

Irrigation Construction Approved By President

WASHINGTON (AP) — President Eisenhower Tuesday signed legislation authorizing construction of the Foster Creek Irrigation division of the Chief Joseph Dam on the Columbia River in Washington State.

The irrigation project is one of several proposed in connection with the dam. It would irrigate about 6,000 acres in the Brewster-Brigport area. Construction cost is estimated at \$4,798,000.

The bill authorizes the secretary of the interior to construct, operate and maintain the irrigation project.

The White House signed ceremony witnessed by Reps. Horan (R-Wash), Westland (R-Wash), Ewart (R-Mont) and A. L. Miller (R-Nebr).

States Expected To Share In Ike's Highway Program

WASHINGTON (AP) — President Eisenhower's proposed 50-billion-dollar highway program for the next 10 years, so huge it seems, would be only part of the money spent on road in that time. The total would be over \$7 billion.

The 50 billion wouldn't all come out of the U.S. Treasury. Only about half of it would. The states would have to put up the rest. But the proposal is only a gleam in Eisenhower's eye.

It was a suggestion he tossed to the governors at their recent annual meeting in New York State to get thinking started on his country's road needs. He was guessing at what such a program would cost.

Sometime next year he may be able to offer Congress a specific program after the government's Bureau of Public Roads finishes an estimate, perhaps by February, on what it would cost to build needed new roads and improve existing ones.

Federal Aid Matched
The government helps states

now under what is called a federal aid system, begun in 1916. The money given by the government must be matched by the states, generally on a 50-50 basis.

Any money used under this aid system, federal and state, must go only into construction of new roads and improvement of old ones. Then the states must maintain them. The federal government has to give its approval when any of its money is used.

Any additional road building or repairing — that is, on roads outside the aid system — must come out of the pockets of the states, counties, cities and towns.

This year the government is giving the states \$7.5 billion dollars. For each of the next two years it will give \$7.5 billion. The Bureau of Public Roads estimates the federal government the states, the counties and local communities will spend altogether around \$14 billion dollars a year. That's for construction, maintenance, administration and retirement of debt.

Big Sum On Building
Of that \$7.5 billion, \$3,730,000,000 will be spent on construction alone — new roads, improving existing ones — by the federal government, states, counties and local communities.

That would be, if costs didn't go higher than they are now, \$37,300,000,000, over the next 10 years.

What Eisenhower suggests is that 50 billion dollars be spent over those same 10 years in addition to the \$37,300,000,000, or a total of \$87,300,000,000 in the next decade for construction.

In this country there are about 34 million miles of roads and streets. Of this total 288,000 miles are local city streets and 2,962,000 miles are rural roads. A rural road is anything outside the jurisdiction of a city.

Of the total rural roads and city streets — 34 million miles — the federal aid system includes only 672,000 miles in what are called the primary and secondary systems.

Primary Roads Long
The primary roads — 218,000 miles in rural areas, 16,000 miles in city streets — are supposed to be roads of major importance. That's a total of 234,000 miles of primary roads.

The secondary roads are of less importance, like school bus routes. They total 438,000 miles. The federal aid money is given for building and improving primary and secondary roads.

Of the 234,000 miles of primary roads, the American Assn. of Highway Officials estimates 65 per cent are in need of improvement. About 28,000 miles of those 234,000 miles of primary roads are the interstate network, the main arteries of the nation's highway system.

Wed. July 28, 1954 — The News-Review, Roseburg, Ore. 9

Changing Times Vetoed Statehood For Alaska

KETCHIKAN, Alaska (AP) — If the circumstances and times were different, "you would have statehood," Secretary of the Interior McKay told a Chamber of Commerce banquet Monday night.

McKay, on the last leg of a "look and listen" tour of the territory, said that while a member of the Governors Conference he supported statehood for Alaska on four separate occasions.

"However, the clock has gone around a good many times since then and world conditions have changed, and are changing continuously," he said.

As recently as last Wednesday President Eisenhower spoke at a press conference on the military importance of Alaska, McKay continued. "I thought his remarks were plain. There may be some who would quarrel with the President on military questions, but I don't happen to be one of them."

There are those who say Republicans are keeping statehood from Alaska. What do they say about the 20 years of Democratic rule when there was no statehood for Alaska? What do they say of the difference between statehood bills written by New Dealers and the bill now pending before Congress?

"One bill would have made a vassal of the new state of Alaska. The present, pending bill will give Alaska the full benefits of its land and its resources as it moved into the union."

"You may be sure no future administration will retreat from the generous provisions of the pending bill."

Cattle Shy From Noise; Farmers Sue Government

GLENDAL, Ariz. (AP) — The United States was sued for \$350,000 damages yesterday by a group of farmers who claim cows won't produce near the end of a jet base runway.

Because of the nearness of Luke Air Force Base and its jet planes, the farmers protested.

Dairy cows give less milk and the butterfat content is reduced. Beef cattle don't eat properly and it takes one third longer now to fatten them for market.

The farm houses are unsafe and noisy.

Farm workers' efficiency is cut by 25 per cent, and they live and work "in fear of death."

GOOD FISHING

CINCINNATI (AP) — The fishing off Cabo Blanco, Peru, was mighty good for James H. Hutton and his son, James M. IV, of Cincinnati. They hooked a black marlin and boated five weighing from 570 to 820 pounds. They also caught five striped marlin of nine-thread line but released them.



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FROM NINE TO FIVE By Jo Fischer



I think I strained the roller a little when I tried to type an entry in my diary yesterday.

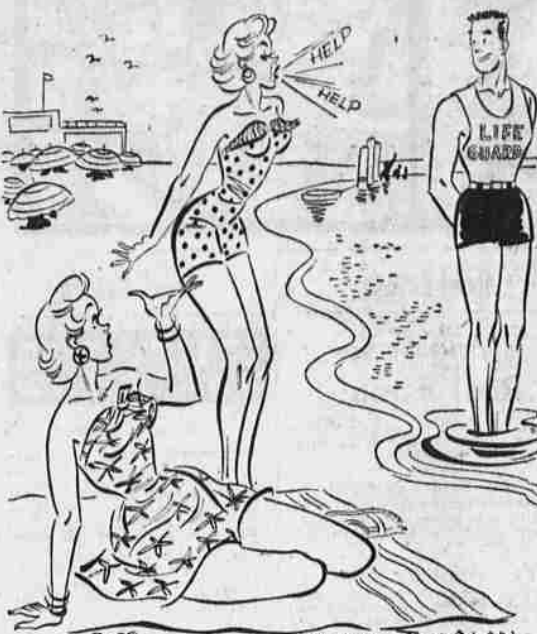
MY BUSINESS By Mershberger



"For Pete's sake, give him a quarter and let him get an ice cream soda!"

MODEST MAIDENS

Trademark Registered U. S. Patent Office



"But, Mildred, you can't yell for a life guard yet, you're not even in the water!"

ANCHORS AWEIGH

ACROSS

- Body of water
- Jason's ship
- The — Sea
- Russian river
- Kind of light
- Female sheep
- Branches
- Swamp
- Make happy
- Tentacles
- Sea eagle
- Sailor (col.)
- Ocean (sb.)
- Unusual language
- Groups of players
- Eluder
- Show
- Distant
- Spears
- Raise an anchor
- Foreteller
- Worm
- Weight of India
- Sand
- More morose
- Poetry muse
- Every one
- Demands
- Liner — de France
- Italian city
- The seven
- Vegas, Nevada
- Repose
- Ancient Irish capital

DOWN

- Bait
- Lake in Asia

CAPTAIN EASY



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