



THE FENDERMEN, a rock 'n' roll duo, will appear with Dorsey Burnette, who has reached national popularity ranking with his recording of "The Ghost of Billy Malloo," and with "Bailey's Nervous Kats" from California's Central Valley, during a dance from 9 p.m. until 1 a.m. at the Klamath Auditorium Saturday.

Letter By Clerics Causes Row

SAN JUAN, Puerto Rico (AP) — A political storm raged in this U.S. commonwealth today over a pastoral letter by three Roman Catholic bishops telling members of their church not to vote for Gov. Luis Munoz Marin's Popular Democratic party in the election Nov. 8.

Munoz Marin, a Catholic seeking reelection on this predominantly Catholic island, declared the bishops' letter an "incredible and unjust intervention in political liberties of Puerto Rican citizens."

The independent newspaper San Juan Star said the bishops have "grossly transgressed against the Catholic Church."

It urged that Pope John XXIII transfer them from the island and replace them with "representatives of catholicism who recognize the indisputability of the principle of separation of church and state."

Twenty teachers from the University of Puerto Rico picketed the Roman Catholic Cathedral Friday night with signs protesting the letter. One sign said, "Would Kennedy follow his bishop?"

Through his press secretary, Sen. John F. Kennedy, Democratic candidate for president and a Roman Catholic, issued a statement in New York that he "considers it wholly improper" for churchmen of any faith to tell members of their church how to vote.

Puerto Rico's Popular Democratic party which got 65 per cent of the popular vote in 1956 is not affiliated with the mainland Democratic party. The island's Republican party, which is campaigning for statehood, has connections with the mainland Republican party but Puerto Ricans do not have a vote for president of the United States.

The newly formed Christian Action party, which has been criticized by Munoz Marin as an effort to mix religion and politics, presumably would be the beneficiary of any votes swayed by the pastoral letter.

As published in the independent newspaper El Mundo, the letter declared: "It is our obligation to prohibit Catholics from giving their votes to a party that accepts as its own the morality of the regime of liberty negating Christian morals."

It attacked two laws pushed through by the Popular Democrats permitting the teaching of birth control and allowing sterilization to deal with the island's over-population problem. The letter also assailed public tolerance of common-law marriages, and protested defeat of a bill in the legislature to give school children time off for religious instruction.

It was signed by Archbishop James P. Davis of San Juan, Bishop James E. McManus of Ponce and Luis Aponte Martinez, titular bishop of Jares.

El Mundo said the letter was to be read in churches next Sunday.

Archbishop Davis told reporters he thought the letter was non-political.

Class 7 — mounted groups, first prize, Henley 4-H Riding Club; second, Ridge Riders.

Best float in the parade was the Malin High School float; the best drill teams, first, Merrill Moose Lodge; second, Malin High School.

Window decorations (Merrill firms) — first prize, Merrill Lumber Company; second, Merrill Clothing (campfire) in a tie with First National Bank, Merrill Branch.

Class 1A — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

Class 1B — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

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Class 1F — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

Class 1G — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

Class 1H — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

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Class 1K — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

Class 1L — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

Class 1M — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

Class 1N — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

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Class 1P — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

Class 1Q — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

Class 1R — white rose commercial, U.S. No. 1, first prize, Robert Cheyne, 5907 Alva Avenue, Klamath Falls; second, Leland Pope, Merrill; third, Bernard Jendzjewski, Bonanza.

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Some Corruption Found In Road Program

Editor's Note — The United States is pouring huge sums into a highway program designed, ultimately, to let you whiz from coast to coast without a stop light. How well are the taxpayers' billions being spent? This is the first of four articles based on the nearly five months' investigation of the program.

By BEM PRICE
AP Staff Writer

WASHINGTON (AP) — The United States is now engaged on the colossal task of building 41,000 miles of superhighways at \$1-million a mile.

For many months now, this massive, four-year-old project has been plagued by rumors of widespread mishandling and corruption.

After nearly five months of on-the-spot investigation across the nation, the findings indicate that some reports of the program's troubles have been exaggerated.

But they also indicate that, around the edges, the project is sometimes beset by politics and profiteering, folly and fraud.

And so is the 44-year-old federal-state program for building of primary, secondary and urban roads.

In most cases, excellent highways are being built at an apparently reasonable cost.

And once the superhighways are completed—in 1973 if all goes well—you'll be able to zip from coast to coast at 60 or 70 miles per hour without encountering a stop light.

Nevertheless, the programs are afflicted by problems ranging from simple ineptitude to brazen frauds—and taxpayers are footing the bill.

Every time you buy a gallon of gas you contribute four cents to the federal government's share of highway building costs. You pay an equal amount, or more, in state gas taxes.

Just to pay the federal government's 90 per cent share of a \$1-million superhighway project requires consumption of 22½ million gallons of gas.

Due to the vastness of the great federal program, even five months investigation could not cover the details in every state. Facts disclosed in one state, however, could apply to many. Much of what has been going on in the highway programs is already known to Congress. Further investigation by federal or congressional agents with subpoena power may disclose additional troubles.

Meantime, what has this report's survey turned up?

One land-buying scandal in Indiana has already been highly publicized. Two others of even greater scope appear to be brewing in Massachusetts and Florida.

A congressional investigating committee says a case of possible fraud in road materials is developing in West Virginia.

In New Mexico a \$1-million road began crumbling before it was half completed. At least four other roads in New Mexico are in "distress" though they are less than three years old.

A federal engineer, W.J. Keller of Santa Fe, told a New Mexico

investigating committee that the state's road problems are no worse than those in Colorado, Wyoming, Utah and Arizona.

In Ohio, work was delayed for three to six months on 21 projects in 1959 because the state had failed to acquire the rights-of-way before letting construction contracts.

These are only a few examples. There is, additionally, the \$176-million federal bureaucratic goof which resulted in the building of 200 bridges too low to permit passage of certain defense equipment, including some missiles and tank field maintenance vehicles.

Two road-building programs across the nation are involved. The first began in 1916 and under this program the federal government matches state road funds on a 50-50 basis. Currently the federal government is contributing \$925 million a year to this program.

The special "superhighway"

Since July 1, 1956, about \$3.5 billion, including \$3 billion in federal funds, has been spent on the superhighway program.

In that same period \$6.5 billion, including 3.4 billion in federal monies, has been spent by the states and federal government on the primary, secondary and urban road program.

At present the expenditure of another \$5 billion for superhighways has been authorized, while \$3 billion has been earmarked for primary, secondary and urban roads.

The federal contribution for this future construction will be \$3,916,700,000 of the \$8,065,000,000 total.

What has it all bought and what is it buying?

To date, 3,692 miles of superhighways have been built with federal financial participation, to 1975 high-speed standards and an additional 3,139 miles of existing primary roads have been improved to meet needs of the 1960s.

Additionally, work is under way on 4,690 miles and rights-of-way are being acquired for 10,692 miles.

These figures do not include the several thousand miles of toll expressways incorporated into the interstate system but financed by the states alone without federal participation.

As for the primary, secondary and urban road program, approximately 100,000 miles have been built or improved in the past four years. Contracts have been signed for work on an additional 26,000 miles.

There is one point in connection with the cost of the special superhighway program which has been a matter of considerable speculation and rumor.

When Congress began consideration of the superhighway program in 1954, it called for an estimate of costs.

The various states made their estimates upon only six weeks' notice and came up with a figure of \$27.5 billion. As it turned out, this estimate was studded with errors and guesswork.

After Congress approved the program, the states went to work on a more realistic estimate at the behest of the U.S. Bureau of Public Roads. This time they came up with a \$40.9 billion estimate.

Most of the rumors of widespread corruption and waste have been predicated on the apparent increase in cost from 27.5 billion to \$40.9 billion.

There undoubtedly is a certain

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