

Interstate Road System Is Over 20% Completed

By United Press International
 This nation's 41,000-mile Interstate Superhighway System, inaugurated four years ago, is more than one-fifth completed, according to the latest figures available from the U. S. Bureau of Public Roads.

Actually, the bureau said, 9,107 miles of Interstate highways are now in use. They consist of 3,693 miles built to 1975 traffic standards, 3,140 miles that are adequate now but will need improvement to reach 1975 expectations, and 2,274 miles of toll expressways incorporated into the Interstate system.

Total outlay for completed Interstate roads has reached \$3.6 billion in federal-state funds, with the federal government paying 90 per cent of the total cost, the bureau reported.

Another 15,000 miles of the coast-to-coast system are in various stages of development—from planning to paving. These projects, the bureau said, add up to another \$5.1 billion in cost, making a total of \$8.7 billion spent or committed for the Interstate network in its first four years.

Spending Spurt
 Conventional primary, secondary and urban highways receiving federal aid also have experienced a tremendous spending spurt during the same period. Bureau figures show that 100,000 miles of non-interstate road projects—involving \$9.5 billion in combined state and federal spending—are completed, with 20,000 more miles underway.

All revenue for the federal share of the more than \$18 billion spent or committed to highway projects since 1956—and most of the money for the state's participation—comes from special taxes on

motorists, principally taxes on gasoline, a survey showed. Nationwide, these have risen to an average of 10 cents per gallon, four cents of which is federal taxes.

To put the federal system on a pay-as-you-go basis, the federal gasoline tax was boosted in 1956 from two to three cents per gallon. Proceeds from this levy, along with taxes from heavy vehicles, tires and tubes and half the proceeds from the tax on new trucks and buses, were earmarked for a special federal Highway Trust Fund.

Bureau figures showed that during the first four years, the federal government collected \$14.3 billion from all its taxes on motor vehicle ownership and use, but \$6.2 billion of this money did not go into the Highway Trust Fund.

Tax Increased
 Last year, when the Highway Trust Fund was headed for a deficit, Congress again increased the gasoline tax—to four cents a gallon effective Oct. 1, 1959, but with the provision the added cent of tax would expire June 30, 1961.

On that date, according to the legislation, the expired cent of the gasoline tax would be replaced by allocating to the trust fund one-half of the proceeds from the 10 per cent tax on new automobiles plus five-eighths of the receipts from the 3 per cent tax on automotive parts and accessories. The legislation provided that this financing arrangement would stay in effect until June 30, 1964.

If Congress adheres to this plan, the result will be an actual increase in funds available to the highway program, according to official government estimates.

NATO Secretary Discounts That A War Will Come

Paris—(UPI)—NATO's highest ranking civil servant agrees with Soviet Premier Nikita Khrushchev that war is improbable.

The reasons given by NATO Secretary General Paul Henri Spaak in an official pamphlet widely circulated here are the same as those most experts attribute to Khrushchev—that in the present state of affairs neither side believes it has a gambling man's chance of winning.

"Men have always fought up to the present... because at least one of the sides and frequently both thought they were going to win," Spaak declared in the last edition of the NATO Current Topics pamphlet.

"Victory," he said, "was a very precise notion. It carried with it the possibility, after a period of struggle, of gaining territorial or trading advantages."

"Nowadays, no statesman can hope to believe... that victory in the sense in which it was for so long understood, would be possible after a world war in which atomic weapons were to be used."

"The problem... is simultaneously to destroy all the bases from which a reprisal could be launched."

"If the (aggressor) is not capable of doing that, he will have caused terrifying damage to his enemy, but he will not have been able to defend his people against an equally terrifying counterstroke."

"That is why recourse to war is improbable."

West German Defense Minister Franz Josef Strauss, in a recent interview with UPI, said he thought Khrushchev opposes war only so long as he doubts the Communist world can win it.

Khrushchev, the German minister believes, is not opposed to war in principle.

Spaak appeared to share this assessment. He said in the pamphlet that, were he Khrushchev, he would say to himself "I have become the equal of the strongest power in the West, and I find that all of this is absolutely no use to me."

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how strong I am, my people are wide open to American reprisals."

For this reason, Spaak believes the East-West struggle will in the future center in the world's underdeveloped countries.

"Hence, he said, 'the proper way in which to defend the free world... is to solve the problem of the underdeveloped countries, particularly those in Africa, for the destiny of Europe will be decided in Africa.'"

But NATO as now constituted, Spaak continued, is incapable of dealing with this new problem.

"We should break down the limits of this regional pact," he said. "We should... get rid of our 'maginot line' complex. For what would it in fact avail us to be strong on the Elbe, if our flank were turned in the Middle East or we were taken in the rear in Africa?"

"A psychological revolution... is necessary."

Starlings Found To Wander Far

Salem—(UPI)—Starling control experts in Oregon said Wednesday the birds, wearing Oregon identification bands, have been found in states ranging from Montana to provinces in Canada.

The birds, banded at Monmouth and Ontario, were released last March in an effort to trace their flight.

Starlings have been declared an agricultural predator by the Oregon legislature, which provided \$20,000 for a control study during 1959-61.

An experimental trap at a holly farm near Monmouth during December netted 23-225 starlings including robins, redwings and warblers.

The trap is a huge nylon net funnel and the birds are attracted into it by 1,000 watt lights.

In eastern Oregon poisoned French fried potatoes have been used. About 12 million starlings were exterminated in the region last year, largely due to the poisoned food.

Starlings are a major destroyer of Oregon holly. The Oregon Agriculture Department and U. S. Fish and Wildlife Service are cooperating in the project.

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