mepublicans beating selves

WASHINGTON -- Ronald Re and his backers are employing dangerous and divisive tactic in closing phase of the battle for the lican presidential nominan. They are playing sectional poliin a party that needs no further

Inex

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At last weekend's Iowa Republi-10.5 onvention, the Reagan forces 0°-\$3 outed a flyer claiming "Reagan estrength where it's needed in 10--55 nber. (President) Ford has ed only the northeast states, the tes least likely to go Republican in November general election. Ren has carried the South and the , which we must have to beat y) Carter, and which are most to carry the GOP to victory in

companying this was a map ving the northeast quadrant as country, except for Indiana, re Reagan won the primary; and ther three-quarters of the counr Reagan—except for blocs of support in Florida, Kansas and

agan himself has made the same ment in recent speeches. It is wayofrebutting Mr. Ford's claim the is "more electable" than his fornia challenger. But it is an arent that distorts reality, dams Reagan's own interests and dews the already fragile hopes for serving Republican unity after snomination fight is finally settled Kansas City

he truth of the matter is that, by ent measure, neither Republicontender is electable against bable Democratic nominee my Carter

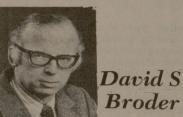
The latest Gallup Poll puts Mr. and 14 points behind the former orgia governor and shows Reagan ng by 23 points.

When they start that far behind, only way either man can hope to rcome Carter is by convincing ters across the country, in the urse of the general election camm, that Carter is less qualified to resident than they now suppose. uccessful Republican campaign have to be a national aign—aimed straight at Jimmy

istead, Reagan appears to be arg, for short-term gain, that Recans can win with some sort of ned-over version of the ldwater-Nixon "Southern degy." Not only is this implausi-"Southern it is self-destructive.

If the Ford campaign committee ere smart, it would take Reagan's a propaganda sheet and see that ot into the hands of every Repubn delegate in Maine, New York, West Virginia, nsylvania, rida and Kentucky. These all open to be states where Reagan is ing to break off "soft" Ford delees or woo the uncommitted delees to his column.





One wonders what their reaction would be to the news that Reagan's forces are writing off their states as 'the least likely to go Republican" in November.

Second, one must wonder what the Republican nomination would be worth if the **premise** of Reagan's propaganda should be true.

He appears to be writing off seven of the big ten states — New York, Pennsylvania, Ohio, Illinois, Florida, New Jersey and Massachusetts. The biggest states that would leave in the Republican column are California, Texas, and either Indiana or North Carolina.

Translated into electoral votes, that would put Carter ahead 188 to 84, and leave the Republican with an almost impossible burden to overcome.

Reagan does have one valid point to make in talking about the geog-raphy of the presidential race. He clearly has demonstrated a strong regional base in the West - the only area of the country where Carter failed to win a single presidential primary

Except for Oregon, where he finished a close second to the President, Reagan has won every primary and state convention held in the

West. His sweep is likely to be completed in New Mexico, Colorado and Utah. At this point, he appears to be a better bet to carry his home state of California against Carter than Mr. Ford would be of beating Carter in Michigan.

> But to go beyond that and suggest that Reagan holds the key to November victory by his strength in the South is a substantial distortion. Mr. Ford might have a hard time holding much in the South against Carter. But so would Reagan.

> The new Gallup figures show the Georgian leading Mr. Ford by the landslide proportion of 61 to 32 per cent in the South with 7 merets in the south with 7 merets and 10 me cent in the South, with 7 per cent undecided. But the same poll puts Carter ahead of Reagan in the South by an even wider margin, 65 to 30 per cent, with 5 per cent undecided.

With that kind of showing, there is no reason for Reagan to play divisive sectional politics inside the GOP. His propaganda writing off seven of the ten major states to the Democrats is a disservice to his party and

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Will you be among the 25 per cent of U.S. drivers who will have a traffic accident this year? "It has been estimated that one

out of every four drivers in the U.S. will have a traffic accident in 1976," says Dr. Gary Nelson, an agricultural safety engineer with the Texas Agricultural Extension Service. 'Furthermore, highway accidents are the leading cause of death for Americans under age 25."

However, drivers can do some things to decrease their chances of being injured in a traffic accident.

First and foremost, wear a seat belt," advises Nelson. "Experts es-timate that 10,000 to 15,000 lives a year would be saved if everyone used seat belts while driving. Drivers who don't wear seat belts are greatly increasing the odds that they will be seriously injured or killed in a severe car accident by being thrown against the dashboard or windshield or out of the car," Nelson said.

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Some people seem to feel that a seat belt will trap them if their car catches on fire or becomes submerged in water, he said. However, there's more chance that a person not wearing a seat belt will be knocked unconscious in an accident and will thus be unable to escape at all. Also, seat belt releases have a reputation for being reliable and easy to use, Nelson said.

"Good vehicle maintenance is another thing drivers can do to pre-vent accidents," said the Texas A&M University System engineer.

Don't put off making repairs. Make sure all vehicle parts are in good working condition and have your car tuned-up at least once a

The engineer also puts the blame of some traffic accidents on errors in the design of vehicles and highway systems

'More standardized equipment, such as the location of various switches, and safer design of highways would cut down on traffic accidents," he said.

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