

Road Funds Top Budget Item in '61

But Time Permit
 Most Talked About

EDITOR'S NOTE: This is the last in a five-part series summing up accomplishments of the 1961 legislature.

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 By United Press International

SALEM (UPI)—The legislature approved \$224 million for roads and a bridge to ease Oregon traveling; then it provided two sets of time to confuse half the travelers who take to the highways.

If roads—\$192 million, plus a \$24 million Astoria-Megler bridge, and \$4 million each for state highways 42 and 197—were the biggest budgeted items, Portland-area daylight saving time is certainly the most talked about.

As many a driver has found out, it now takes a little over two hours, by the clock, to travel from Salem to Portland. It takes about five minutes, by the clocks, to get back.

Opponents are calling this the legislature's most insulting action, since Oregon voters turned down daylight time again last year.

Nervy or not, it's catching.

MANY CHANGING

Communities all over the state have met to consider fast time, artificial time, summer time, and sundial time, and one town declared in jest it would move its calendars a week ahead.

The change, at least, has pointed up the ties that link the rest of the state to Portland and perhaps by influence the ties that bind Portland to the rest of the nation.

If nothing else, the experiment is timely, since it will give voters an actual up-to-date experience when they vote on statewide fast time at the polls next year.

In addition to highway spending, the highway code got a thorough spring cleaning.

Hottrodders were told to lift their car bodies at least to the level of the wheel rims, log truckers won protection against outsiders, and laws were laid to clear away billboards that obstruct scenic views.

TAX CUT VETOED

A few more daring innovations were dashed. The legislature had its fingers rapped with a veto when it tried to give heavy trucks a tax break. Reflectorized and life-term license plates were rejected.

The driving age stayed at 16, in spite of efforts to raise it.

Compulsory auto insurance died, but Sen. Robert Straub, D-Eugene, said he will try to take it to the people.

What looked like the outbreak of a bridge epidemic was nipped when the solons denied pleas for four more bridges—at Albany, Oswego, Dayton and Ontario.

Gov. Mark Hatfield's pleas for speed limits and laws to make it easier to arrest and test drunken drivers were ignored. A law requiring safety belts died after one lawmaker said surveys showed people usually "sit on them."

Like highways, the legislature made extensive overhauls in the fields of criminal law, the militia, and commerce.

IDEAS APPROVED

Most of the Judiciary Interim Committee's legal recommendations, were approved, including a strengthened law aimed at curbing obscene matter, particularly for children.

The legislature's successful efforts in the field of justice were capped with a modernized definition of legal insanity that will give more weight to psychiatric findings. It replaces a century-old law.

The code governing the state militia was completely revamped.

A sweeping commerce code, to update laws governing nearly all business transactions, was passed, but it won't go into effect for two years.

The need for the two years was expressed by a young attorney, who said it made half his law school training at least partially obsolete.

The legislature extended civil rights to public services.

It also approved humane slaughter for steers and pigs, but got no-where in efforts to end the death penalty.

Atty. Gen. Robert Y. Thornton failed to win \$50,000 for crime prevention.

Lobbyists' fortunes swayed with the legislative tides, but as a class they won an implicit vote of confidence when a bill to regulate lobbying failed even to get out of committee.

Kingston Trio Plans To Split Up Act

SAN JOSE, Calif. (U)—The Kingston Trio, one of the most successful acts in show business, plans to split up in six months because the three young recording stars don't get along any more. Dave Guard plans to leave his two partners, Nick Reynolds and Bob Shane. Reynolds and Shane will continue the trio with a new partner. Guard said he intends to continue his singing career alone.



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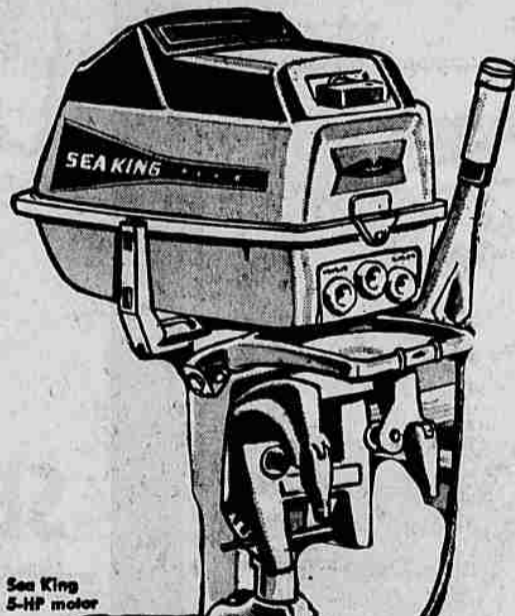
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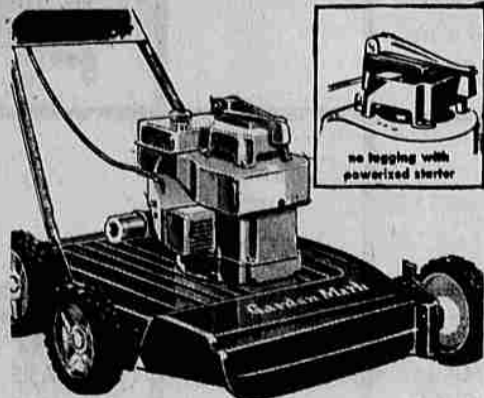
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