

MISS MATTIE MATTHEW

Miss Mattie Matthew died in George Hospital March 31, after a ten-days' illness of partial paralysis. She was stricken at her old home, March 21, and never regained consciousness.

The deceased was a resident of the Sudley neighborhood and was well known throughout this section of Upper Prince William and Loudoun Co. where she taught for many years in the public schools.

During the past few years, since she retired from teaching, she had lived at the parental home near Stone House with her brother and sister-in-law, Mr. and Mrs. B. F. Matthew. Mr. B. F. Matthew passed away just three months previous to Miss Mattie's death.

It is this homestead which is often referred to as "Matthew's Hill" in the records of the Battle of Manassas in the War between the States).

Miss Mattie's kindly influence will be remembered by many of the pupils who were once under her instruction. She was a member of the Baptist Church at Antioch, but she was a regular attendant at Sudley Church which was so close to her home. She will be greatly missed by all.

The funeral was held from the Hine's Funeral Home in Washington, April 2.

Services were conducted in Sudley Church by the pastor, Rev. Clark H. Wood, and interment was made in the family lot in the adjacent cemetery, amid many beautiful flowers.

She is survived by one brother, Joseph P. Matthew of Los Angeles, California; three sisters; Mrs. Ada Hoal of Roanoke, Mrs. Ikey Hawkins and Mrs. Laura Mencrief of Washington, D. C.

The pallbearers were her neighbors Messrs. George Ayres, Walter W. Allison, Lester Anderson, Samuel A. Moss, Roy Sowers and Hamilton Swart.

A CARD OF THANKS

No traffic program or policeman can prevent this sort of behavior on the highways. We can arrest only those drivers we see violating the law but it is impossible to place a State Trooper in each vehicle that is operated on the open highway."

Next in line were pedestrians and 26 walkers were killed during the year or 29.4 per cent of the total fatalities. In crashes with other vehicles, 292 persons lost their lives and 29 were killed in accidents including mishaps with trains, street cars and horse drawn vehicles accounted for 29 deaths.

"The only bright figure in the entire report of 1941 traffic accidents, the director said, "is the fact that fatalities in the urban areas showed a decrease. There were 127 persons killed in the cities during 1941 as compared to 144 killed during 1940. Rural auto deaths soared from 709 in 1940 to 983 during 1941, 88.5 per cent of the fatal mishaps.

"The darkest figure in the report is that in 65 per cent of all accidents, drivers were in violation of the law. This alone proves that utter disregard for the traffic laws by motorists is the chief factor in the 1941 record. The only way to meet this attitude of complete indifference is with a rigid and unremitting enforcement program with an adequate number of police to patrol the 45,000 miles of highway in Virginia.

"Our force personnel has been increased and more men will be added this year. These men will be instructed to continue the enforcement now carried on by the undermanned department we have now."

The breakdown of the violations listed in the accident reports showed that 13.7 per cent or 5,077 of the 37,087 drivers involved in 21,361 accidents were violating a speed law. The other main violation listed were improper passing by 5.1 percent of the drivers; 2,652 drivers or 7.1 per cent were driving on the wrong side of the road; 1,513 drivers or 4.1 per cent ignored a traffic sign or signal and 2,232 or 6.3 per cent failed to stop at a stop sign.