

Problems of Auto Transportation Big Headache to Major Cities in Nation

Editor's note: America's big cities are in a jam—a monumental traffic jam that is only part of a vicious cycle: suburbanites who work downtown are abandoning trouble-ridden transportation systems for mutilated freeways, causing commuter services to deteriorate still further under declining patronage and bringing so many cars into downtown streets that they are choking to death. At the same time, urban shopping centers are losing their customers to suburban stores that can be reached without suffering the harrowing experience of city traffic.

Following is the first of three dispatches on this vital many-sided problem describing its causes and its seriousness, telling what is being done about it and reporting on what somebody may be its cure.

By MAC SEBREE
UPI Correspondent

Comedians like to tell jokes about what happened to them on the Hollywood Freeway. To the motorists who use it every day, it's not funny. The Los Angeles area is a prime example of the creeping paralysis that is the result of the nation's almost complete dependence on the private automobile for public transportation.

But Los Angeles is not alone with its problem. It is noteworthy only in that things there have gotten out of hand. In Chicago, Cleveland, New York, Boston, Philadelphia and every other large city, the dilemma is the same: How to get people from their homes to work and back again, without tying the city into knots twice a day?

Downtown Areas Dying
Two-thirds of our population now lives in urban and suburban areas. And yet, while our cities are growing in every direction, their cores—the downtown areas—are dying of malnutrition.

The cause can be traced to our changing travel habits. The family car has made the average American so mobile that he can work and shop wherever his car can take him. Businesses have sprung up on the perimeter of the cities. Why go downtown?

This hardening of the arteries of the cities is both the cause and the result of the breakdown of public transportation in the U.S. "Why fight traffic all the way downtown when I can buy anything I want right here in suburbia? The bus service is lousy, anyway."

John M. Peirce, general manager of the San Francisco Bay Area Rapid Transit District, puts it this way: "Congestion problems are most critical in the central parts of metropolitan areas for here exist the centers of jobs, of shopping, of finance and of corporation management. It is in these central cities that congestion shows definite signs of strangling the diverse economic arteries which make our metropolitan areas so important to the economic health of our entire nation."

This strangulation Peirce blames on the increased use of the private car for commuting.

Rail Lines Scrapped
But back to Los Angeles. Forty years ago Los Angeles had the world's finest interurban transit system—the big red cars of the Pacific Electric. Even then, urban sprawl was beginning to overtake the city. Through the years, however, these fine rail lines were

scrapped one by one as the public took to the private car. Today, the private car is on the verge of strangling Los Angeles. Harrison E. Salisbury of The New York Times said:

"It is from Los Angeles that the most anguished cries are heard for rescue from the rubber-tired incubi. It is Los Angeles that threatens to prohibit new cars unless they are fitted with devices to prevent the discharge of smog-creating hydrocarbon fractions."

"It is Los Angeles that sends its officials to plead with the grand viziers of Detroit not to put longer fins on

the cars, not to widen the machines because there just is not room on the streets or in the parking spaces.

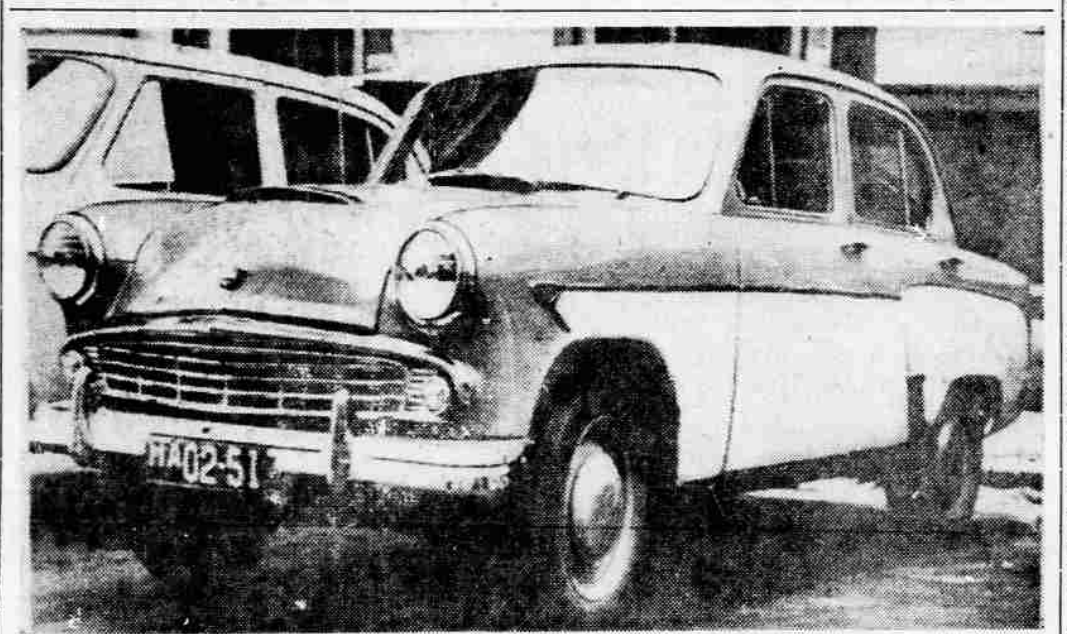
"It is in Los Angeles that serious officials say that the system is exhausting the elements necessary for human life—land, air and water."

Building Freeways
Los Angeles is building multi-lane freeways as fast as it can. They cost \$10 million a mile in some sections. Metropolitan Los Angeles expects to have 900 miles of freeways by 1980. And yet, by 1980, "we may well have worse traffic conditions than

exist today," according to Sam S. Taylor, general manager of Los Angeles traffic.

Not only do freeways fail to do the job of moving enough cars in and out of the city center, but they gobble up huge chunks of usable land, removing it from the tax rolls.

About 28 per cent of downtown Los Angeles is occupied by streets, freeways and service ways. Another 38 per cent is occupied by parking lots and garages. That equals nearly two thirds of the downtown area dedicated solely to the gas buggy. (Next: What's being done.)



RUSSIAN AUTOS—The official Russian news agency Tass has reported that Russia has sold 10,000 Moskvich sedans to an American dealer who hopes to resell them in the United States. The cars will be delivered over a period of two years, Tass said. The

Moskvich, shown above, is a four-door, four-seater sedan with a standard shift, a 45 horse power engine and a top speed of 72 miles per hour. It has one fold-down seat for drivers who want to sleep in the car. (Photo from official Soviet source—UPI Telephoto)

Russians Laud Introduction Of Soviet Autos in America

Moscow—UPI—The introduction of Russian-made automobiles on the American market by a Syracuse, N.Y., dealer has been hailed by the Russian press and public as an acknowledgment of Soviet technical achievements.

Most of Moscow's 16 newspapers gave prominent play to the Tass report that Russia has sold 10,000 Moskvich sedans to a firm called Andrea Motors, Inc., headed by Robert Castle. The press saw as evidence of improving trade relations between Russia and the United States.

The Moskvich is a four-door, four-seater sedan with a standard shift, a 45-horsepower engine and a top speed of 72 miles an hour. It has one fold-down seat for drivers who want to sleep in the car.

The Moskvich is Russia's "economy car." It sells here

Los Angeles—UPI—A remorseful bandit has returned every cent of the \$4,000 he stole from the First Western Bank Friday by threatening the family of a teller. "I am returning your money I took Friday," said a note mailed with the money. "I never did this before. I'm sorry for the trouble I have caused and also sorry to have troubled the teller and his family."

for 25,000 rubles (\$2,500 at the official tourist rate of exchange), but purchasers may have to wait for as long as two years before getting their cars.

An auto export official of

the Ministry of Trade said that Castle signed a deal not only for the Moskvich but for Volgas and other Soviet automobiles under a "monopoly" agreement for a two-year contract.

The Family Council

Editor's Note: The Family Council consists of a Judge, a psychiatrist, three clergymen, a newspaper editor, a women's editor and two writers. Each article is a summary of an actual case history. The Council reports on problems that have been dealt with by responsible agencies and counselors.

Glenda C.—He doesn't want to be seen with the children.

George C.—They are ashamed of me.

Glenda C.—My husband and I have been happily married for more than ten years. We have an 8-year-old son and a 6-year-old daughter. Unfortunately, however, we have one problem that seems to become more serious as time goes on. My husband was 42 when we married—a late age, perhaps, to start raising a family but I wanted children very much. I was 27 at the time. My husband didn't want a family, but didn't want to deprive me of one.

Now George doesn't like to be seen with the children. He feels they are conscious of the fact that is so much older than the other fathers. I feel there is nothing to be ashamed of. Besides, George looks very young for his years.

George C.—People always tell me I look young for my age, but when I go out with the kids I feel like an old man. A woman once started talking to them and asked if I was their grandfather. The children sometimes ask me why I have so many gray hairs and wrinkles and why other fathers don't have them. My son wants me to play cowboy with him and I haven't the energy. A man of my age just isn't meant to have such young kids.

The kids are affectionate, but I feel that at bottom they are ashamed of me. It's best that I'm not seen with them too much in public. I've told them I'm 35, but they know I'm handing them a line. I'd hate to have them broadcast the truth.

The Council: We suspect that George's problem is not age, but immaturity. His immaturity is the emotional variety rooted in self-doubt and self-rejection. It is the kind that leads adolescent boys to boast of their abilities and conquests. The boys are

uncertain of themselves and feel they wouldn't amount to much in the eyes of their contemporaries if they stood merely on what they are.

George's concern about himself causes him to be rather irrational. His children's questions, for example, are typical of every child's curiosity about adults. Children, who haven't yet learned to hide their reactions to things, will often ask an adult why he limps or why he has a mole on his face. The child makes no judgment against the adult on the basis of these interesting facts, and so is completely unaware that the adult has any feelings in the matter.

George should also realize that many fathers who are much younger find it hard to keep up with their youngsters' cowboy games. They let the kids know it and it doesn't damage a little boy's outlook on life or on his father—unless Dad says it in such an embarrassed and shamefaced way that the child is forced to suspect something shameful is involved. Actually George has good reason to feel pride in his young family. If he felt this pride, his children would know it and reflect it.

We think George is making a mistake to lie about his age. The children will certainly find him out if they haven't done so already. It will leave a most disagreeable impression—again causing them to feel there is something very shameful involved. If he chooses, George can say that his age, like his income, is a private matter and drop the subject.

George might be able to come to better terms with himself through some talks with a psychiatrist. In any case, he should remember that the attitude of his children and others toward him is conditioned by his attitude toward himself.

(Copyright 1960, General Features Corp.)

About 27,000 small boats operate in San Francisco Bay.

Russian Trouble In Pacific Rocket Tests Speculated

Washington—UPI—The Pentagon speculated cautiously Tuesday that the Russians may have run into technical trouble in their first program for firing intercontinental rockets into the Pacific.

The abrupt cancellation of the test series Monday, after only two rockets had been launched, suggested that the Soviets were taking time out to correct a defect that might have developed during the second firing.

A Pentagon official said this might be the best news so far in the missile race. He noted it could mean a delay in Soviet missile production and could indicate the Russians are unable to duplicate consistently the sensational accuracy claimed for the 7,766-mile first shot.

No Accuracy Claim
Supporting this view, the official said, is the fact that the Soviets made no claim as to the accuracy of the second shot. The first nose-cone, Moscow said, landed 2,100 yards from the bulls eye.

There also was a possibility, according to Pentagon sources, that the Russians have decided to complete their test series in some other way.

The cancellation of the series, which the Russians conceded was "ahead of schedule," means that the 44,800 square mile target area they reserved in the Pacific is now open to shipping. The Soviet Union had warned shipping to stay out of the area from Jan. 15 to Feb. 15.



ESCAPES INJURY—Nerve-shuddering action is caught by a photographer as Chicago fireman Mike Stanton is nearly dashed to the ground while fighting a fire. The near tragedy occurred as a truck started to pull out, snagging a hose which in turn pulled Stanton's ladder over. Stanton made a nimble leap to another ladder as he toppled, and was not injured. (UPI Telephoto)

Argument Ends Up With Fire in Husband's Car

Setting fire to his car is not always the best way for a wife to keep her husband home.

Laurene Emma Matteson, 1832 North Riverside ave., found that out yesterday when she tried it and ended up in municipal court charged with disorderly conduct.

City police described the incident as follows.

Apparently Mrs. Matteson and her husband, Clyde Raymond Matteson, had a "little" family argument, after which Matteson decided to leave home.

He packed his clothes into his car and took off just as his wife fired a shot at the car's tire. The shoe missed the tire and put a neat little hole in the hubcap of the vehicle.

Matteson continued to Padgham's Glass and Millwork, 1303 Court st., where he is employed, to tell his boss he would not be in for work.

Mrs. Matteson followed, and while her husband was inside the store she set fire to a box of his clothing in the back seat of his car.

Police and city firemen arrived on the scene at 8:05 a.m. when a fire alarm was turned in.

Argument Ends Up With Fire in Husband's Car

ing the fire before it did much damage to the car and police arrested Mrs. Matteson and escorted her to municipal court.

Mrs. Matteson received a 50-day suspended sentence on condition that she does not repeat her actions.

Grange News
Central Point Grange

Grange visitation will be the highlight of the regular meeting of Central Point Grange Friday, Feb. 5, at 8 p.m. The lecturer, Mrs. Homer Jeffries, has planned a short program, and Mrs. Edwin Gebhard will exhibit jewelry she makes.

All visiting ladies are asked to bring cookies and members of Central Point Grange are reminded to bring sandwiches.

Central Point Grange will hold "Open House" on Feb. 12. This meeting will honor the new members and will start with a potluck supper.

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