

bers Eyes
Location

Chamber of Commerce
recommended to the
Court that a propo-
sition between Jasper
Kenzie Highway be lo-
cated at the intersection of the
42nd St.
is planned to elimi-
nate the angle turns on Jas-
per Highway at the intersection
of McKenzie Highway
at 42nd St. State
officials had asked
officials to voice their
route proposals.
could continue across
highway on an already
existing road which con-
nects the highway at
Q St. in Springfield.
The entire project
would permit rapid travel
between the new Jas-
per Highway and the
Pleasant Hill.
The Chamber high-
way commission
by Rescoe Perkins,
Larson, City Manager
Planning Consultant
and, and committee
made a tour of proposed
route.

was recently, fossilized
and believed to be five
years old were un-
dergoing crews.

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(Wiltshire engraving)
FOR THE FUTURE—The new experimental Continental
Nineteen Fifty X "car of tomorrow" was introduced to
America's press at a recent conference by the Ford Motor
Co. This is a pilot model.

Britain's Old Lion Gently Stirs U.S.

By J. M. ROBERTS, JR.
Associated Press News Analyst
The applauding warmth with
which Winston Churchill's ad-
dress was received on Thursday
seems to be about evenly matched
with cautious Congressional after-
thought.
The British Prime Minister's
suggestion that the U.S. should
join other states in a token inter-
national defense of the Suez Canal
had already met a cool reception
when broached on the executive
level, and found no better fate in
Congress.
No Gold But Goods
He said he had not come to
ask for gold to support Britain's
living standards. This is the
full quotation. It is important as
against the partial one, that he
had not come to ask for gold,
which has been widely quoted and
commented upon outside its con-
text.
But if Mr. Churchill was not
sighting at the ingots of Fort
Knox, he was sighting at the
ingots of Pittsburgh, the wheels
of Detroit and the fields of
Kansas.
He was saying, as he said be-
fore America entered World War
II, if you will give us these
things we will do something for
you that otherwise you would
have to do for yourselves—we
will help defend you to the limit.
But he didn't say it very well and
is being criticized.
Chairman Richards of the House

Ad Manager Views 1952 Model Fords

New 1952 Ford, Mercury, and
Lincoln models plus the much-
talked-about experimental "Con-
tinental Nineteen Fifty X" were
unveiled at a National Press Show
in Dearborn, Mich., recently.
Attending the conference from
Eugene was Charles Pressman,
national advertising manager for
the Register-Guard. The confer-
ence included a tour of the Ford
engineering center.
Back from his trip, Pressman
said Saturday the thing that im-
pressed him most was that Ameri-
can auto manufacturers can pro-
duce a car as cheaply as they do.
Saw All Steps
"After you see all the millions of
dollars that go into research, even
before production starts," he ex-
plained, "and then figure that one-
third of the price of a new car is
taxes, you wonder how they can
do it."
The press show, on Jan. 10 and
11, marked the first time that Ford
has ever opened its engineering
laboratories to newsmen. The
group saw all the steps that go
into the production of a new model
from the drawing boards to the
first pilot model.
Designs Chosen
Starting in the styling depart-
ment, where artists and designers
are "turned loose" to create a
number of futuristic models, Press-
man followed the process of de-
veloping a new model.
The most favorable designs are
chosen by a board, Pressman ex-
plained, and made into one-third
scale clay models, complete to
paint and trim.
Other steps include engine
build-up, electrical engineering,
and "practical" production design
where ideas from the artist and
designer's board are incorporated
into feasible production models.
New Plant
The tour also covered the site
where Ford's new \$50 million
Engineering and Research Plant is
underway. There, the newsmen

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