



**EISENHOWER'S ROUTE SHOWN**—President Eisenhower's route for his Far East trip is shown on the above map. All dates and times given are those of the four points involved. The President will leave Andrews Air Force Base outside Washington early June 12 aboard his jet transport plane. Arriving at Anchorage, Alaska, he plans to rest at Elmendorf AFB. He leaves Alaska early June 13. Next stop is Wake Island June 14 for refueling. Almost immediately the Chief Executive will leave for Manila. Plans call for a three-day stop there. Next on the schedule is

a trip, possibly by sea, to Taipei, Formosa, where arrival is expected June 18. Eisenhower will fly to Okinawa June 19 and to Tokyo the same day. He is to spend two full days in Japan. Early June 22 he flies to Seoul, Korea. Later the same day the President leaves Korea and after a refueling stop at an air base outside Tokyo, flies to Honolulu. The President is to rest at the U. S. Marine Corps station there before flying back to Washington, where he is expected to arrive no later than June 26. (UPI Telephoto)

## Mainspring of Area Are Forests, Club Members Are Told

Forests, largely out of sight from the valley or only dimly visible on the distant hills, are the mainspring of the Rogue river basin. So declared H. R. Glascock Jr., forest counsel of the Western Forestry and Conservation Association, He addressed the Medford Kiwanis club Wednesday at its noon luncheon at Rogue Valley Country club.

Glascock described the forests as "a hidden mainspring which makes the Valley tick. And one which is guaranteed forever."

He brought out that forests are in good hands, that devoted federal, state and private professional foresters have teamed to protect them from fire and other ravages to keep them productive of many benefits.

**Work Progressively**

The forest counsel stated that the "sawlog" foresters, which are read about, turn out to be, when the matter is looked into, "multiple use" foresters.

He maintained that they are working progressively to make the forests serve the economic and social needs of

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marked, gives a new respect and understanding of the forces at work in the valley, the forests which undergird its economy and the men to whom they are entrusted.

Glascock pointed out that 56 per cent of Jackson county's 1 1/2 million acres of forest land is federally owned. The remainder is almost entirely privately-owned. It is owned and managed by forest industries which employ 4,000 persons with a payroll of \$20 million per year and produce lumber and plywood valued at \$75 million.

Forests, the speaker brought out, furnish the raw material on a continuous basis for this primary support of community economy. They also furnish the irrigation water and forage which makes agriculture the second largest mainstay of the valley.

The forests, he said, further provide scenery, fishing waters, hunting grounds and picnic and campsites for recreation and tourism, the third business of the Rogue basin.

## Better Highways Group Slates Program to Curb Public Apathy

Washington—UPI—A new organization intends to do something about the nation's apathy toward its highway needs.

It is called the Better Highways Information Foundation (BHIF) and on July 1, it begins its mammoth task of publicizing the need for good roads throughout every state.

BHIF is directed by George M. Foster, currently executive director of the Indiana State Highway department and a veteran of 40 years experience in highway work.

Foster bluntly declares that the average American is too apathetic toward the road problem.

He simply has no idea of what an adequate highway program means to him in terms of saving lives, money and time," Foster told United Press International in an interview.

By adequate highways, Foster emphasized he refers to all types of roads—not only the superhighways but the secondary roads as well.

"Too many people think the Federal Highway Act of 1956 was a cure-all," Foster said. "It not only wasn't a cure-all but it falls far short of our needs."

He cited U. S. Bureau of Public Roads' figures which show that as of Jan. 1, 1960, only 2,780 miles of the 41,000-mile interstate highway system were completed to full, accepted standards. Another 2,520 miles also were completed but will need modernization by 1976. A third completed category involves 2,260 miles of toll roads.

Foster said this adds up to 18.5 per cent completion of the interstate system, with only 4,770 miles currently under construction.

Enough to pay for one mile of the interstate highway system.

Time — A large company which began using the New York State Thruway instead of older routes found that its trucks averaged 10 miles per hour faster, made 298 fewer gear shifts, stopped 69 fewer times, and saved nearly four and a half hours per round trip.

## Randolph Named Boys Counselor

Corvallis—Jere R. Randolph, 120 Ashland ave., has been selected to be a junior counselor for the 1960 Beaver Boys State at Oregon State college June 12 to 18.

Beaver Boys State is a one-week citizenship training program sponsored by the Oregon American Legion. Approximately 450 high school boys from across the state will attend this year. Each will be sponsored by a community civic, service, veteran or fraternal organization.

Junior counselors are picked from the ranks of boys who attended the previous year's session and who drew special commendation for outstanding achievement and leadership at Boys State. They assist in directing the program and serve as counselors in the dormitories.

Randolph was mayor for one of the Boys State "cities" last year and was also named Boys State secretary of state—number two position in the mock government.

The program at Beaver Boys State includes classes in American history and Great Americans, world affairs, and national government. A one-day trip is made to Salem where leaders of state government speak to the boys.

## Asian Population Increase Presents Staggering Problem

Tokyo—UPI—There will be another billion Asians by 1980 and the job of caring for them is staggering to contemplate.

If these billion more Asians were to live on a standard comparable to the Japanese, which is low by Western standards but high by Asian standards, here are some of the things that would be needed:

Three hundred million houses; 10 million hospital beds; 120,000 primary schools (1,000 pupils to a school); 1 billion gallons of water daily; 1 trillion kilowatts of electricity; 82 million tons of rice a year; 10 million tons of wheat a year; 180 million tons of vegetables a year; 60 million tons of fish a year; 13 million tons of meat a year.

**More Garbage**

There would be 454,000 more tons of garbage a day to be disposed of and there would have to be thousands of miles of new roads and parks.

All of this, of course, is in addition to what is being produced now.

Faced with such demands, it is small wonder that government planners are pessimistic about the future. Famine, history's most persistent enemy in Asia, is bound to increase, especially in Red China and parts of southeast Asia as well as on the populous Indian sub-continent.

There seems to be almost no answer to the Asian population explosion. Not even a realistic birth control program in India, China, and southeast Asia—which isn't likely—could solve all the problems.

Medical science has enabled thousands to live who a generation ago would have died. And Asians are living longer. Malaria control, for example, has saved and prolonged thousands of lives.

The life-span of the average Indonesian is 20 years longer than it was 20 years ago.

The projections on Asia's population 20 years hence are made in a United Nations study titled "The Population of Asia and the Far East, 1950-80."

**Density Fantastic**

This study shows that Asia and the Far West comprise only about one-sixth of the world land areas, but their percentage of population by 1980 will be 55 per cent—up from 51 per cent in 1920 and about 53 per cent in 1950.

The density of population is fantastic—70 persons per square kilometer (3861 square miles), compared with nine in the Soviet Union, North America and Latin America and 15 on the average in the rest of the world.

The U.N. study estimates that the population of Asia will rise from 1,317,000,000 in 1950 to 2,268,000,000 in 1980 with the highest rate of growth in southeast Asia.

## Asian Population Increase Presents Staggering Problem

Officers Elected

Ashland—Theta Delta Phi, men's scholastic honorary at Southern Oregon college has elected officers for the 1960-61 school year. Larry Bardeen, Klamath Falls, president; Jack Allen, Ashland, vice president; George Converse, Ashland, secretary-treasurer; and Darwin Bevins, Ashland, as historian. Ted Schopf was chosen as faculty advisor.

**To Spread Messages**

The new organization will try to get its support from government, patriotic, civic, safety and other groups through which it will spread its messages.

Those messages will dwell mainly on the theme that good roads save lives, money and time. Typical ammunition:

**Costs More in Long Run**

Lives—Federal figures show that highways meeting interstate highway system standards have reduced accidents by two-thirds and cut deaths in half. One modern highway in Virginia has a fatality rate of 0.8 deaths per million vehicle miles; an adjacent older highway has a fatality rate of 10.6—more than 13 times greater.

Money—Not building good roads costs more in the long run than building them. Traf-

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