



ALL TIED UP in Operation Fair Share are Arthur Rickbeil, left, and T. J. McCarrey, center, the recipients of United Fund "red feather" ties from Bob Beach, wing commander of this year's drive. "Rickey" was presented the symbolic tie at a noon report meeting for outstanding service as co-commander with Davis S. Troy of the advanced gifts division. McCarrey, Southern Pacific Co. district manager, gave his employees time enough to give enough, and the train workers have raised their contributions from less than \$450 last year to more than \$3,000 this year, with additional reports to be made. United funders plan to hit the \$129,627 target by November 1.

California Highway Unit Announces Huge Budget For Road Construction

SACRAMENTO (UP)—The California Highway Commission today announced a record-breaking \$310,721,000 highway budget for 1956-57 fiscal year, containing \$247,338,000 in new construction money for the race against mounting automobile registrations.

Included in the construction items are \$163,350,000 for major improvements and \$83,978 for acquisition of rights of way. The construction total is some \$23,443,000 higher than in the current state highway budget.

Major construction projects will involve nearly 300 miles of state highways and provide for 45 bridges over streams, as well as 165 other type structures. Some 135 miles of the proposed improvements involve full freeways which, when completed, will put the total of full freeways past the 500-mile mark. It will boost the total of multi-lane highways to almost 1900 miles.

Because of a change in the law which permits award of state highway contracts as early as Jan. 1, 1956—six months before the beginning of the fiscal year, a faster than usual start on new construction is expected, the commission said. Some of the projects will be advertised for bids within the next several weeks.

The budget provides \$114,641,000 for the northern 45 counties, with \$132,697,000 for the 13 counties south of the Tehachapi.

Many multi-lane freeway and expressway projects, both in urban areas and on long stretches of inter-city highways, will be completed or extended in the 1956-57 fiscal budget. One example is US 99 which, during the year, will provide a multi-lane divided highway between the Los Angeles and Sacramento areas about 300 miles long. The continuous multi-lane highway will be broken only for short sections through a few Northern California counties, with a total of less than one mile of undivided highway.

The 36-mile section of the Eastshore Freeway from Oakland to San Jose will be completed; the Bayshore Freeway will be extended 7.5 miles to the San Mateo-Santa Clara line, completing the four-mile over-water section across Candlestick Point; and 7.5 miles of freeway construction on U. S. 101 in the San Fernando Valley is scheduled.

Most of the remaining multi-lane divided sections of the Santa Ana Freeway will be converted to full freeway by construction of separation structures and frontage roads. It will be extended 10 miles to El Toro in Orange County. Added to the Hollywood Freeway, this will provide 54 miles of continuous full freeway, except for

intersections at grade at Orange-thorpe and Magnolia avenues. These are planned but not yet financed.

The major coast route, U. S. 101, is scheduled for additional freeway and expressway construction in Santa Barbara, San Luis Obispo, Marin, Sonoma, Mendocino, Humboldt and Del Norte counties. It will be a continuous four-lane freeway and expressway for more than 65 miles between north of Santa Maria and San Miguel, except through Arroyo Grande and Pismo Beach.

Freeway construction now under way on U. S. 49 in Contra Costa County will be extended from San Pablo to the beginning of the Carquinez Toll Bridge project at Hercules.

In addition to the \$247,338,000 for major construction, the budget includes \$23,000,000 for maintenance; \$8,350,000 for administration; \$4,507,600 for contingencies; \$18,028,000 for preliminary engineering; and \$4,500,000 for buildings and plants.

South Ponders Off Limits Idea

BATON ROUGE (AP)—Local chapters of Southern Gentlemen, concerned about "black troops" in Baton Rouge, today considered a proposal to put the city off limits to Negro soldiers on leave from military maneuvers next month.

J. B. Easterly, president of the statewide secret segregation society, told delegates to the first convention yesterday that local chapters will have to decide the issue.

The Army and Air Force begin Exercise Sagebrush at Camp Polk, La. Nov. 1. The maneuvers, to include about 140,000 troops, are the largest since World War II.

Robertson said he had seen nearly 2,000 mixed troops heading for the maneuver area in the last two days.

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Phoners End California Strike Move

SAN FRANCISCO (UP)—Nearly 22,000 telephone workers in Northern California and Nevada returned to work today, ending a two-week strike against the Pacific Telephone and Telegraph Company.

Officials of the United Brotherhood of Carpenters and Joiners of America and the PTTT reached a "compromise" settlement at a marathon bargaining session that ended at 5 a.m. yesterday and a few telephone operators began returning to work immediately.

The union said all workers were scheduled to return to work today and service should be normal. The strike began Oct. 10.

Union and company spokesmen said the new one-year contract provides an average hourly wage increase of 10.2 cents for all plant employees, a top weekly increase of \$4.80 for plant craftsmen; \$2.70 average weekly increase for traffic employees (operators), and a \$2.00 to \$4.50 increase for commercial and accounting employees.

Operators starting salaries will go up \$2.00, \$3.00 or \$3.50 a week, depending upon job and location, the company said.

Under the old contract, plant craftsmen received top wages of \$93.50 to \$101.50 per week depending on location, and operators received \$47.50 to \$61.00. A union spokesman said the new contracts also included such fringe benefits as the upgrading of certain wage areas and eight hours pay for seven hours work for operators whose tour of duty ends after 9 p.m.

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A. W. NELSON, Kalpine Plywood employee, operates the automatic Raimann plywood patcher. The machine cuts out defects in the panel and inserts a fitted patch of plywood stock from patching stock which feeds into the machine under the sheet that Nelson is handling.

Lost Man Found In Coastal Area

COOS BAY (AP)—A 70-year-old man, missing in the woods near here for three days, was found alive by searchers Saturday.

He is Bert Wilcox, who appar-

ently became lost while out for a walk last Wednesday.

Two members of a 50-man search party found Wilcox where he had fallen in the brush some 75 yards from a highway. He suffered from exposure and malnutrition, and was taken to a hospital in North Bend.

Hayward Fault Blamed In Last San Francisco Quake

SAN FRANCISCO (UP)—The earthquake that shook the San Francisco Bay Area last night was attributed to the Hayward Fault, one of California's major "earthquake factories."

The Hayward Fault slices through a heavily populated area along the eastern shore of San Francisco Bay. It was the movement of this fault that caused the widespread damage to stores and other property.

Starting at a point near Santa Rosa, about 60 miles north of San Francisco, the Hayward Fault runs through San Pablo Bay, and cuts under the cities of Richmond, Berkeley, Oakland, Alameda, Hayward, Niles, Morgan Hill and finally joins the San Andreas Fault near Hollister.

The San Andreas Fault is the most prominent and most dangerous in California. Seismologist Perry Byerly of the University of California predicted last week it is due for a major slippage such as that which caused the disastrous San Francisco fire and earthquake of 1906.

The San Andreas Fault begins at an undetermined place in the Pacific Ocean north of Eureka, and follows the coastline down to San Francisco Bay, passing San Francisco on the Pacific side of the Golden Gate.

After meeting the Hayward Fault, it then runs down California to Gorman, over the Ridge Route to the southern extremity of the fertile San Joaquin Valley and cleaves the earth at a point about one mile northeast of San Bernardino, Calif.

It has also been traced past the Salton Sea to El Centro, scene

of the 1940 Imperial Valley earthquake. It is clearly visible in many places.



NORTH

Leave 11:25 a.m.
Portland 2 1/2 hrs.
Seattle 4 1/4 hrs.

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San Francisco 3 hrs.
Los Angeles 5 hrs.

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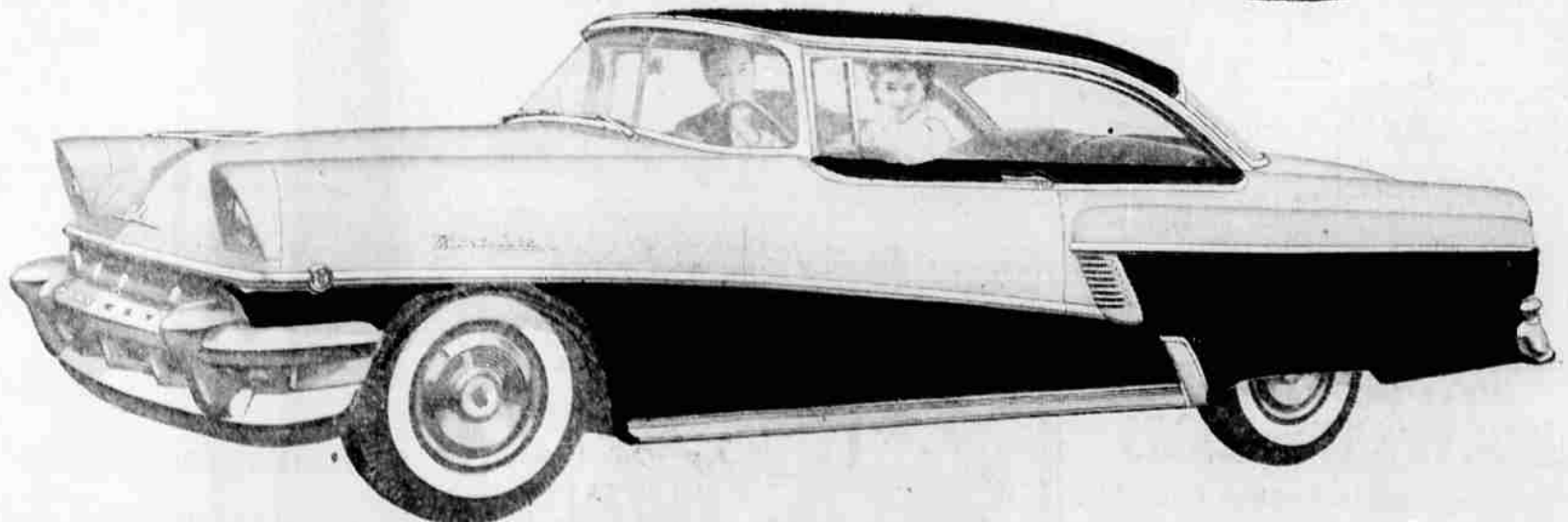
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