

from the CAPITOL

By GOV. GRANT SAWYER



SKILLFULLY DESIGNED and constructed highways are a necessity in today's mobile society. And according to a recent national survey, Nevadans travel more than citizens of any other state.

Add to this, the fact that Nevada has a tourist-oriented economy, and the vital need for safe modern high-speed roadways certainly becomes apparent. Fulfilling this need has become a tremendous challenge for the highway planners and builders of our state. What are we doing to meet this challenge?

Probably the most significant step taken in recent years has been the construction of our Interstate freeway system. This mammoth project reached its midway point in 1964 when projects underway and completed passed the 270-mile mark. As this year started, 364 miles of freeway had been opened to traffic or placed under contract. And if federal funds are available, there should be no problem having the entire 535-mile system finished by the target of 1972.

LAST YEAR the state had nearly 100 miles of freeway under construction. The 12 contracts underway cost \$33,168,000, making 1965 one of the peak years for Interstate activity.

An equal or even higher level of achievement is scheduled for this year, as the focus of freeway attention shifts from the rural to the urban areas. To date all of the 252 miles of Interstate 15 and 80 opened to traffic have been outside our population centers. The shift in emphasis will begin in 1966 with the expected February completion of the McCarran-Sahara Avenue portion of I-15 in Las Vegas. Being built at a cost of \$5,370,000, the job is the first urban section of the freeway system.

Later this year, additional projects for the Las Vegas and Reno areas are programmed for contract. Providing funds are available, work is slated to begin on the Lawton's to Keystone section of I-80 and four freeway structures in Reno, and on the elevated structure portion of the route in Sparks. In Las Vegas, construction is due to start on I-15 from Sahara Avenue to Charleston Boulevard, and from Charleston to Bonanza Boulevard.

DURING 1967, design is to be finished and contracts let for the remaining sections of the freeway through Nevada's two principal cities. Again, this work depends on the availability of federal Interstate funds.

At the same time, progress will continue on the rural portions of the system. Highway Department engineers anticipate construction starting on the Mormon Mesa-Mesquite section of I-15 and on the Humboldt House to Mill City section of I-80.

As chairman of the State Highway Board for the past 7 years, I have been particularly proud of our state's accomplishments in building the Interstate system. As with any large and complex program, there have been problems. But, through hard work, careful planning and the dedicated effort of hundreds of Highway Department employees, these obstacles have been overcome and remarkable progress made. Not many years ago, Nevada was second from the bottom in relative standing to other states. Today, we're in the top 20%, based on our obligation of federal Interstate funds as an indicator of freeway activity.

The able personnel in the department have managed to set this enviable record while at the same time expending less state funds in Interstate roads than any other western state except Hawaii.

LESS THAN 6 YEARS AGO, settlement of the Reno Freeway location seemed hopelessly deadlocked. No end to the bitter controversy seemed possible. Yet, today design is nearly finished on the Seventh Street alignment, right-of-way acquisition is more than 50% complete, and construction is set to start this year.

However, most important to the success of our Interstate program has been the cooperation given us by those at the local level. From the homeowners, from the ranchers, from the businessmen, and from their elected officials have come the help and many of the ideas that have made progress on the freeway system possible.

AN OPEN LETTER TO ALL LAS VEGAS CAB DRIVERS

IN 1961, the Lucky Cab Company was forced into bankruptcy by a strike identical to the one existing today. This is of particular interest to all of you fellows who have seniority with Yellow Cab Company.

In 1961, approximately 200 cab drivers were forced out of their jobs at Lucky, and lost all their seniority with Lucky.

The same identical thing is happening today, only it is you fellows from Yellow Cab that are getting the "dirty end of the stick."

If the teamsters Union succeeds in busting Yellow, the only large companies left will be Whittlesea and Checker. You will blow your seniority with Yellow and have to work for either Vic or Maday.

Now, suppose there was no Whittlesea Cab to work for!! There is a great possibility of this happening also. This leaves only Checker to give you a job, with no seniority, no pension plan, no job security, no anything.

Under the right to work law, Checker could offer you \$10 a day guarantee, flood the street with cabs, and create a "FRANKENSTEIN MONSTER" in the taxi industry in Las Vegas.

THOSE OF YOU who have worked for Checker, know they ran many more shifts than they were allowed in 1964, padded the gross revenue, and flooded the street with cabs; ran more cabs than they paid the city to run, and starved many cab drivers out of the cab industry entirely.

All this was done to you in 1964 with the approval and condonement of TEAMSTER OFFICIALS of 881. You know this is true.

Now, you are forcing yourselves into "slavery" by upholding a strike that has been planned, and executed by the "SICK, CUNNING MIND, OF BILL CARTER." WHEN ARE YOU SHEEP GOING TO WAKE UP?!! DON'T YOU KNOW THE SHEEP ONLY GET TO EAT WHERE THE SHEEP-HERDER WANTS THEM TO EAT! DON'T YOU KNOW THE SHEEP ONLY GET AS MUCH AS THE SHEEP-HERDER WANTS THEM TO HAVE!

Quit being sheep, be men, and demand your rights, before you force Yellow off the streets and put yourselves at the complete mercy of BILL CARTER AND WOXBERG.

I know, you say Woxberg is out of the taxi industry. DON'T YOU BELIEVE IT!! THERE WAS NO REAL SALE TO MADAY! ONLY A TOKEN SALE, ON PAPER, TO GET THE PRESURE OFF OF DUTCH AND TO HAVE SOMEONE TO RUN THINGS WHILE HE WAS ON "VACATION" AT LEAVENWORTH!!

Any of you who believe me, and want to discuss this further, call me at 384-8242, make an appointment or leave a phone number and name and I will contact you just as soon as possible.

With heartfelt sincerity and best wishes to all of you,

JEFF FRAZIER
CAB CONTROL
384-8242

(Pd. Political Adv.)

NOTICE

All tenants of large apartment concerns, or housing developments--PLEASE pick up your copy of the Las Vegas VOICE at the office of your respective buildings.

Governor Sawyer Has Busy Day In Chicago

GOVERNOR GRANT SAWYER, along with Greater Reno Chamber of Commerce officials and representatives of Reno and Lake Tahoe met with travel representatives of the Midwestern states in Chicago, Tuesday.

Occasion for the Chicago jaunt was the opening of a Chicago information and reservations center by the Reno-Lake Tahoe Visitors Bureau. The Governor addressed travel agents at a breakfast, and convention executives at a luncheon at Chicago's famed Palmer House. He also met with travel editors and ski writers on the whirlwind trip.

All the Governor's expenses were paid by the Reno-Lake Tahoe Visitors Bureau.

Adult Modern Math Class Offered At Jo Mackey School

H. P. FITZGERALD, Jo Mackey elementary school Principal, announced this week that there is every possibility that a class in Modern Math (Basic) can be started at Jo Mackey school on March 1, 1966 and continue through June 3, 1966 if enough parents and other adults express interest in attending these classes.

Textbooks, supplies and equipment for the proposed course will be entirely free as the course will be a part of the present Basic Adult Education Classes now being held at the school under Title II-B of the Economic Opportunity Act of 1964.

The course will be designed to enable parents to help their children with Modern Math homework as well as to help adults upgrade themselves in Modern Math.

PARENTS AND OTHER adults who are interested in attending such a class are asked to please complete the form below. Parents of children attending Jo Mackey school should return the completed form to the child's teacher as soon as possible. Other adults, who do not have children at the school but who wish to take the course, should send the form in directly to the Principal's office at the Jo Mackey school.

Those who have sent in the required form (printed below) will be notified early in February if response has been sufficient to start the course and, if so, the evenings and hours for which the classes will be scheduled.

CLIP HERE

Date _____

I am interested in attending a class in Basic Modern Math at the Jo Mackey Elementary School.

Print Name Here _____

Address _____

Phone _____

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