

Last Link In Inter-American Highway To Open This Year

By ROY MCGHEE
United Press International
Washington - (UPI) - Sometime early this winter a Costa Rican laborer will pull down a barricade blocking access to a bridge across a tropical stream.

A truck - or maybe a colorfully decorated donkey cart - will roll onto the span and make a crossing that only minutes before might have taken several hours.

That vehicle will be the first to use the last-built link in the Inter-American highway North and South America will at last be linked by land.

Officials of the U.S. bureau of public roads are unable to pinpoint the precise day when the last of 39 bridges remaining to be built are finished. But they are sure it will be by Dec. 1.

Whenever it is, on that date a dream of centuries will be realized - an all-weather road linking every country of the North American continent.

The Inter-American highway will be finished. And with its completion, less than 500 miles will remain to be built of the bigger Pan-American highway, which will connect Alaska to Argentina and Chile - the Arctic to the Antarctic.

What is the military significance of this new backbone of the Americas? This is a serious question as Cuba forces re-examination of U.S. interests to the south.

Defense and state department security officers as well as the joint chiefs of staff have clamped a secrecy cloak around information as to how the highway might figure in future military situations.

These two questions were put to all three agencies: (1)

How does the highway figure in the interamerican defense system? and (2) Does it have any particular significance in the current Cuban crisis?

The three agencies answered jointly as follows: "Both of these questions concern military planning and as such answers are considered security information."

Robert E. Ide, a bureau of public roads official assigned to the Inter-American highway, recalled that the road had definite military significance during World War II. But he said that to his knowledge defense department officials have not been consulted on construction since then.

Ide added, however, that the road has been built to American "A-B-C" specifications.

Ide also noted that individual countries through which the highway passes have sovereign control over their sections. He said he assumed permission would have to be received from any country before military use could be made of the road in that country.

But the strategic importance is still there in the economic and cultural linkage.

One of the greatest boons American planners see coming from completion of the highway is increased economic activity among the Central American countries.

The highway will open up commercial intercourse between those countries and increase it beyond calculation," Ide predicted. He added that this would be the chief benefit of the road economically, rather than increase trade between the United States and Central America.

Common Market
Ide said a prime example of the widespread economic benefits springing from the road was the Central American Common market. This would be impossible, he said, without the highway.

But the Yankee dollar is certainly not discounted as a benefit by Latin business men. They see a rich new harvest of tourist money coming their way.

Inevitably, completion of the highway will mean greater cultural intercourse among the Americas. Government agencies are not officially concerned with this aspect of results the highway is expected to bring. But they note that anything that makes international interchange easier has a cultural impact on all countries involved.

A hard-surface, all-weather road connecting the nine North American countries has been a hemispheric dream almost from the time of discovery of the new world. But less than 100 years ago - in 1884 to be exact - the American Congress first gave serious consideration to such a link when a proposal was made for a Pan-American railroad. The first conference of the American states - held in Washington in 1889 - consid-

ered this idea, which also was discussed at later conferences. Today and \$138 million later, the 3,142-mile road is all but complete and completion is assured this year, barring natural disasters.

The northern terminus of the Inter-American highway is at Laredo, Texas; the southern end at Panama City, Panama. At Laredo, the highway joins the United States road network, including the new interstate system of superhighways. At Panama City, it joins a Panamanian highway south into a tropical rain-forest type jungle. After a few miles the road peters out.

But the Agency for International Development (AID) has agreed to put up \$3 million for a planning survey for 450 miles of all-weather road through the jungle. This highway would connect with the Colombian national highway system, which in turn connects with roads to the rest of South America.

The AID funds are considered as part of the Alliance for Progress.

Had to Ferry Stream
It has been possible to drive to Panama, and even beyond, from the United States for a number of years. But automobiles had to be ferried across many streams, and frequently detours had to be made around slides and washouts.

At present, there are 30 bridges incomplete - all in a 133-mile stretch in Costa Rica. In addition, there are 420 miles of gravelled-surface road, but paving is continuing on many of these miles.

Bureau of public roads officials will start test runs over the completed highway as soon as the Costa Rican bridge is completed. But the official international opening of the highway will be next May. That month a formal tour, for

Latin Americans coming to the Inter-American Conference for Progress may get its biggest boost yet - Yankee tourist dollars.

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Try and Stop Me

By BENNETT CERF

CLANCY, TRAFFIC COP at a busy Main Street corner riotously and had to call the station house to say he was so ill he couldn't report for duty.

The chief urged him with unexpected understanding just to go back to bed and sleep it off. "The chief is getting soft in his old age," reflected Clancy contentedly. Of course, he couldn't know that at that very moment the chief was telling his sergeant with a chuckle, "Poor Clancy's got one beat of a hang-over. Wait 'til he realizes this is his day off!"



Alan King complains that his wife is such a compulsive shopper, every department store in town that is planning a sale phones her first to make sure she's available. King also confides that the town he built from is so small the barbershop quartet consists of three people.

"The quickest way to make a tossed salad," suggests a food columnist, "is to feed vegetables to an 18-month-old child."

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Motor Inn Uniqueness

Guests at Washington, D.C., Motel May Now Have Services of Concierge

By DICK WEST
Washington - (UPI) - When you build a new motor inn, as many people are doing these days, it is customary to include at least one "novel feature."

A "novel feature" is what makes your new motor inn different from the other new motor inns and enables you to advertise it as "unique."

The new International Inn which opened here recently is being advertised as "Washington's most unique motor inn."

Only in the motor inn business do you find degrees of uniqueness.

It is fairly common for a new motor inn to claim to be "unique" than other new motor inns. But a claim of "uniqueness" is rather rare.

I stopped by the International one morning this week to see what "novel features" it might have. It has a number of them, the uniqueness of which in my opinion is Manuel Gonzalez.

Gonzalez is a concierge. As far as I know, he is the only motor inn concierge in America. Most European hostels have concierges, but they have never caught on much in this country.

Gonzalez has been taking concierge lessons for the past few weeks from Alberto Pinto, who for 41 years held that position at the Hotel Excelsior in Rome.

He feels he is now ready for the public, but he fears the public may not be ready for him. There is a question as to whether motor inn guests will know what to do with a concierge now that they have one.

Since I would fall into that category myself, I asked Pinto, who is preparing to return to Rome, what it is that a concierge does exactly.

As he explained it, a good concierge has an "in" in all the right places and can pull strings to get things done for the guests who seek his services.

Pinto, for instance, has been described as "the most influential man in Rome, next to the Pope." He has done

about everything from renting a private airplane for Barbara Hutton to arranging audiences at the Vatican.

After talking with Pinto, I could understand why concierges are still a "novel feature" in Washington. Up to now, at least, there hasn't been much need for them.

There have been a lot of fellows here who performed that type of service, only they weren't called concierges. They were called "five percenters."

Even assuming corporation tax rates are cut in 1963, this 22 point spread would not be narrowed to less than 17 points at best. Thus, the overriding aim of these corporations should be to try to shift income from the over \$25,000 year to the under \$25,000 year—whether that is 1962 or 1963—in order to save the huge 22 or 17 point spread.

If you are a self-employed business or professional man, you will be able, beginning with 1963, to set aside tax deductible funds for your retirement under one of the major tax laws passed this year. The law, though, limits the amount of the annual contribution which you can set aside for yourself to 10 per cent of your net earned income, but under no circumstances to more than \$2,500 a year.

If you, as a self-employed person, want to increase the amount you can contribute next year under the 10 per cent limit, you may wish to try shifting some of your 1962 income into 1963 so that the 10 per cent will apply to a higher net earnings figure and give you a bigger permissible contribution. This is entirely apart from what you might do because of the outlook for tax reduction.

If you are under 65, you can deduct medical expenses above 3 per cent of your adjusted gross income. If your 1962 medical expenses are close to this requirement, you should try to bunch into these next several weeks expenses you know you'll have in the months ahead so that you can boost your expenses above the 3 per cent level and thus let the government share in paying your 1962 bills. You could speed up medical or dental work you now plan to have done in 1963 and pay for the treatments before Dec. 31. If this will create a medical expense deduction for you this year. More on this in a future column.

Next: Benefiting from stock losses.

Reading Group To Meet Nov. 7 At Hedrick JHS

The first general meeting of the newly organized Rogue Valley chapter of the International Reading Association is set for Wednesday, Nov. 7 at 7:30 p.m. in the speech room of Hedrick Junior High School, Lee Merriman, Medford, publicity chairman has announced.

The chapter had its beginning during the spring term at Southern Oregon college. As a result the group was organized and this fall received its charter and constitution.

The International organization was formed about two years ago, beginning on the east coast. It is hoped to make it a world-wide activity, Merriman said.

The local chapter is made up of Jackson county elementary and secondary teachers with some teachers from Josephine county attending.

Reading Approved
The Wednesday evening program will be given by Miss Jeanette Hastie, assistant professor in education at Southern Oregon college, who will speak on the Harrison and McKee approach to reading. This will be an open meeting and teachers are invited to take fellow teachers as guests. Merriman pointed out. Refreshments will be served.

Oliver Erickson, Medford, is president of the new group; Miss Marie Prescott, Ashland, vice president; Mrs. Agnes Rupp, Phoenix, secretary, and Ralph Humphreys, Eagle Point, treasurer.

Mrs. Jeanette Thompson, Medford, heads the membership committee and Mrs. Erma Bohn is social chairman.

Interest Increases In Survival Classes
Montpelier, Vt. - (UPI) - About 240 persons attended a civil defense survival training class Monday night. Average attendance before the Cuban crisis was between 30 and 40.



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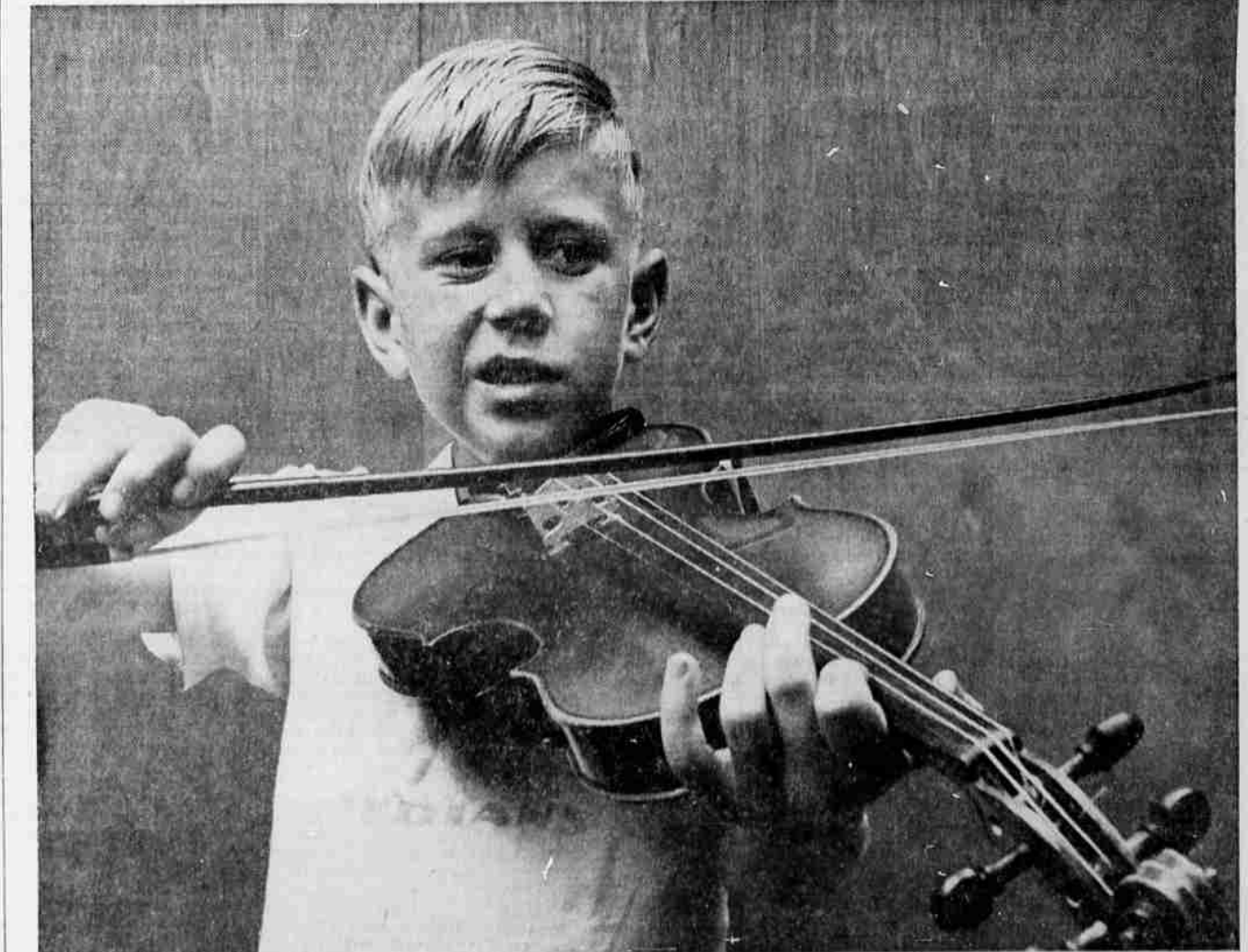
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Gary used to fiddle awful sour

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classroom music. Who knows how many children have discovered an exciting new world through this public service program? It has just started its 35th consecutive year, so we have served quite a few school generations. Tune in some Thursday. Adults enjoy the program, too.

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RECEIVES PLAQUE—Edward F. Bolt, Gold Hill, received a plaque from Miss Eugene, Mary Sue Woolfolk, for service as past president of the Oregon Motor Hotel association, during the group's 18th annual convention and merchandise mart recently held in Eugene. (Scott Hill photo)

Your Money's Worth

By SYLVIA PORTER
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SAVE ON TAXES NOW—II HOW TO SHIFT INCOME, EXPENSES

Because of the prospect for across-the-board tax cuts in 1963, it would be sound tax strategy for millions of you to try to shift some income from 1962 into 1963 and to move ahead into 1962 deductible expenditures which you otherwise might hold off until 1963. By so doing you'll reduce your 1962 taxable income and raise your 1963 income, and if your 1963 tax rates are cut, you'll achieve an overall tax saving.

Here are ways you can manage this.

If you earn money by performing services, don't press for all your payments this year. Let some of your bills for services you perform this year run over and be paid in 1963.

If you sell property at a gain, don't take more than 30 per cent of the selling price, for this will allow you to report the income only as you get the balance of your payments. If you take anything over 30 per cent, you'll have to report the entire profit at once; even a 31 per cent payment disqualify you from using the installment method of reporting your profit.

If you plan to cash in some U. S. savings bonds, delay your cash-in until January 1963. Then the interest you have earned on these bonds won't be taxed until 1963.

If you have deductible expenses which you normally would meet in January 1963—bills for taxes, interest, medical care, the like—see if you can pay them before Dec. 31, 1962. You can pay bills for interest and taxes even if they aren't due until next year. As an illustration, say you have a real estate tax bill of which half is due in October, half in April. You can prepay the April 1963 installment in December.

If you have a business which is run as a corporation, your goal should be clear. If your corporation's income is over \$25,000 in 1962 and in 1963 or under \$25,000 in 1962 and in 1963, you should try to throw income into 1963 to get the benefit of any corporation tax rate reduction which is voted.

The one significant exception to this general goal covers corporations which will have under \$25,000 in one of these two years and over \$25,000 in the other. The reason is that income up to \$25,000 is taxed at 30 per cent, while income over \$25,000 is taxed at 52 per cent—a 22 percentage point difference.

Even assuming corporation tax rates are cut in 1963, this 22 point spread would not be narrowed to less than 17 points at best. Thus, the overriding aim of these corporations should be to try to shift income from the over \$25,000 year to the under \$25,000 year—whether that is 1962 or 1963—in order to save the huge 22 or 17 point spread.

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