

Salem Scene

by Jack Zimmerman

Driving a motor vehicle on Oregon highways is now the state's most hazardous occupation.

For the first time since records have been kept, automobile accidents in 1969 claimed more lives than any other single cause among Oregon's total working force.

The fresh fuel for a still-smouldering traffic safety campaign fire was provided by the Accident Prevention Division of the State Workmen's Compensation Board.

Walter G. Thorsell, supervisor of the division's education and information section, reports authorities are greatly concerned by the sudden surge of traffic death among the state's gainfully employed.

"The rise in traffic deaths helped cause a 10 per cent increase in industrial fatalities last year," he said, "and pushed the total to 131 -- alarmingly close to the recent high of 136 posted in 1967."

Traditionally Oregon's forest products industry had been considered the most hazardous to life and limb. Logging generally accounts for the greatest number of accidental industrial deaths -- with fallers and buckers leading the list.

Workmen's Compensation insurance carriers in the state paid death claims to a total of 27 persons who died on the highways -- 18 in auto wrecks and 9 in truck crashes. Trucks accounted for 17 deaths, including wrecks and other accidents related to the vehicles.

Faller-buckers suffered 15 fatalities and the general "laborer" category claimed a like number. Falls from as high as 100 feet killed 11.

In general employment categories the lumbering industry killed 40, construction a total of 19, trades and services claimed 38 and farming 17.

Other accidental deaths in the Comp Board's statistical report include heart attacks, stabbings, gunshot wounds and airplane crashes.

"These latter types of accidents are considered outside our realm of prevention," said Supervisor Thorsell. "Most of our efforts involve concentrating on preventing more common-type industrial accidents around machinery, equipment and in normally hazardous undertakings."

NEW INFORMATION

CENTER OPENED AT ASTORIA

With the June 12 opening of the Astoria Information Center, the State Highway Division's travel department completes the opening of the fourth and last of the centers at Oregon's borders in preparation for the tourist traffic expected this year.

The center is located in the highway building at the south end of the Astoria Bridge over the Columbia River on US 101 at Astoria. The other centers include the Portland Information Center located at the south end of the Interstate Bridge on Interstate 5 north of Portland, and the Siskiyou Information Center located about eight miles south of Klamath Falls at Midland on US 97. It is temporarily in a trailer while permanent quarters are being built at the planned rest area.

Early figures show a 16-percent increase in visitors at the Siskiyou Information Center during the period from May 15 to June 7 of 1970 over last year's figures for the same period.

Last year over nine million out-of-state visitors came to Oregon and spent an estimated \$326 million in the state.

"We've not been geared to operate in the highway traffic safety field in the past," he continued. "But we're in it now whether we like it or not."

So far however, he added, there has been no direct coordination between his department's efforts and those of the Oregon Traffic Safety Division.

Least anyone be misled by the industrial traffic accident toll, several employment categories involving vehicular operation are conspicuous by their total lack of fatalities. Public utilities (gas, phone and electric companies) recorded no industrial deaths in 1969. Likewise no death benefits were paid for persons in passenger transportation. And only two deaths were recorded in freight transportation.

Safety authorities hasten to explain that accident prevention programs among vehicle operators in these employment categories undoubtedly play a big role in maintaining a low death rate.

"The professional driver," explained one, "seldom finds himself in a position of extreme hazard because of his training and experience."

Statistics tend to bear out this conclusion and reveal most of the industrial auto accident deaths involve the so-called "traveling man" operating a standard automobile on a public highway.

Meanwhile, Oregon recorded an overall total of 703 highway deaths in 1969. And the toll this year is hovering at the 300-mark with the most accident prone month still ahead.

The fact the highway death toll has permeated the industrial accident field to the extent it has is one more reason why Oregon is overdue for a revival of interest in traffic safety.

SENATOR HATFIELD SAYS OREGONIANS WANT END OF WAR

As of June 4, Oregonians who have signed petitions in support of Senator Mark Hatfield's Amendment to End the War number 77,901 and there have been 6,926 names on petitions against the measure. As of June 2, there have been 8,450 letters from Oregonians in support and 2,603 against.

Hatfield and 23 other Senators have an amendment pending in the Senate which they will attempt to attack to the Military Authorization Bill. It will require the President to adopt a plan of disengagement from Vietnam, to be completed in a year's time.

The withdrawal process must be completed by July, 1971 unless the President indicates to Congress, and receives a vote of approval, that he needs further time to accomplish the safe withdrawal of troops.

The amendment provides funds for exchanging prisoners, resettling refugees who seek asylum and for war material for South Vietnamese.

Hatfield's office also pointed to the results of a recent poll by Representative Al Ullman (which indicated that 51% of 25,000 Oregonians who responded to a questionnaire favored "irreversible withdrawal from Southeast Asia on a clearly defined timetable") as clear indication that there is strong public support in Oregon for the approach advocated by Hatfield's amendment.

WHEAT PROSPECTS CONTINUE GOOD

Oregon's winter wheat production is forecast at 25,020,000 bushels as of June 1, according to the Oregon Crop and Livestock Reporting Service. May weather was mild with rather cool nighttime temperatures. By late May, winter wheat was beginning to head out in the important growing areas. Moisture supplies were generally adequate on June 1, but the crop in summer-fallow areas will depend heavily on timely showers the rest of the season.

The June 1 forecast is based on farmer reports of wheat condition the first of the month. Also, a sample of Oregon wheat fields have plots in them in which actual plant counts are made and development is measured to help forecast yield.

In the Pacific Northwest (Oregon, Washington and Idaho), the winter wheat crop is now planted with 150 million bushels, compared with 154 million bushels last year and the May 1, 1970 forecast of 150 million bushels.

The U.S. winter wheat crop is forecast at 1,076 million bushels. This compares with 1,148 million bushels in 1969 and the May 1 forecast of 1,094 million bushels.



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FATHER'S DAY JUNE 21

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Hometown News

Call 372-2233

Mr. and Mrs. Muri Lancaster attended their 40th Class Reunion for the 1930 Class at the Wilder High School June 13. At that time he was Coach and she was the English and Latin teacher.

Mrs. Jo Daly of Pocatello is visiting in the home of Mr. and Mrs. Joe Maughn.

Mr. and Mrs. Vincent Towne of Boise were dinner guests in the home of his brother, Mr. and Mrs. Herman Towne June 10.

Mr. and Mrs. Weber Emmett of High More, South Dakota stopped on their way back from Washington to visit in the home of their close friends, Mr. and Mrs. Harry Miner June 9-12.

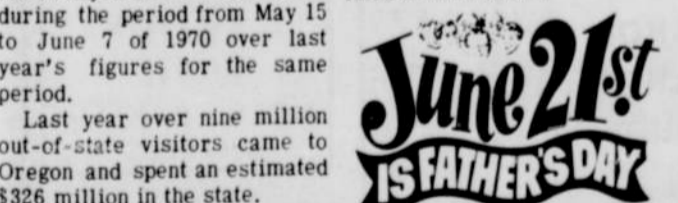
Scott Condos of Fort Lewis, Wash., spent June 11 visiting in the home of Mr. and Mrs. Howard Myrick.

STRAWBERRIES

Weather permitting, strawberries will be available at our highway stand from 9 a.m. until all berries are sold each day.

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Remember when milk only cost 15¢ a pound? You should. That's today's price!

Milk really is a bargain. When you figure that there are more than two pounds (2.15) of milk in every quart, you're probably paying less than 15 cents a pound. How many nourishing foods can you think of that cost less than 15 cents a pound?

will provide the average teenage girl or boy. The teen years are the most active ones in a person's life — and the poorly nourished teenager is a real problem in our country. Not that they don't eat enough, they need a *balanced diet* to keep them fit and mentally alert. Start your children off with a good breakfast that includes milk. Make sure they have four 8-oz. glasses of milk each day.

Boy, age 12-15 years	Girl, age 12-15 years
Protein 48%	Protein 58%
Calcium 82%	Calcium 89%
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Thiamine 27%	Thiamine 32%
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4 8-oz glasses of milk per day



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A message from the Dairy Farmers through their Oregon Dairy Products Commission