

Traffic Death Rate Declines

In 1962 highway deaths topped the 40,000 mark. Three years later the figure was 48,500 and in 1966 America's highways were stained with the blood of 52,500 persons.

The skyrocketing figures paused -- even dropped a bit in 1967. The year-end toll stood at 52,200, according to the highway accident booklet released annually by The Travelers Insurance Companies.

Tragedy did not stop with the deaths, but added 3,840,000 persons to the 1962 injured list. 4,400,000 were injured in 1966 and 4,200,000 in 1967 -- a reduction of some 200,000.

"The record of 1967 gives us the first appreciable improvement in this respect that has taken place in more than a decade," according to a Travelers spokesman. "The satisfaction this gives must be qualified, however, for it will require many more years of consistent betterment before we can claim any genuine progress toward the conquest of a stubborn and tragic problem," he added.

Adverse weather was not an important contributing factor in 1962 or 1967. Records show that last year some 80 percent of the fatal crashes occurred on clear days and dry roads. The remaining 20 percent occurred in fog, rain and snowy weather.

Excessive speed continues to hold top spot in the list of accident causes, with reckless driving and driving on the wrong side of the road taking second and third places respectively. Pedestrians were at fault in many of the fatal accidents, with crossing between intersections being the top killer.

Youthful drivers hold the greatest responsibility on the highway death list. Almost one third of the drivers involved in fatal accidents were under 25 years of age.

NYSSANS AMONG C of I GRADUATES

The College of Idaho observed Commencement exercises on June 1, 1968, granting 206 degrees with 144 students participating in the ceremonies. Of the total, 140 Bachelor of Arts degrees, 46 Bachelor of Science degrees, three Master of Arts in Education and 17 Master of Education degrees were granted. The figures include students who completed work for their degrees in August and December of 1967.

Nyssa graduates are J. Golden Draper, a Bachelor of Arts degree in mathematics and Ilea May Hall, a BA in elementary education, magna cum laude.

The best way to acquire self-confidence is to do exactly what you are afraid to do.



NYSSA STUDENTS IN ELVIN BALLOU'S eighth-grade Science classes planted vegetable gardens for a final exam while studying a unit on plants. The project resulted in approximately 60 gardens in the community. Fertilizer was furnished by Simplot Soilbuilders, as directed by Manager Gib Holmes. The

garden plot in the upper photo belongs to Ken Schilling and in the lower photo is one belonging to Jay Gibson. Other NJHS gardeners in the photos are Debbie Adams, Pam McPartland, Norma Rodriguez, Buddy Stites and Linda Williams.

Hauling Water To Range Stock Might Pay Off

Drought years are always tough on Oregon's beef cattle industry, not to mention the Oregon range. But 1968 is shaping up as one of the worst drought years on record.

In southeastern Oregon, where the drought problem is particularly severe, many livestock waterholes that contained water last fall already are dry this spring.

Cattle ranchers can fight back, however, according to W. A. Sawyer, Oregon State University range researcher and superintendent of the Squaw Butte Experiment Station near Burns.

"Some ranchers in southeastern Oregon and other areas of the West haul water to their cattle on a regular basis," Sawyer points out. "They feel the cost of hauling water is more than offset by the benefits."

"And this year, with the drought making it difficult just to provide enough feed to maintain cattle herds, water hauling

merits even more serious consideration."

At the Squaw Butte Experiment Station, water has been hauled to cattle for nearly 25 years. Three years ago, the last permanent waterholes on the station were fenced off.

All water is now hauled by truck to the station research cattle herd.

Permanent waterholes are used only when heavy rains make range roads impassable, or if water-hauling equipment breaks down.

"We have found," Sawyer reveals, "that water hauling has made the equivalent of about one third more range area available to livestock. In addition, water hauling has almost eliminated over-grazed areas, which once composed nearly a quarter of the station range."

"Even in good years," the OSU researcher continues, "when waterholes fill and all the springs run, much of southeastern Oregon is too poorly watered to obtain uniform grazing."

"More than 25 per cent of the region's total range area is estimated as lightly grazed or not grazed at all due to lack of water. Another 25 per cent or more is grazed too heavily, due in part to the location of permanent water holes in the more favored sites."

"This means only half or less of the southeastern Oregon range is used properly in normal years. In a drought year, even less of the range is used to best advantage."

Sawyer also notes that in a drought, grasses which were lightly grazed or not grazed during the previous year are definitely the best forage producers. "In fact," he points out, "the lightly used areas of range could easily produce up to 75 per cent of southeastern Oregon's total range forage this year."

Estimates of water hauling costs range from \$1 per AUM (animal unit month) to more than \$3 per AUM, depending on length of haul and condition of equipment, range roads and other items.

Many miles of range roads have been made at the Squaw Butte Experiment Station with a simple "A" frame railroad-

rail drag pulled by a typical farm wheel tractor. "Generally," Sawyer says, "a road can be made through the sagebrush with this equipment on any terrain a wheel tractor can travel."

The cost of making such truck-trail roads, Sawyer reports, varies from \$10 to \$30 per mile, depending on the number of trips required to clean off brush and rocks. The roads can be maintained with the same drag and tractor.

Whoever you are, there is some younger person who thinks you are perfect. There is some work that will never be done if you don't do it. There is someone who would miss you if you were gone. There is a good reason for becoming better than you are. There is a place that you alone can fill.

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