

# Eisenhower Has Gone Places This Year To Tune Of 40,000 Miles

als insist. It's just that the President is always in too much of a hurry to get where he's going, they say.

By DOUGLAS LARSEN  
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WASHINGTON (NEA) — Ike has really gone places this year. If he keeps moving at the same rate for the rest of the year he could set a new travel record for himself.  
Including extensive traveling planned for June, the first six months of 1958 will probably find him logging close to 20,000 miles. Another 20,000 miles during the second half of the year will

have him surpassing his 1953 record of 37,000.  
His third most traveled year was 1956, when campaigning pushed the total to 36,000 miles. Since becoming President he has traveled more than 180,000 miles. A fleet of Army and Marine helicopters, a garage full of racy limousines, several fast twin-engine executive aircraft and a plush four-engine trans-continental Constellation, all available to him on quick notice, make it possible for him to get around the way he does.

Most of this recent presidential traveling is the result of his doctor's orders to get away from his Washington desk as much as possible. Every trip to play golf in Augusta, Georgia, is about a 1,000-mile junket. When Ike delivered Mamie to Phoenix, Arizona, this winter for a rest at the Maine Chance Farm, the total distance traveled was 4,300 miles.

When the three jet transports which the White House has ordered are delivered there's no telling what travel records he'll break. The Budget Bureau explained to Congress that the new aircraft would help the U.S. match the prestige of Russian leaders who fly around in jets. Total cost of the new U.S. jets will be 15,000,000.

A spokesman in Congress suggests that Ike could do the Russians one better in modern travel by showing up at any summit meeting in an atomic sub, which the Russians don't seem to have as yet.

Another breakdown of Ike's traveling reveals that since taking office he has flown 163,000 miles, gone 11,000 miles by motor car, 4,000 miles by train and 2,000 miles by water.

Soon after moving into the White House, Ike, the ex-Army general, decided to sample some Navy type transportation. He took a 375-mile cruise in the presidential yacht Williamsburg. This apparently was enough of the water for him. The Williamsburg was quickly put out of commission.

For economy reasons," the White House announced, Ike did not travel on water again until 1957, when he sailed to Bermuda.

Air travel figures include his helicopter time. Last year the White House bought two small whirlibirds—for about \$200,000—as a quick means of getting to the airport from the Executive Mansion. On July 17, for a civilian defense exercise, Ike had a two-hour ride in one.

That was the end of small helicopters for White House use. They were turned over to the Air Force and the Army and Marines were asked to have several larger types available to the President after that. During his vacation in Newport, Rhode Island, last September, he had four rides in large Marine helicopters to and from the Quonset Naval base, an island.

Last November 8 he used a large Marine helicopter to get from the White House to German

town, Maryland, for the dedication of the new Atomic Energy Commission headquarters. On January 29 this year he used the same whirlibird to get to the airport, a five minute hop, and the only time he has used one for the originally stated purpose.

On May 20 he used a large Army helicopter for a trip to Gettysburg, where he voted in the Pennsylvania primaries. On May 23 he used a large Marine helicopter for a trip to the farm at Gettysburg.

The Gettysburg helicopter hop takes about an hour, just half the driving time. Ike appears to like the saving in time and doesn't object too much to the vibration

of the whirlibird ride. So it's expected that he'll use this form of transportation to his farm more often in the future.

Mamie does not like the long helicopter ride, however, and goes to the farm by car.

Only in 1953 and 1956 did Ike use railroads for transportation. It's not that he doesn't like trains, White House transportation offi-



163,000 MILES BY AIR: The President boards his plane for a mid-winter vacation flight to Georgia.



11,000 MILES BY CAR: The President's transportation fleet includes a garage full of racy limousines.

## Spud Meet To Be Held

TULELAKE—Potato legislation under consideration by the National Potato Council, Washington D.C., the 1958 potato outlook and trends, and marketing and potato processing futures will be discussed by Al Mercker, executive secretary of the national council at a meeting here Tuesday, June 23.

The meeting, open to all growers on the California side of the Klamath Basin line and Klamath County producers, will be held in the Tulelake-Butte Valley Fairgrounds home economics building at 8 p.m. DST.

Mercker is including Tulelake as one stop on an itinerary that is taking him to Washington, central Oregon, Stockton, Bakersfield and Colorado.

Vernon Powell and Marvin Aslett, Idaho Falls, Idaho, are here to build and install machinery for the Western Starch Company plant which will open for the production of potato starch this fall.

Cliff Jenkins, manager of the Tulelake Growers Association, will talk on the association transient housing to be provided for potato harvesters at the association trailer camp before harvest time.

Sam Anderson, chairman of the TGA potato committee, will preside.

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EVEN MULE CART: This was while hunting in Georgia.

A new churning process has been developed at Oregon State College which turns out butter that will spread smoothly at 48 degrees.

## New Jet Goes To Airline

HAGERSTOWN, Md. (AP) — War hero Jimmy Doolittle and an 18-year aviation enthusiast literally opened a door on the jet age of travel Sunday.

Together Doolittle and Jay Warren Hamilton, of Wenatchee, Wash., pulled a switch that opened the door of a propjet F27 airplane, before 25,000 spectators at the dedication of the first American-built jet transport to be delivered to an air line.

Then Richard S. Boutelle, president of the Fairchild Engine & Airplane Corp., formally turned the airplane over to Nick Bez of Seattle, president of West Coast Airlines, the first purchaser of the F27.

The craft took off with some 40 government officials, and airline executives for Washington.

covering the 72-mile distance in about 10 minutes, less than half the time required on normal airline schedules.

Doolittle, chairman of the National Advisory Committee for Aeronautics, and vice president of Shell Oil Co., said in a dedication address that the F27 was a significant contribution to aviation as the first new plane built for local service operations since the DC3 was introduced about a quarter of a century ago.

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