

Oregon Highway Department Work Curbed by Lack of Money

By DICK HUMPHREY
UPI Correspondent
Salem — (UP) — The Oregon State Highway Department is acting strictly on an emergency basis these days until Congress decides how to raise money for the huge 41,000-mile interstate highway building program.

Department officials and commissioners are holding their breaths until Congress decides whether to pass a 1-cent-a-gallon gasoline tax to finance the \$41 billion national program.
Assistant State Highway Engineer C. S. Paxon said no

more contracts would be let in Oregon on interstate projects until Congress digs up the money. Emergency work will be done as needed, however.

Longer Tax Favored
The House Ways and Means committee has approved by a 16-9 vote a measure that would hike the gas tax from 3 to 4 cents for 22 months. This was done in the face of a compromise proposal by Speaker Sam Rayburn that the tax be effective for only 12 months.

Paxon said that even under the 22-month program Oregon's interstate system would progress "at only about half speed."

The state would receive about \$20 million a year under the plan approved by the Ways and Means committee, compared with some \$48 million promised earlier.

However, there probably would be funds available for primary, secondary and urban programs, Paxon said.

Would Help Freeway
Should the 22-month plan prevail in Congress, Oregon could conceivably finish the Baldock freeway into Portland and the Eugene-Albany section of the Pacific highway by the fall of 1960. There might not be enough money, however, to work on the Pacific highway through Portland.

Paxon said that while the Baldock freeway and Pacific highway projects were the most obvious, should money be limited, there still was considerable work to be done in eastern Oregon. Decisions on the specific projects, he emphasized, were up to the Highway commission.

If Congress rejects a gas tax completely, there might be a lag until next July until contracts on interstate projects could be let except in emergencies, Paxon said.

Rayburn's proposal for a 12-month gas hike, debated by the House Ways and Means committee, would be better than nothing, but would slow progress considerably, he added.

Bill to Be Introduced
Chairman Wilbur D. Mills of the Ways and Means committee has been instructed by his committee to introduce a bill providing for the 22-month tax.

State Highway Engineer W. C. Williams, recently returned from a meeting of highway engineers in Chicago, said there was opposition to a shutdown in the interstate program which would last any period of time, but that the program might be stretched out until 1975-six years longer than originally intended.

Williams said the Highway commission already had purchased some \$6 million worth of right-of-way for the proposed Pacific highway through Portland-on the projects threatened by a slow-down. But he said no more right-of-way property to continue the route from downtown Portland to the Interstate bridge would be purchased until Congress has provided the money.

Some 24 other states find themselves in the same position as Oregon of having to stop bids on interstate projects until they know which way is up. If money is provided soon, contracts will be let as rapidly as possible, even though work may very likely not be going at full tilt.

The Family Council

Editor's note: The Family Council consists of a judge, a psychiatrist, three clergymen, a newspaper editor, a woman's editor and two writers. Each article is a summary of an actual report. The Family Council does not give advice; it merely reports on problems that have been dealt with by responsible agencies and counselors.

Diane J. — Let's live while we can.

Michael J. — I work too hard to throw money down the drain.

Diane J. — My husband and I were brought up during the depression and were married on his Army corporal's pay and mine as a typist. The going has been rough, but now at last we are comfortably fixed.

We have three children and are making adequate provision for their education. I think it is time we started thinking about ourselves. I have always loved clothes and lots of social life and I would like to spend money on myself, fix up my home, do some entertaining and go places.

Michael thinks these things are not important. He is making investments that may or may not amount to something — some day. I say let the future take care of itself. Let's live while we can.

Michael J. — With some people it's a case of easy come, easy go. As for me, I sweat blood for my money and I can't see throwing it down the drain in booze for people I care nothing about. Of course, I want my wife to dress well, but when I see some of the things she wants to buy I'm glad we haven't had the money until now. Some of those styles — whew!

The investments I am making will really come to something in future years. They will provide for us in our later years and will give something more for our children so they won't have to struggle the way I did.

Diane is always crabbing about my being anti-social. I can't help it. I've always been that way — just freeze up at parties.

The Council: Michael appears to be frightened by the radically different way of life his wife is suggesting. Diane has unfortunately worried about this problem too long without doing anything — so that all of Michael's fears had time to flourish and he hasn't ever had the opportunity to know any of the pleasures of social life.

Diane appears to consider herself a social butterfly and feels she has been deprived too long, sacrificed too much. She blames her husband and he feels guilty about it. Yet we suspect that Diane has a lot of social fears of her own and her hesitation about arranging agreeable social activities has induced her husband to be even more rigid in his patterns. In retaliation she has perhaps gotten a bit shrewish on the subject.

People who really enjoy contact with others usually manage to entertain and keep up social appearance enough to have a circle of friends who like them for themselves — not the impressiveness of their homes, clothing or amount of "booze" served. So we'd suggest that Diane change herself in this matter before trying to change her husband. She should make an effort to small number of congenial couples, learn to entertain informally and let nature take its course.

We have an idea that Michael will eventually begin to look forward to the relaxing kind of sociability and will come out of his "freeze."

A 12-lane double-deck suspension bridge to be constructed over the Narrows in New York bay will be the longest in the world when completed in 1964. The Golden Gate bridge in San Francisco now holds that title but, at 4,260 feet, the new bridge will be 60 feet longer.

There were 4,599,000 business firms in the U. S. at the beginning of 1959, according to the commerce department, an increase of about 55,000 or one and a quarter per cent over 1958.

U. S. scientists are studying a proposal for disposing of radio-active wastes by firing them to the moon in rockets.

This may have the beneficial result of reducing his anxiety about the future. He may develop a taste for some of the advantages of an economically secure life. Diane at the same time will learn that a social life doesn't necessarily call for large scale extravagances. In short, the way will be opened for a compromise.

Tough Plastic Substitutes for Many Metals

Wilmington, Del. — (Science Service) — A tough, resilient plastic that will substitute for many metals has been developed. It is called Delrin and is the product of Du Pont.

Plastics heretofore have not been strong enough to compete with metals in many applications. Now, Delrin promises to be usable for car door handles, dashboards of cars, fuel pump and carburetor parts, and showerheads. Over 75 per cent of its potential applications, which number more than 500, involve replacement of steel, brass, aluminum and zinc.

The reason for Delrin's excellent properties lies in its chemical structure. It is formed from formaldehyde, a relatively simple molecule. The formaldehyde is polymerized, or joined together in long, tightly-packed chains. The unbranched chains form into very dense crystals giving the plastic its strength and unique ability for long wear.

The first usable polymer of formaldehyde that has been developed to any great extent, Delrin is being commercially manufactured by E. I. du Pont de Nemours & Company. It required 300 man-years of experimental work to develop a stable form of the polymer, and the development costs exceeded those spent by the company to produce nylon.

Delrin cannot replace metals completely, however. It cannot be easily cemented, and is discolored by ultraviolet rays, a characteristic of most plastics. Whether Delrin will be practical for very large shapes is not yet known. A garbage can liner is the largest thus far successfully made and tested.

Many companies are already extremely interested in Delrin as a metal replacement and polyformaldehyde seems to be on the brink of assuming considerable industrial importance.



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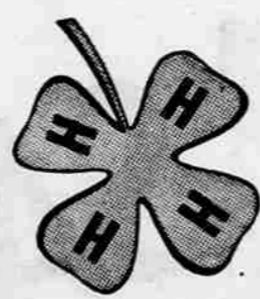
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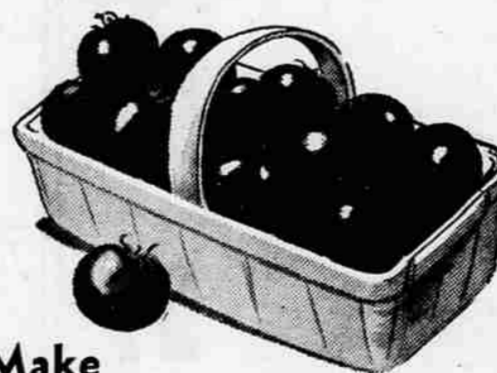


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