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1939 RECORDS SHOW DANGERS OF NIGHT DRIVING

Traffic fatality figures of the National Safety Council for 1939, when finally compiled, will continue to lay before the public the fact that night driving, with a death rate almost three times that of day driving, is the country's major traffic problem, according to Edward M. Rice, Director of the Street and Highway Lighting Safety Bureau.

"Over the last several years, and particularly during 1939," Mr. Rice said, "progress has been made in attacking this problem of death after dark. Much more might have been done had not many of the organizations engaged in traffic accident research and safety education failed to recognize and stress the fatal handicap that inadequate visibility places on the motorist and pedestrian when night falls."

For the first time, night accidents in 1939 killed more people than day accidents, and have continued to do so every year since. At the present time they account for about 69 per cent of all fatalities despite the fact that only one-quarter to one-third of the traffic is moving after dark. Since 1930, not including 1939, night traffic accidents killed 177,000 people.

More Light Is Only Remedy
"The inability to see in the

dark," Mr. Rice said, "is one thing that cannot be blamed on the motorist, for any educational program imbue him with new visual powers. The remedy lies in providing adequate visibility. Automobile manufacturers, in adopting the new 'Sealed Beam' lighting system as standard equipment on almost all makes of cars, have contributed materially to safer night driving. But the real answer can come only through the provision of fixed artificial illumination where accident experience proves the need for it. Such a program would be hopeless but for the fact that a preponderant number of night accidents occur on a very small percentage of road mileage. In other words, the night accident problem is largely limited to traffic arteries—main city thoroughfares and major, heavily traveled highways."

Fortunately, the move towards safety lighting modernization, supported by such organizations as the United States Junior Chamber of Commerce, National Safety Council, the Institute of Traffic Engineers, American Association of Motor Vehicle Administrators, and the American Road Builders Association, has already effected great savings in life, injury and property damage in several states and many cities throughout the country.

In a nationwide "Safety with Light" program of the United

States Junior Chamber of Commerce, campaigns to modernize street lighting for safety have been carried on in over 50 cities during the past year and have already brought about the adoption of safety lighting projects by the city governments of Long Beach, Los Angeles, San Francisco, Denver, Dallas, Chicago, Cleveland and several others.

Lights Cut New Jersey Rate
In New Jersey, a statewide lighting program carried out in 16 of its 21 counties was largely responsible for a reduction of 37 per cent in its night fatalities for the year, and helped New Jersey to win grand prize in the traffic safety contest conducted by the National Safety Council.

Throughout 1939, Detroit continued to decrease its night fatality rate, as it has every year since 1937 when it launched an extensive program of lighting modernization. In 1937, Detroit had 7 night fatalities to every day fatality. In 1939, through safety lighting on 300 miles of arterial streets, the city has cut the ratio to 1.5 night deaths to every day death. The first year after safety lighting was installed on 14 streets in Hartford, Conn., night accidents were cut 49 per cent and the following year there was a further reduction of 68.1 per cent. On six miles of the Boston Post Road in Greenwich, Conn., equipped for safety with sodium lighting, night accidents were reduced 64 per cent.

Today there is only a little more than 800 miles of modern highway lighting in use throughout the country, but highway officials are gradually coming to regard it as an integral part of the equipment of any modern highway. Even the best highways at the present time are modern only in the daytime. At night they become obsolete and unsafe. The fact remains, however, that officials will take real action only after the public has become informed on the subject and demands the safety conditions that it is more than paying for right now.

CABIN SITES TO BE AVAILABLE IN NORTH WOODS

Dream of many a Michigan sportsman—a cabin in the north woods—may take shape some day as a consequence of the reversion to the state last November of more than two million acres of tax delinquent lands.

Already, inquiries concerning available tracts in good hunting territory are being received by the lands division of the department of conservation, designated by law to administer the reverted acreage. The department is advising the writers that more time will be needed before determination can be made of lands which will be available to prospective purchasers. Deeds to the more than two million acres, now being turned

over to the lands division by the auditor general, are being posted and locations indicated on maps—a monumental task in itself. Later, disposition of such reverted lands will be incorporated in present or proposed state forests, game areas and refuges, and for other public uses, will be determined. Then, lands which individuals or groups of sportsmen may purchase must be appraised.

The procedure will require several weeks to complete. The department is informing inquiring sportsmen that no descriptions will be available before March 1 and that, in some instances, a longer time will be required to complete checks of availability. Purchasers of such lands will be required to make formal application to the lands division for auctioning of such tracts as they may be interested in, and sales will be made to highest bidders at auctions arranged by the department. The state reserves mineral rights on such lands.

JOB SERVICE FINDS WORK FOR 1,866 UNEMPLOYED

Exactly 1,866 jobs were filled by the Michigan State Employment Service throughout the State during the week ending December 23.

Of the total placements made during this period, according to Harry A. McDonald, Chairman of the Unemployment Compensation Commission of which the Employment Service is a division, a total of 1,801 were in private employment, an increase of 65.2 per cent over the corresponding weekly period in 1938.

The total number of jobs found by the State Employment Service during the first 11 months of the

year is now 121,572, with 93,339 of these in private industry and 28,233 in public jobs such as WPA, Federal, State, County and Municipal projects.

"The employment service," McDonald said, "is well within sight of its 1939 goal of 100,000 jobs filled in private industry during the year. The next week will see that goal reached."

The active file listing those persons actually seeking work through the Employment Service increased to 205,021 at the end of the week. New applications for work totaled 3,517 in the same week, a decrease of 33.9 per cent over the corresponding period last year.

"This is a healthy sign," McDonald said, "it means that less workers are jobless and industry is gaining ground. The coming year holds promise of great achievements for the Employment Service and solid progress for the State."

HOT LUNCHES SERVED IN SCHOOLS



The smiling children above have just loaded their trays at one of the 12 hot lunch centers operated by the Michigan National Youth Administration in cooperation with community educational authorities. On these projects underprivileged children who are unable to pay the total cost for lunches are given a well-rounded meal. The meal program is set up with the understanding that all pupils may be served and that those who are able to shall pay for their food in any amount they wish. Cards are issued to the pupils by their teachers, each card entitling the bearer to meals for one week. Projects are operated in Belding, Fortiata, Lake Linden, Chassell, Gladwin, Stambaugh, Gassville, Alpha, Crystal Falls, Gould City, Northland, and Menominee.

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