

Federal Highway Program Expected To Open New Frontiers for Progress in America

Editor's note: This is the second of three dispatches on the federal highway building program—a G.P. interview with the man who will direct it.

BY ROBERT E. JACKSON
United Press Correspondent

New York—The "do-it-yourself" engineer who will direct the greatest road-building project since the Romans believes it will open a fantastic new frontier for economic and social progress in America.

In wartime it "might mean the very survival of the country," says Robert E. Tallamy, white-haired, 55-year-old chairman of the New York State Thruway Authority and former state public works commissioner who goes to Washington next month as federal highway administrator.

President Eisenhower named Tallamy to direct the first years of the long-range multi-billion dollar super-highway program after a nationwide search for a man who was both engineer and administrator.

Wyants Are Owners Of Top Dairy Herd During November

R. L. and Blanche Wyant of Ashland are owners of the highest producing dairy herd in Jackson county for the month of November, according to the Dairy Herd Improvement association.

The 35 cows in the Wyant herd produced an average of 667 pounds of milk and 40.4 pounds of butterfat. There were five dry cows in the herd.

Other herds listed among the top five for Jackson county that month belonged to J. E. Bergsons, Gold Hill, 47 cows, 648 pounds of milk and 37.1 pounds of butterfat; six dry cows; Gilman's Dairy Farm, Medford, 90 cows, 676 pounds of milk and 34.3 pounds of butterfat; three dry cows; W. A. and Mary Darling, Central Point, 49 cows, 687 pounds of milk and 34.0 pounds of butterfat; 10 dry cows; and Ruth and Lewis Clark, Medford, 34 cows, 709 pounds of milk and 33.6 pounds of butterfat; one dry cow.

Top Ten
The 10 top producing cows so far this year, in the order in which they ranked, were Sally, owned by Richard and Elizabeth Westerbeke, Ashland, 1,545 pounds of milk, 94.2 pounds butterfat; 20 days in milk; Teresa, owned by Allen Rolins, Eagle Point, 1,274 pounds milk, 91.6 pounds of butterfat; 35 days in milk; Trixie, owned by Jo E. Parsos, 1,134 pounds milk, 85.4 pounds butterfat; 36 days in milk; Foga, owned by R. L. and Blanche Wyant, 1,386 pounds milk, 81.8 pounds butterfat; 71 days in milk; No. 9, owned by Gilman's Dairy Farm, 1,728 pounds milk, 82.2 pounds butterfat; 42 days in milk; Holly, owned by Richard and Elizabeth Westerbeke, 1,554 pounds milk, 77.7 pounds butterfat; 35 days in milk; No. 65, owned by Gilman's Dairy Farm, 1,662 pounds milk, 76.5 pounds butterfat; 33 days in milk; Red, owned by Lewis and Ruth Clark, 1,039 pounds milk, 75.4 pounds butterfat; 30 days in milk; Claudia, owned by R. L. and Blanche Wyant, 1,197 pounds milk, 75.4 pounds butterfat; 85 days in milk; and Trixie, owned by R. L. and Blanche Wyant, 975 pounds milk, 75.1 pounds butterfat; 97 days in milk.

Benefit Ball Set In Grants Pass

Members of the Southern Oregon Peace Officers association are sponsoring a ticket sale to a ball to be held at Grants Pass Saturday, Dec. 22, for benefit of Peter Smith, former assistant police chief at Grants Pass.

Chief Deputy Sheriff Joe Walsh of Grants Pass was a member of the police force at Grants Pass for 49 years, but has been seriously ill for a considerable length of time. His wife was able to support the family until recently, when she also became seriously ill and underwent major surgery.

Five agencies in the Grants Pass area are sponsoring the dance. Tickets may be obtained from the sheriff's office or the police station in Medford, Walsh said. Walsh encouraged residents to purchase tickets whether or not they plan to attend the dance.

Heart Research Expert Joins California Staff

Los Angeles—(U.P.)—Dr. Wilfrid H. M. Mommaerts, one of the nation's leading scientists in the field of heart disease research, has joined the staff of the University of California medical school here.

He will head an extensive program in heart research, a program to be launched in a new cardiovascular research laboratory to be established at the medical school here in cooperation with the Los Angeles county heart association.

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"He is one of the world's greatest builders of roads," said Secretary of Commerce Sinclair Weeks. "This assures the nation that history's biggest public works project will be constructed with outstanding skill, vision and integrity."

Tallamy, in an interview with United Press at headquarters of the New York State Thruway, a road which he built, looked at the national project.

Opportunity for Progress
"The opportunity for social and economic progress in the nation which will result from the successful completion of this system is beyond anything any

of us can conceive at this time," Tallamy said.

"In New York I have seen vast new industries spring up almost like magic in open areas. I have seen big new trucking terminals, new warehouses for perishable and staple goods, thousands of people now employed along the thruway.

I have seen property values jump from \$600 to \$20,000 an acre. Recreation areas are enjoying a vast new boom with vacationers coming more frequently and from greater distances.

"If this has happened in one state on one road only 426 miles long, can you visualize what will

happen across the nation on 41,000 miles? The ultimate result cannot be foreseen.

"That is really the reason for this program."

Tallamy also underlined "the great security it gives the nation in time of war to have an express highway system."

"It is not only to move troops and equipment," he said. "It is extremely important to civil defense. It is possibly even more important in the decentralization of industry which this makes possible.

"With the enemy able to bomb concentrated areas, this decentralization might mean the very survival of the country."

Tallamy, an outdoorsman who prefers ice fishing to golf, a do-it-yourselfer who wired and paneled his own summer cottage on Bowman Lake, personally walked over many miles of the thruway.

"I don't believe a man can sit behind a desk on a construction job and know what's going on," said Tallamy, the grandson, son and father of an engineer. "For me to do the job the way it's got to be done, I must make frequent visits with state governors and highway officials. We must get in an automobile and go out and look at the problem before we can make a decision."

Tallamy has seen more than \$150 million worth of new industrial plants employing 30,000 persons with an annual payroll of \$150 million spring up along the thruway. A \$4 million TV assembly plant went up at Batavia, N.Y., a \$30 million shopping center in Yonkers.

He sees no reason why this cannot repeat itself on a national scale where farm products will move farther and faster and more cheaply where industry will locate in areas with steady tax rates, build-in basic services such as sanitation, the right climate, raw materials nearby, yet as in Syracuse, N.Y., draw workers from suburbs, villages

and farms 50 miles away.

Tallamy still has an engineer's eye for detail. As he talks he

puts on his glasses and draws little diagrams for anyone who doesn't get this big picture.

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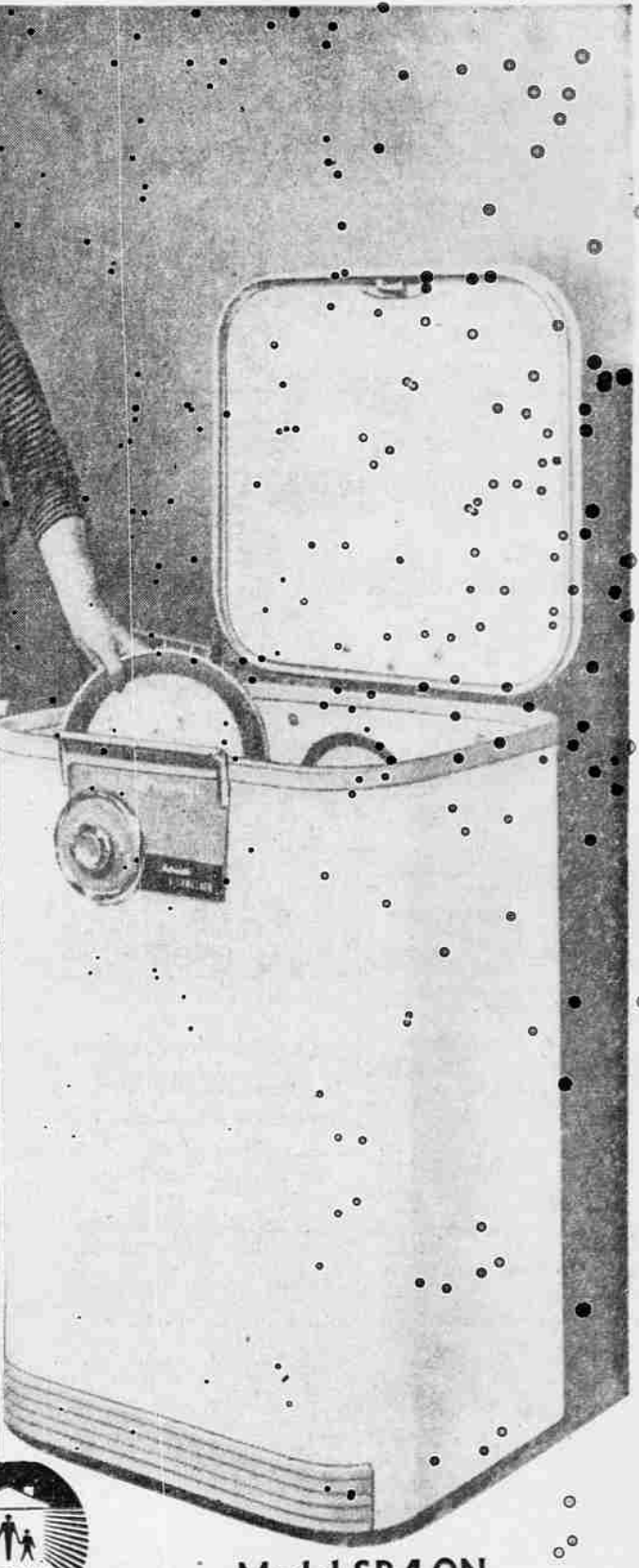
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