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HIGHWAY PROBLEMS

Charles V. Stanton

The automobile industry reportedly is turning out more passenger cars this year than ever before. Much interest has developed in sales contests among top manufacturers in the low-priced field. Reports indicate record sales of both new and used cars on a market favorable to the buyer. Economic surveys show that people are spending money more freely. This, it is believed, results from confidence in the economic future. When people have no fear of the future they spend money and incur indebtedness. Whenever fear develops they reduce their spending and put more money into savings. But people now are spending. One of the most popular commodities on which money is spent is the automobile.

It is quite evident that many hundreds of thousands of new cars will be added to the traffic load that already has our antiquated highway system dangerously congested. The number of used cars going to the scrap heap is always much lower than the average production of new cars. Thus the total of operating vehicles steadily increases. Highway construction has lagged far behind the increase in traffic. New roads, such as our reconstruction of Highway 99, are obsolete before completion. And all the while experts are predicting that production and sales of automobiles have not yet reached a peak and that demand on highway capacity will double and treble.

Highway Bill Rejected

Yet, despite the very evident need for more and better highways, Congress failed to pass highway legislation at its session just closed.

President Eisenhower had offered a highway bill and had marked it urgent. The proposed legislation immediately became the target of political jockeying. Divisions were on party lines rather than on engineering and economic factors.

The same legislation doubtless will be brought before Congress again, either at a special session or at the resumption of the current session in January. Again it will be pressed by the President as essential. But next year, being presidential election year, offers opportunity to cut even more political capers around the legislation than was possible this year. Perhaps that is one reason a decision was delayed.

Highways affect every person in the country. Consequently highway legislation offers political parties a chance to jockey for political advantage. We may expect the arguments on highway legislation to be long, loud and confusing, with perhaps little chance for passage of anything constructive prior to election. So needed highway improvements will be delayed at least two years, sacrificed on the altar of political expediency.

Safety Factors Urged

Congestion, increasing faster than highway capacity, intensifies danger. With a two year delay in getting extensive improvements underway in prospect, it is essential that everything possible be done in the meantime to provide greater safety.

Some steps already are being taken in that direction. One good improvement is the use of luminous license plates. Such plates now are being turned out by eight states. Use of luminous paint on plates, it is said, makes them visible up to 1,500 feet at night.

Another new safety factor is an improved headlight which gives brighter illumination to the right on low beam, and cuts down the amount of glare reaching the driver of an oncoming vehicle. The new lamps now are in production and are on the market in limited quantity.

Some states have adopted a plan of painting stripes along the outer edges of the highway, in addition to the center line. While painting highways is a costly operation, an outer stripe would undoubtedly save many lives and would be worth the cost.

I would like to suggest to our Oregon Highway Commission that it study the use of colors on its reflectorized guide posts.

The Commission made a fine improvement when it erected these posts with their white reflectors at curves, division points, and other spots. But they are often confusing, particularly from a distance. Approaching a curve, a driver sees a flock of white reflectors which give him no idea of the direction of the curve.

If the principle used in navigation buoys could be adopted, the driver would face different colors, sharply outlining the curve or danger point. Green, for instance, could be used on the driver's right and red on the left. Use of two colors, I believe, would contribute much to highway safety at night.

Hal Boyle

BY ED CREAUGH
For Hal Boyle

WASHINGTON (AP)—The minute a man is elected President of the United States he moves into a goldfish bowl illuminated by searchlights.

A President has many things—power, prestige, a standard of living few millionaires could afford. But he's denied one thing any Joe Doakes can achieve—privacy.

He's guarded night and day by perhaps the most determined and devoted crew of men in the world, the U.S. Secret Service. His doings are reported by probably the most curious and observant group anywhere, the White House press corps.

Anything a President says, even the most offhand remark, is noted, analyzed, interpreted. Any tailor feels qualified to pass judgment on a President's wardrobe. Any housewife feels free to criticize his wife's hair-do.

Herbert Hoover used to say a President can be by himself only on two occasions—when fishing and when praying. Even that isn't quite true any more. President Eisenhower often has a gallery when he fishes, and crowd-form to watch him go to church.

So it's no wonder all recent Presidents have fled from the

Re-enactment Of Historic Lewis And Clark Expedition Reaches Finale At Astoria

BY GORDON G. MACNAB

ASTORIA, Ore., Aug. 15.—The long trail ended here. One hundred and fifty years ago, a file of gaunt and ragged men staggered out of the trackless wilderness into this bleak point of land. It was the Lewis and Clark expedition.

Following winding rivers, sometimes fording and shooting rapids, climbing rugged mountains, it had journeyed westward through the uncharted North-west as the opening move in President Thomas Jefferson's bold bid for the Lewis and Clark expedition. Today the log fort that sheltered the expedition has been rebuilt on the shores of the Pacific. Heading toward it from hundreds of miles to the east, over the same trail, is a party of Explorer Scouts, crossing the Bitterroots, scamping the Lolo Trail, canoeing down the Clearwater, the Snake and the Columbia.

In scores of cities along the route are celebrations telling again in pageantry and story the remarkable saga of Meriwether Lewis and William Clark and their hardy companions. How they became the first to cross the land that is now the United States is the theme of festivities from North Dakota to the sea.

Lewis and Clark were both Virginians and former Army officers, with experience in dealing with Indians. Lewis had been private secretary and close friend to Jefferson. The President wanted a route across Spanish Louisiana and up toward the Columbia River region, then claimed by both the United States and England. The expedition's instructions were to follow the Indians, the plant and animal life, mineral resources, prospects for trade.

By the time the 29-man party had finished its first winter on the Mississippi across from St. Louis, Spain had transferred Louisiana to France and the United States was closing a deal for it with Napoleon. So, when the expedition headed up the Missouri on May 14, 1804, it was exploring for the first time American territory that stretched to the Rockies.

Traders had been up the Missouri before, but by the time the party had wintered again at Ft. Mandan, near the present site of Bismarck, N.D., it was ready to head into lands unknown to white men. On April 7, 1805, the westward march started again.

Months of hardship, hunger and fatigue followed. Lewis, writing of exhaustion of the men, said at one point: "Their labor is excessive, by great."

On and on goes the game of trying to infuse with political meaning every word President Eisenhower mutters about the future. Most of the guessing gets a bit foolish, but now and then one of his comments is so pointed that it simply demands public response.

Such an occasion came the other day when he told some Ohio Republicans that no American president ever had reached the age of 70 while in the White House. He seemed to imply that he would not be the first, and hence that he would not run again in 1956.

At the outset, it must certainly be noted that he may not have intended to imply this at all, but simply wished to suggest that the combination of advancing age and heavy presidential burdens make the decision a very hard one.

Since duty weighs so mightily on Mr. Eisenhower, and since in the nature of things he cannot in 1955 see clearly what his duty may be in 1956, it is unlikely that he has made that difficult decision yet.

Quite possibly his remarks about age and the presidency reveal what is running through his mind as he turns over and over the question whether or not to run.

If the age factor is high in his consciousness, this is understandable. Most men moving into the middle 60's like to give some thought to the prospect of lessening burdens and greater leisure in the years ahead of them. The President's longing for the peace of his Pennsylvania farm is well known to all of us.

In effect, an uncrowned king with all manner of ceremonial duties ranging from the entertainment of visiting foreign dignitaries to buying the year's first buddy poppy, or launching the Washington senators on another sad season.

Then, too, the President is head of his political party—and that's a job he must fill adequately if he's going to be an effective chief executive.

Add to these a few other little chores, such as being commander-in-chief of the armed forces, and you wonder why any man ever wants to be President even though the pay is good (\$100,000 a year and an expense account) and you get your picture on a postage stamp after you're dead.

Thomas E. Dewey, who tried as hard as anybody ever has to get the job, was asked near the end of the 1948 campaign why any rational person would seek the burdens and tribulations of the presidency. The then governor of New York scratched his head and, finally, gave a rueful little laugh.

"I don't know," he confessed. "Still, there never has been any shortage of applicants for the job. Where is there a public official—a village alderman or U.S. senator—who hasn't, in the secret recesses of his heart, nurtured a wild hope that some day lightning might strike—and blast him into the ranks of Washington, Jefferson and Lincoln?"

Privacy? Most men would count it a small price to pay for a sure place in history. Only the 33 men who have held the presidency of the United States could tell them how great the price really is.

Engineer Killed In Crash Of Trains

CHENEY, Wash. (AP)—A west-bound Northern Pacific passenger train collided head-on with a standing NP freight near here Monday, killing one man and injuring several others.

The dead man was identified as the engineer of the passenger train, Samuel James Moats, 69, Pasco, Wash. His body was removed from the wreckage of the big diesel locomotive about two hours after the accident.

Two other trainmen, fireman Charles Waita, Pasco, and roadmaster Wilmer D. Gray, Spokane, were injured before the crash. They were both taken to a Spokane hospital, although not believed seriously injured.

A passenger, Mrs. Eugene Faulkner, 69, Yakima, Wash., and two porters, William Jackson and

Spondy Radloff, both Minneapolis, were listed as receiving minor injuries. Albert Brewer, a dining car porter, collapsed three hours after the crash and was treated for a head injury.

The disabled man was identified as the engineer of the passenger train, Samuel James Moats, 69, Pasco, Wash. His body was removed from the wreckage of the big diesel locomotive about two hours after the accident.

Two other trainmen, fireman Charles Waita, Pasco, and roadmaster Wilmer D. Gray, Spokane, were injured before the crash. They were both taken to a Spokane hospital, although not believed seriously injured.

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IN THE DAY'S NEWS

By FRANK JENKINS

(Continued from Page One)

been going on, in one form and another, ever since. Last week's affair in Reading was just an insignificant incident in the eight centuries of turmoil that followed the first Norman invasion in 1171.

In the closing weeks of World War II, the Russians grabbed the eastern part of Germany. They are still hanging onto it. It is probable that they will hand it out as long as they can.

Ireland has been a hot potato, and over these eight centuries there have been many times when the English have wished they could drop it and be done with it. It isn't at all improbable that the Russians will find Germany an equally hot potato.

When one speaks of potatoes, one thinks naturally of the Irish. How come?

Well, it's a long story. The Norman-English invaders of Ireland were feudal lords. Following the pleasant feudal custom, they divided the conquered land up into vast feudal estates and these estates were bestowed by the sovereign upon his nobles. The people being mere serfs, went with the land.

As the centuries passed, they rose from the lowly estate of serfs to the somewhat higher one of tenants. As tenants, they paid what we call "grain rent." And, as time passed, the rent was steadily RAISED on them until after paying their rent they didn't have enough left to feed themselves.

Here is where the potato came in. The potato was first discovered by white men in South America, and from there it was taken back to Europe, where it was improved enormously in size and quality. In time, it reached Ireland, whose cool climate was well adapted to it.

The Irish took to it in a big way, and used it as a substitute for the grain that was taken away from them by the landlords. They also learned how to make from it a peculiarly potent whiskey, which helped to dull the sharp edge of their woe.

That is how Irishmen and potatoes came to be associated more or less indissolubly in the public thinking.

There's one more chapter. In the 1840's, there was an almost total failure of the potato crop in Ireland—which resulted in a terrible famine. Thousands died of hunger and hundreds of thousands emigrated. That was when the big Irish emigration to America started—an emigration that added a priceless strain to our national blood line.

From these Irish immigrants came some of our best citizenship.

You know—

Considering the present state of the potato market—

Which in considerable part is the result of declining per capita consumption of potatoes—

I can't help wishing we could get another BIG immigration of potato-eating Irish.



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Plunge Of 3 Stories Takes Waitress' Life

PORTLAND (AP)—A waitress, Margaret Erickson, 29, plunged to the sidewalk from her third-floor hotel room window Monday. She was dead on arrival at a hospital.

Police were investigating. She had lived in Portland about five years.

Other speakers included Jess

Gard, Portland, national commit-

teeman; Mrs. Olive Cornett, na-

tional committeewoman; State

Rep. Ed Geary, Klamath Falls;

and Sig Utander, Salem, state

treasurer.

WASHINGTON (AP)—The

Ministry's press chief has said

the Soviet Union will give

Irving Levine, National Broadcast-

ing correspondent, a permanent

visa to remain here and make

broadcasts.

Leonid F. Ilychev, who handles

press matters for Foreign Minis-

ter V. M. Molotov, made the an-

ouncement. Levine, a veteran re-

porter in Central Europe and the

Far East, is now accompanying a

delegation of U.S. farmers visit-

ing Tashkent, a city in Uzbekistan,

1,800 miles southeast of Moscow.

Levine is believed here to be the

first Western non-communist radio

correspondent accredited in Mos-

cow since Robert Magidoff, also an

NBC reporter, was expelled in 1948.

Magidoff also was correspondent

for McGraw-Hill, a New York pub-

lisher of business magazines.

WASHINGTON (AP)—Thir-

teen

Italians, including three priests and

an active woman, have flown

here to testify in a U.S. grand

jury investigation of the war-time

slaying of Maj. William Holohan.

The 13 arrived aboard a Military

Air Transport plane, accompanied

by U.S. Army investigator Henry

Manfredi and FBI Agent Alex H.

Smith. Most of them are wartime

partisans.

They were met by U.S. Justice

officials, who refused all com-

ment on where the group would

be lodged, when they would test-

ify, or the conditions under which

they were brought to the United

States.

Maj. Holohan, an officer of Se-

cret Services (OSS) agent, was

slain in 1944 near Lake Orta, in

Northern Italy, while operating be-

hind German lines. He was ac-

companied on the mission by Aldo

Di Pietro, a U.S. Army captain,

lieutenant, and Carl Lo Dolce of

Rochester, N.Y., then a sergeant.

His death occurred under myster-

ious circumstances.

A postwar Italian investigation,

in which Manfredi also partici-

pated, resulted in conviction of