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BY-PASSING SERVICE

By CHARLES V. STANTON

When Malcolm Epley, editor of the Klamath Falls *Herald and News*, gets his teeth into a project he wrestles it with all the stubbornness of a bulldog shaking a sack. Mac has set for himself the task of promoting Highway 97. His theory is that through traffic should travel the lonesome, Weed-Klamath Falls sagebrush route with its alkali dust in summer and snow and ice in winter instead of the all-weather, scenic and populous Pacific Highway, Route 99. He predicated his theory on the fact that the Pacific Highway, is over-congested (admitted), that it is narrow, crooked and filled with adverse grades (also admitted) and that the road is inadequate to serve both local and through traffic (all too true). While we must agree with Friend Mac's criticism of Highway 99, we cannot agree with his solution, which is to by-pass the southern bottleneck. The answer lies in improving the highway so that it may conveniently serve the traveling public.

Mac's campaign started with an attempt to wrest the inter-regional designation from the Pacific Highway. Undaunted by failure of this effort, Epley has continued industriously to propagandize Route 97 as a "by-pass" with such material as the following, which appeared recently in his editorial column:

It would be advantageous to the state in working out its traffic development problems if more through traffic were routed around the congested and slow-moving Pacific Highway. It is exactly the same theory, but on a bigger scale, that has led engineers to build roads around cities and towns instead of through them.

The Pacific Highway in Southern Oregon can be nicely by-passed by taking the Willamette Highway from Eugene, southbound, or leaving the Pacific at Weed when northbound and returning to it at Eugene. When the Warm Springs Highway is completed, it will also be possible to by-pass advantageously the Willamette Valley stretches of the Pacific Highway if you have no business south of Portland in Western Oregon.

Constant pounding on this theme will have its effect. Mac's persistency must be admired even though we disagree with his theories. His arguments contain logic, so long as the Pacific Highway continues to exist in its present state. The only real answer is an aggressive campaign for reconstruction of Route 99 at the earliest possible date so it may have capacity to perform the service required from it.

Roads are built to give service. The recent report by the interim committee appointed to study Oregon's highway system shows that 66 per cent of all vehicular travel is on state roads—urban, primary and secondary—16 per cent on county roads, 18 per cent on city streets. Ninety per cent of the tourist travel, although accounting for only 15 per cent of all motor vehicle use of Oregon highways, moves over primary routes and urban extensions of primary routes. Vehicular travel naturally follows population. In this connection the following table from the report of the interim committee is most significant:

Areas	Pop. 1940	Pop. 1947	% Gain
Eastern Oregon (18 counties)	210,993	235,776	5.8
Southwest Oregon (5 counties)	115,009	178,772	14.9
Upper Willamette (6 counties)	239,781	329,994	21.1
Portland area, Willamette Valley (3 counties)	451,423	674,360	52.2
Northwest Oregon (4 counties)	72,480	98,118	6.0
Total, State	1,089,686	1,517,000	100.0

Thus, while the area west of the Cascade mountains gained 94.2 per cent in population, the state east of the mountains gained only 5.8 per cent. The population map shows conclusively that more than 75 per cent of the state's population is served by the Pacific highway, both for local and out-of-state travel.

If the primary purpose of a highway is SERVICE, is the correct theory to by-pass an inadequate piece of road or to improve the route to give the service required from it?

Epley would, expediently for Klamath Falls, draw travel away from its logical route. He will succeed, too, unless an aggressive campaign is made to obtain reconstruction of the Pacific Highway.

One great political handicap is the fact that one-third of the Pacific Highway in Western Oregon is in Douglas County. A politically-minded commission instinctively considers county boundaries in distribution of road money. Douglas County is comparatively weak politically. Our population and valuation are low compared to area. Consequently the tendency is to spend highway funds in more populous, wealthier and politically stronger areas. That is one reason why one-third of the length of the Pacific Highway in Oregon has been sadly neglected.

One most favorable prospect is that the Douglas County section, particularly in the Roseburg area, is given top priority in the committee's recommendation for early improvement.

Wife Mails Love Notes Then Sues for Divorce

LOS ANGELES, Nov. 29 — (AP) — The moral of this story is: If you want to write love letters to a sweetheart, don't have your wife mail them.

Mrs. Theima Tapscott got a divorce yesterday from Robert A. Tapscott of Decatur, Ill., on just those grounds. She said the envelopes were addressed to a

former fellow officer at Tapscott's in the American army of occupation in Germany.

But inside (she opened) she said were letters speaking ardent love to a German miss known only as "Maria." The letter, she added, read in part:

"Maria, I want to go with you to the moon—not for some months, but for always."
To which, Mrs. Tapscott said, in effect, bon voyage.

OUT OUR WAY

By J. R. Williams



WHY MOTHERS GET GRAY

J.R. WILLIAMS



WHY MOTHERS GET GRAY

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Boys Stranded on Raft Manage to Wade Ashore

The Roseburg Fire Department was called out yesterday afternoon to rescue two small boys, Jackie Prowell and Don Lewis, who were reportedly stranded on a raft in the middle of the South Umpqua River, near the Dillard bridge.

The report said the boys became frightened when they couldn't get the raft beached. The fire department came too late to effect a rescue with its emergency car and boat, as the boys finally were persuaded to wade ashore.

A. F. Baker, Prominent in Lumber Industry, Dies

PORTLAND, Ore., Nov. 29 — (AP) — A. Frank Baker, 49-year-old Portland lumberman who had extensive California lumber interests, died at his home Saturday after a heart attack.

Baker was vice-president of the Humboldt Plywood and Veneer Corp., Arcata, Calif., vice-president of the Roddis Lumber Company, Eureka, Calif., and president of the Alberta Lumber Company here. He was a past director of the Pacific Logging Congress.

At Grand Canyon, so charmed was he with the place, he insisted upon our promising to "come here a year from today? Shake on it, Mom, it's a date!"

I wrote a story suggested by that, about a mother who kept the date anyway. I called it, "It's a Date, Mom!"

deeply about 10 times, clasps his lips tightly around his thumb, puffs out his cheeks and holds his breath until he goes into an apparent coma.

One girl freshman, the story goes, blacked herself out 15 times. She finally became unconscious for two hours and required a stimulant before she came out of it—in hysteria. She later told a girl friend she dreamed "some vague, shapeless monster was chasing her."

WHY do kids do such things?

THEY WANT TO KNOW WHAT WILL HAPPEN AND WHAT IT WILL BE LIKE WHEN IT HAPPENS.

SCREWBALL, you say?

Of course it's screwball. But why did you smoke your first cigarette? For that matter, why did you take your first drink of liquor—assuming that you ever did such a thing? Why does any youngster smoke a marijuana cigarette?

It's to FIND OUT WHAT WILL HAPPEN.

THE curiosity of youth is boundless. If you doubt that, listen intelligently (not fretfully) to the questions of a child. The child wants to know. There are so many things a child wants to know.

One of our great tragedies is that somehow we have succeeded in making the pursuit of useful knowledge BORISOME. At the same time, we seem to have made the pursuit of useless, dangerous knowledge UTTERLY FASCINATING.

As a result, we have things like this weird "blackout" craze in the Aps, Illinois, high school.

The subject kneels, breathes

Boys Convicted Of Murder Inspired By Reading Comics

DAWSON CREEK, B. C., Nov. 29 — (CP) — Convicted of the "comic book" murder of a 65-year-old farmer, two boys, 11 and 13 years old, were committed Saturday to the care of juvenile authorities.

They admitted imitating comic book-inspired desperadoes in the fatal shooting of James Watson, Kilkerran District farmer. He was shot while riding home in an automobile Nov. 12, and died in a hospital four days later.

The boys were found guilty of murder by Juvenile Judge C. S. Kitchen. The eldest was committed to the boys industrial school and his 11-year-old companion placed in the care of the superintendent of child welfare in Vancouver.

The boys played highwaymen by night—taking the role from comic books they had read—after they had stolen a rifle and donned handkerchief masks.

Watson was riding home with friends from a Dawson Creek theater when a shot was fired into the back of the car. Watson was hit.

The younger of the pair told Judge Kitchen that he read some

50 so-called comic books a week. His elder companion admitted reading about 30 each week. At the inquest the jury recommended "steps be taken . . . to censor the more lurid type of comics which is apt to encourage crime."

After 1750 the Windsor or Philadelphia chair was made generally throughout Massachusetts.

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