

### Local Optometrists Attend Seminar

Dr. A. W. Glutch, Dr. Frank Freeburger, Dr. Robert Harland, Dr. George Jennings, Dr. Richard Nelson, Dr. William Thompson, all of Medford, attended a postgraduate seminar last week at the Rogue Valley Country club for optometrists of the southern Oregon area.

Presiding at the conference was Dr. A. M. Skeffington of St. Louis, Mo., author, lecturer, teacher and research authority in the vision care field.

"Urban living and over-protection of our children are resulting in a generation of poor readers," stated Dr. Skeffington. "Educators are being blamed unjustly for faulty methods of teaching when, all too often, the real core of the trouble in the child's inability to read is an existing visual problem."

"Such a problem may easily stem from the fact that during the early development years, the child was never given the chance to run and leap and climb or to do those things for himself that are such a necessary part of the development of those visual skills required for learning to read," he said.

### Cars Collide on Siskiyou Thursday

Cars driven by Myrtle Alice Herrick, 39, of Encinitas, Calif., and Jack Lester Downey, 58, of Talent, collided head-on on Highway 99 near the Oregon-California state line Thursday night, state police said.

No injuries were reported but heavy damage resulted to both cars, officers said. The car driven by Myrtle Herrick was southbound and passing another car on a blind curve when her car collided with that driven by Downey, state police said.

The investigating officer told the California woman that a complaint charging her with passing with insufficient clearance would be filed in district court.

### ILLINOIS VALLEY Boys Ride to Caves

By MARGARET M. CROWL  
Cave Junction - Stopping in Cave Junction Wednesday for lunch were eight boys and two leaders from the Medford YMCA on the way to visit the Oregon Caves via bicycles. It was the second day on the road and Grayback Recreation Camp was their destination that night. Grayback camp is 12 miles from Cave Junction and eight miles from the Oregon Caves.

Those making this trip were Darryl Stockton, Jim Dunnington, Jim Lonsway, John Foster, David Jones, Mike Gilhousen, Paul Jenny, Ken Rodgers and the two leaders, Jerry Smith and Curt Saltmarsh.

Melvin I. Gray, parade chairman for the Illinois Valley Jubilee Labor Day Parade has announced there will be awards for 15 classes.

Three awards will be given for each class. Classes for the parade are commercial, industrial, non-profit organization, mounted unit, marching unit, cowboy, cowgirl, novelty, unusual, humorous, childrens, pioneer, musical unit, livestock, and best out-of-the-valley unit.

The parade will march down Redwood ave. to Caves highway and then to the VFW grounds.

Entries are requested to register with parade chairman, M. L. Gray prior to 8 p.m., Sept. 6.

Mrs. Paul Glines, Ocean Lake, visited Mr. and Mrs. Harry Hartwell and her daughter, Mrs. Rolland Holm last week.

Dinner guest at the Robert Bottel home in O'Brien recently was Lloyd Cranford, supervisor of plant quarantine, Sacramento, Calif. He was in the Illinois valley to conduct a training meeting at the state line inspection station.

Jo Bush of San Rafael, Calif., a cousin of Robert Bottel, was visiting in the valley Tuesday and Wednesday.

Emerson Smith and daughter, Zada, were dinner guests at the home of Mr. and Mrs. Harold Crowl Monday. Others present were Bonnie Cayvell, Kay and Carl Warner.

Jim Champion, Crescent

### Phoenix Girl Hurt In Vehicle Mishap

Gwendolyn D. Feris, 16, of 401 Fourth st., Phoenix, was reported in "satisfactory" condition at Sacred Heart hospital Saturday following a traffic accident at 8:15 p.m. Friday on Colver rd. about a mile south of Phoenix.

State police said she suffered a deep laceration on the right side of her head and possible back and other injuries.

Police said she had been driving a pickup truck, apparently southbound on Colver rd., when she ran into loose gravel and lost control of the vehicle.

The pickup rolled over one and a half times, police said, and they were told that her arm was pinned under it for awhile.

She was taken to Sacred Heart by Medford Ambulance service.

Police said she was cited for having no operator's license.

### Tetreat Wins Contest Trophy

Rudy Tetreat, district manager of the Oregon State Motor association (AAA) for Jackson and Josephine counties, last month won his second contest trophy for individual sales performance.

He won a similar trophy in December of last year.

Tetreat and his staff, Mrs. Helen Stevens, Miss Nancy Becken, and Wilbur Arnold, were the association's dinner guests at Mon Desir Wednesday night.

A district trophy was also won by the Medford office, 1133 South Riverside ave. Other districts competing in the contest were Astoria, Bend, Coos Bay, Klamath Falls and Pendleton.

HUNGRY  
Burlington, Vt. - (AP) - Kenneth Simonds received a suspended 90 day jail sentence for stealing 12 dozen doughnuts, five cans of orange juice, 10 packages of cookies, 10 loaves of bread, 10 packages of buns and two quarts of milk.

### Sacramento Area Group Numbers 88 at Festival

Ashland - Mr. and Mrs. Howard R. Hage of Sacramento, Calif., first began attending performances at the Oregon Shakespeare Festival in Ashland in 1956.

Each season since, Hage has brought an increasing number of friends with him to the festival. In 1957 the party consisted of some 30 persons and had increased to 52 by 1958.

For the 1959 season Hage's group numbered 88 people from the Sacramento area who were in Ashland from Aug. 14 through 17.

Each summer the Sacramento party stays four days in Ashland to view all four productions of the Oregon Shakespeare Festival. This year they witnessed "Twelfth Night," with the special "Maske of the New World," "King John," "Measure For Measure," and "Antony and Cleopatra."

With the group's increased size, it more than fills two Ashland motels. On Sunday, following the performance of

"Antony and Cleopatra," Hage and his group entertained many of the Festival company members.

Those in the Sacramento group were Mr. and Mrs. Marvin Blanchard and family, Mr. and Mrs. Lloyd F. Bruno, Miss Pamela Dokken, Mr. and Mrs. Willis Drew, Mr. and Mrs. Robert Elise and family, Dr. and Mrs. Geoffrey Fricker and family, Mr. and Mrs. Warren Gayman, Mr. and Mrs. Howard R. Hage and family, Dr. and Mrs. Hardre, Mr. and Mrs. David Harme and family, Mr. and Mrs. Leonard Hollister, Mr. and Mrs. Francis P. Jensen and family, Mr. and Mrs. Paul Joseph, Mr. and Mrs. Ralph Kleps and family, Dr. Herman Leader, Mr. and Mrs. Leon Letson, Mr. and Mrs. Colvin McCambridge, Mr. and Mrs. Thomas Nolan and family, Mr. James Parsons, Miss Catherine Patterson, Mr. and Mrs. Stanley Pearson and family, Dr. and Mrs. Glenn Pope and family, Mr. and Mrs. Alan Post and family,

Mr. and Mrs. Robert Revilla and family, Senator and Mrs. Albert Rodda and family, Mr. and Mrs. Richard Rodda and family, Mr. Carson Sheetz, Mrs. Kathryn Taylor and fam-

ily, Mr. John Treantos, and Mr. and Mrs. George White.

Oil production in Venezuela last year averaged 2,799,000 barrels a day.

A recent survey showed that only 53 per cent of all the American pupils who ranked in the upper fifth of their high school classes went on to college.

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*Thank You*

To all of you . . . every man and woman who had a part in the planning and building of Sears new Rogue Valley Store . . . we of Sears say "Thanks for a job well done, in record time."

We are grateful to the Medford community leaders and civic-minded individuals who have played such an important part in the determination that the Rogue Valley should have these new modern retail facilities in the Medford Shopping Center.

Our sincere thanks go to our many employees who have worked tirelessly to prepare for the grand opening, making our new store as attractive as possible.

And we are deeply appreciative of the wonderful cooperation between our contractor, Buttress and McClellan, the sub-contractors listed below, and the hundreds of skilled craftsmen who worked together to complete the finishing touches on the structure.

And to the most important people in our store, Our Customers, we extend a special "Thank You" in appreciation of the generous Grand Opening response experienced during these past three days.

It is our sincere hope that all who have had a part in the opening . . . our customers, our employees, the construction crews and the Civic Leaders of Medford and all Rogue Valley Communities . . . will feel that this is their store. And, because it is their store, Sears says, again, "Thank you!"

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<b>Medford Steel Co.</b>	<b>Bob Marshall</b>	<b>John Warren Hardware</b>

## CAN WE AFFORD TO SLOW DOWN THE GREATEST CONSTRUCTION JOB IN HISTORY?

Thirty-seven months ago this nation began to construct the greatest highway system in the world—a project that will affect directly the lives of more Americans than anything our nation has built.

It is the nation's first long-ranged planned highway program—scheduled for completion in 1972.

Now this bold, imaginative program is in jeopardy of a costly slow down. For a nation with over 68 million motor vehicles, such a disruption will cost far more than keeping it on schedule.

#### What are we building?

We are building hundreds of thousands of miles of modern highways. The most dramatic part of the program is a massive 41,000-mile system of Freeways—a network of super-highways connecting every state, practically every city of 50,000 or more. This is the National System of Interstate and Defense Highways.

#### Are we on schedule?

Yes, at the end of three years we are right on schedule. Interstate System construction is 107 per cent of its scheduled rate. Contracts have been completed on 4,050 miles and are underway on 5,229 miles. Contracts on primary, secondary and urban roads have been completed on 73,709 miles and are under way on 30,249 miles. All this has been done in three years.

#### Why the slowdown?

Lack of Federal funds. For Interstate System construction the Federal Government is putting up 90 per cent of the costs, the states 10 per cent. Other highways in the program are being built on a 50-50 basis.

Federal money comes from a highway trust fund, maintained by Federal highway user taxes. The highways are being built on a pay-as-you-build basis.

But the fund because of last year's increased program and other factors, is depleted. Money for fur-

ther construction should have been apportioned to the states by July 1. It has not.

Because of the financial problem, 25 states have been forced to stop awarding new contracts for Interstate construction and 16 soon will follow. The program is grinding to a halt just as it swung into high gear.

#### How much is it costing you?

Talking in terms of "billions of dollars" can be misleading. You have been getting all this new construction—plus maintenance of all our 3,300,000 existing miles of roads and streets—for just one penny for each mile you drive your car. It's the smallest cost of operating an automobile.

Today the average cost of owning and operating a car is 9½ cents a mile. Seven cents pays for the depreciation and upkeep of the car. One and a half cents pays for your fuel costs, not including taxes. And only the remaining penny goes to building and maintaining highways.

And modern highways pay you that penny back immediately. For it has been found that driving on Freeways designed like those of the Interstate System lowers your operating costs to 8½ cents a mile—a saving of one cent, or more than 10 per cent.

#### Nation saves \$2.1 billion

Altogether the Interstate System will save the nation \$2.1 billion each year . . . \$550 million in vehicle operating costs; \$725 million in accident costs; \$825 million in time savings for commercial vehicles.

But more than money is involved. Modern, limited access highways reduce accidents by two-thirds. The completed Interstate System will save 4,000 lives each year and prevent one million accidents. Delay of this program for just one year will cost the nation 5,700 lives during the period of 1960 to 1970, according to the National Safety Council.

#### In good faith

In 1956 when the program started, the act authorized a definite annual Federal expenditure for 13 years to see it through to completion. The nation's roadbuilders geared up for the tremendous job ahead. State Highway Departments were enlarged, hired thousands of engineers and technical personnel. Contractors around the nation toiled up purchased equipment. Industry expanded its facilities to meet the challenge. For the Interstate System construction alone requires each year 49 million tons of steel, 1.4 billion barrels of cement, 13 billion gallons of petroleum products, five million gallons of paint.

The program was accepted in good faith by those who had the responsibility of seeing it through to completion.

A slow down could hurt contractors, work considerable hardship in industry, reduce the highly technical organizations developed by the states, and throw hundreds of thousands out of work.

#### What is the solution?

None of this need happen. There are at least three ways to keep the program on schedule—borrowing from general funds, bond financing, and raising the Federal gasoline taxes.

The soundest of these seems to be the recommended increase in gasoline taxes. It will meet the immediate fiscal need. It will keep the program on a pay-as-you-build basis. It will be non-inflationary. And most important, it will cost the average motorist less than one mill for each mile he drives. Having the world's finest highway system at his disposal will remain the smallest cost of operating a car.

There's a lot at stake. Our economic growth. Your personal safety and your comfort. Even our nation's defense.

Slowing down the greatest construction job in history will be an expensive economy.