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# 11 states fight to boost legal speed limit despite possible cutoff of highway funds

United Press International  
Several western states, where a motorist can drive miles and miles without seeing a town, let alone reaching a destination, are renewing a 5-year-old war with the federal government over the 55 mph speed limit.

Led by Wyoming, 11 states have or soon will have bills in their legislative hoppers to either boost the legal speed to 65 mph or severely hamstring efforts to enforce the 55 mph limit.

A Texas lawmaker said if his colleagues would vote the way they drive, his bill upping the limit to 70 mph would pass.

One bill already has passed the Wyoming Senate and awaits action by the House. In that state, Gov. Ed Herschler had refused to take a position on the issue — but then he received a threatening telegram Saturday from Department of Transportation secretary Brock Adams.

"Secretary Adams sent me a telegram that threatened, in no uncertain terms, a cutoff of highway funds if the 65 mph limit is passed,"

Herschler said. "We have been threatened that if we don't take steps to correct this we'll be relieved by 5 percent of our highway funds in 1980 and by 10 percent in 1981.

"I think they're using a heavy hand. I don't like it. Does the federal government own the highways? If so, we'll ask them to come out and maintain them and enforce the laws, with federal marshals if necessary."

Other Western states watched as Wyoming argued the issue, and now have joined in.

"If five or six states have guts enough to tell the federal government to go fly a kite I don't expect them to take away their highway funds," said Al Henry, the chairman of Washington state's Senate Transportation Committee, in introducing a similar proposal.

"Everybody's tired of driving 55 mph. It's tying up the state patrol and it's unpopular," Henry said.

In Colorado, freshman Rep. Bob Stephenson has introduced a bill to reset the speed limit at 65, saying he was "tired of being blackmailed by the federal government with our own money."

"First, we pay federal tax on the gasoline then they give it back to us in the form of highway aid, but only if we agree to go by their speed limit," he said. "People are driving 65 mph, so we might as well make it legal."

Under current statutes in Oklahoma, where about \$80 million in federal funds is at stake, the speed limit goes up if 29 other states move theirs up. But state Rep. Jim

Townsend said he was preparing an amendment to that law to nullify all references to the 29 other states thus automatically moving the limit.

"I support Wyoming's courageous move to come out with federal blackmail," Townsend said. "The federal government cannot buy power through regulations. The people of these States are not driving at 55 mph, you think they are, you drive and create a bottleneck and a jam."

In other states, an Oregonian said he would introduce a bill moving the 55 mph limit because of results in an uneconomical freeway designed for speeds.

# Jazz funerals celebrate life

United Press International  
NEW ORLEANS — Ever since African drum rhythms merged with the musical sounds brought down the Mississippi River on steamboats to give birth to jazz, the city's young people have taken their music les-

sons on the street — dancing and jiving alongside traditional jazz funeral processions in "second lines."

Ragtag second lines, mostly parades filled with kids tooting toy horns and bobbing umbrellas, were where Louis Armstrong, Kid Ory

and Alvin Alcorn got their first taste of jazz.

"The second line is culture and this is the only city in the world where people do it," said Melvin Short Jr., who danced in his first second line 25 years ago when he

was 6. "I'll help make sure the second line is around forever."

He has helped turn the second line of jazz funerals into an organized activity of its own — complete with dues and monthly meetings.

Short said he founded the second line clubs to keep the tradition alive.

"The main reason they about is because we noticed the second line was dying out," he was dying out because the bands started charging so much money to march (at funerals) individual could afford to pay himself.

"So without having a jazz play for the people to follow the second line almost became extinct."

At the turn of the century funeral was the usual way black Orleanians buried their dead. The band playing mournful dirges followed the funeral cortege, mourning from the church cemetery.

Once the casket was entered the drums rolled, a trumpet blast and the band would be rollicking, joyful jazz tunes.

"When the Saints Go Marching" and "Oh, Didn't He Ramble" was done to celebrate the life of the dead man, not just his passing.

In the early 1920s, it was an all-black dance because the white didn't mix so well then," said Art of the New Orleans Jazz Society.

Now, jazz funerals are usually announced in the paper to enable jazz fans to go for the second line. Tourists, cameras and dancing with the have usurped children as the contingent in second lines.

"It's for everybody," Short said. "Some blacks may not like whites second lining, but really don't care at all. Just everything else, it brings change."

Short said about 25 second line clubs — with names like Moneywasters, the 7th Ward Steppers and the Tambourine Fan — create their own second line behind, eliminating the need of the now-scarce funerals.


He said there was no wrong way to second line, advised novices to try walking in jump, snapping fingers and handkerchiefs.

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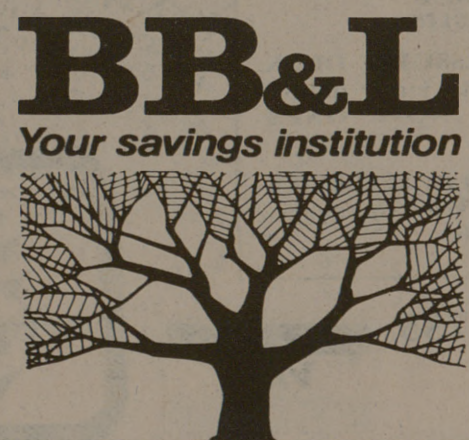
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