

**OTI Student Body Elects Officer Slate**

Klamath Falls—Mickey Rutherford of Pineville, W. Va., has been elected student body president at Oregon Technical Institute.

Other officers for next year include: First vice president, Gary Ebner, Mt. Angel; second vice president, Bob Griffin, North Bend; secretary, Judy Langer, Klamath Falls, and treasurer, Don Mulkey, Coquille.

**CONDITION CRITICAL**  
Albany, N.Y.—Actor Monty Woolley, 75, hospitalized since April 6 because of a recurring heart ailment, today was reported still in critical condition but improving.

# Fate of President's Mass Transportation Bill Still in Doubt

By **GEORGE J. MARDER**  
United Press International  
Washington—President Kennedy's \$375 million mass transportation bill—the first of the New Frontier programs put to a test in this Congress—has passed the Senate.

But its fate is in doubt in the House where a strong phalanx of Republicans and Southern Democratic economy advocates would like to gut it.

What is this bill all about? Why is the President pushing

it so hard? President Kennedy and other supporters argue this way: Mass transportation systems for metropolitan areas are going to pot. Since 1934, 194 have been abandoned, 243 sold. More trouble lies ahead.

The main difficulty is that the systems have been deteriorating and, with old equipment, can't pay their way. New systems cost too much to be financed solely from fares. The fares can pay for operating costs but only part of the cost of improvements

and construction. This is creating a crisis for metropolitan areas in getting millions of people to and from work. Congestion is so bad that in some areas it takes more time now to travel through a town than it did in the horse and buggy days.

Highways alone will not do the job. The federal government is spending \$41 billion to help build a highway system for the 1970's. But it won't solve the problem of commuting within metropolitan areas.

And the problem will get worse if the government doesn't provide some help. The population is growing rapidly and there is an increasing concentration of people living in the great complexes beginning to do the nation.

Los Angeles, Detroit, Washington, D.C., Boston and Philadelphia are among traffic-congested cities cited by the senate banking committee in recommending passage of the bill.

transit legislation argue, we haven't seen anything yet in the growth of vast urban areas. As suburban communities merge more and more with cities, giant metropolitan areas which overlap state and city lines will grow.

The federal help would be in the form of \$375 million in grants and loans over the next three years. Kennedy asked for \$500 million but the Senate cut it.

The federal government helps build the highways. Why shouldn't it help build and improve mass transportation systems?

The grants would work this way: The federal government would help build and improve transportation systems which could pay their way once con-

structed or modernized. However, if the systems couldn't pay back all the capital financing, the government would pick up the tab for two dollars of that cost for every one dollar contributed by a local government.

Localities themselves decide whether they need mass

transportation systems. Those that want them and need them badly do something about them, such as San Francisco and Boston.

If the federal government starts passing out grants, it will discourage local initiative and localities will just wait for the federal handouts.

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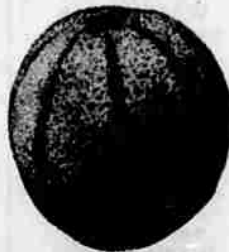
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Standards High

For one thing this kind of help would go to some of the richest cities in America, where great industries are concentrated and where the standards of living—and incomes—are high. If transportation problems arise, there is no reason why these communities can't solve them on their own.

And these "welfare state" planners forget that the financial ability of the nation as a whole is no greater than the sum of its parts. The federal government cannot help build mass transportation systems which the localities themselves couldn't afford in the beginning because the federal government is made up of localities.

And finally, the \$375 million federal contribution is just a starter. There's a hint in the bill that the cost could run as high as \$6 billion in the next 10 years.

Just The Start  
There is no question that the initial spending is just the beginning—a three-year emergency program. But the new front-line measure also has some long-range features.

Supporters deny the cost could rise to anything close to \$6 billion.

Those are both sides of the story. The next chapter will be written when the House acts on the Senate bill. Right now it is anybody's guess as to what will happen. But President Kennedy is fighting hard for the program and is optimistic that he will salvage it.

### More Meningitis Cases at Navy Base

San Diego—The Navy today continued with a program of mass immunization following discovery of the third victim of spinal meningitis within two days at the Naval Training Center here.

A total of 14 recruits have been stricken by the infectious disease in four outbreaks within the past six weeks. Three died.

Thomas J. Maslosky, 17, son of Bernard Maslosky, Omaha, Neb., remained in serious condition following his hospitalization Wednesday. Two other recruits who entered the Navy hospital Tuesday were removed from the serious list.

Maslosky contracted meningitis despite a mass immunization program ordered for all 12,000 recruits at the center. It was the third mass program carried out here.

### Forester To Do Aerial Photography

Portland—Vincent S. Cegelka has been assigned to the division of timber management in the Pacific Northwest Regional office of the U. S. Forest Service, Portland. For the past two years he has worked on the Chemult Ranger district of the Winema National forest in southern Oregon.

In his new position, Cegelka will help develop methods for better, cheaper use of aerial photography in timber inventory and survey work.

Cegelka is a 1955 forestry graduate of Pennsylvania State university. From 1958 to 1961 he worked on the Mt. Adams Ranger district of the Gifford Pinchot National forest. He also has worked with the Army Map Service and the Pennsylvania department of forest and waters. Prior to that he worked one summer for the Forest Service as a member of a fire suppression crew at Grants Pass.

### Alumni Dinner Set In Grants Pass

A Pacific university dinner for alumni, friends and parents in the Grants Pass - Medford area is set for May 1 at the Riverside restaurant, Grants Pass.

Speaker for the evening is Charles Trombley, class of 1952, who is director of admissions at Pacific. Next year he will be dean of students at the university.

Reservations for the 6:30 p.m. dinner may be made through Mr. and Mrs. Arthur Carpenter, 511 Southeast W. St., Grants Pass.