agency added.

Only 5 per cent of drivers in Oregon accidents were from out-of-state, although they accounted for 10 per cent of the fatalities.

Drivers who are interested in reducing their odds of being involved in an accident during 1968 are requested to write for further information to the Oregon Traffic Safety Commission, Salem, Oregon 97310.

Doctor Stresses Cooking Of Meat

Make no mistake, meat inspection is no substitute for cooking your meat.

This is the warning of Dr. M. L. Houston, supervisor of the Oregon Department of Agriculture's meat inspection service, after learning of an inquiry as to whether it was necessary to cook meat that had been passed by a good meat inspection program.

Meat inspection is for the purpose of detecting disease conditions in animals at the time of slaughter and any unwholesome conditions of meat, Dr. Houston said.

He pointed out that while meat inspection services do check questionable meat under the microscope, the volume of meat consumed in the United States makes it impractical to check all meat microscopically.

And, there are bacteria and some parasites, such as trichina in pork, which have long brought warnings of "cook your pork well", that cannot be detected without a microscope.

The nutritive factors in meat that make it such good food for humans also are equally good for such organisms, and often they have their best opportunity for growth in the care meat is given after it is purchased by the consumer.

Meat is a food that needs refrigeration. Too frequently the consumer does not take the proper steps to keep meat at proper temperatures. Warm weather heats autos very quickly and this creates an ideal condition for harmful bacteria to get a foothold if the meat is left in the car any length of time.

Also, with summer there come cookouts and camping trips that may result in meat being out of refrigeration for longer periods than it should be.

All of these are good reasons for cooking of meat, since the heat generated in the cooking is the best means of destroying harmful bacteria and parasites.

And, while he stressed the necessity of cooking meats for safety and preservation in the consumer's own refrigerator, Dr. Houston also listed two other reasons for cooking -- tenderizing and making it more easily digested.

Trucking Said Vital To Economy Of Nation

About 60 years ago, the nation's truck fleet numbered close to 700 vehicles that could hardly be called reliable. Today trucks number more than 15 million and represent an industry that dominates all modes of freight transportation.

Trucking is a substantial part of the vast and elaborate transportation system which receives national attention May 12-18, proclaimed 1968 National Transportation Week by President Johnson.

"The history of our country cannot be separated from the story of our transportation -- nor can its future," the President said. "Fast, safe and efficient transportation is indispensable to our future growth, to the security of our nation and indispensable to the safety of our citizens as well," declared the President.

Indicative of the importance of trucking in transportation is the fact that three out of four tons of freight moving in commerce are hauled all or part of the way by truck. Total 1967 revenues of federally regulated for-hire motor carriers will be an estimated \$11.1 billion.

J. David Brothers, president of American Trucking Association, said in a statement on National Transportation Week, "In no other large country has the fluid and flexible highway flow of cargo approached the volume and efficiency it has in the United States."

Trucks operating daily in the U. S. move 48 per cent of intercity freight tonnage.

For example, trucks carry 89 per cent of all agricultural products from farm to initial markets, 97 per cent of frozen food shipments of 500 miles or less, 95 per cent of livestock to market and practically all goods moving in local service and delivery.

Trucks can go anywhere on the more than 3.7 million miles of U. S. roads and streets -- and to do so they pay their share of the cost of highway construction in the form of about \$4 billion annually in federal, state and local highway user taxes.

This amounts to well over a third of the total collected from all motor vehicles by federal and state governments. Yet,

trucks represent only 15.6 per cent (excluding government vehicles) of registered motor vehicles.

By the time the much needed current federal aid highway program, including interstate routes and defense highways, is concluded, it is estimated trucks alone will pay 38 per cent of the trust fund receipts to finance the project.

Trucking is big business. It is an organized industry that provides employment for more than eight million persons, ranking second to agriculture. A staggering \$69.3 billion is spent annually for truck service, equivalent to 9.3 per cent of gross national product.

Each year, trucks account for purchases of five million gallons of paint, 21 billion gallons of motor fuel, 371 million gallons of lubricating oil, 21 million tires, 177 million pounds of lead, and 26 million gallons of anti-freeze.

Courtesy and safety is part of the trucking industry picture, also. Drivers are instructed to cooperate with motorists such as pulling to the right, if possible, to let autos pass. The industry has worked hard to reduce noise and smoke made by some truck motors. And drivers often render assistance to stranded motorists or at accident scenes, living up to their reputation as "Knights of the Road."

Safety is more than good brakes or lending a helping hand, it's a well-trained professional driver and a year-round effort aimed at driver and vehicle improvement. Truck "roadtests" are conducted on local, state and the national level to give drivers a chance to earn prizes and recognition for rig-handling skills. The best of the drivers compete for the title of "Truck Driver of the Year." Typical among the entrants is a three-million mile driving record unblemished by a single accident.

The safety record of truck drivers has continued to improve despite the fact they operate 24-hours a day in all kinds of weather.

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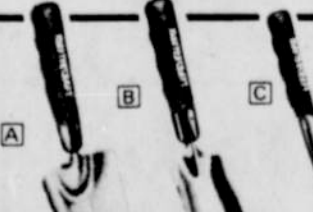
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