

Vast Deposit Of Olivine Ore In Pacific Northwest Area Has High Economic Rating

By A. ROBERT SMITH
News-Review Correspondent
WASHINGTON — The Senate has approved a change in the tax laws to provide added incentive for commercial development of a mountain of valuable ore in the far northwest corner of the Pacific Northwest.

The ore is called olivine, and the Senate agreed to add it to the list of minerals subject to the tax depletion allowance of 23 per cent.

A Seattle firm, Atherton Construction Co., had informed the lawmakers that "adding of this ore to the mine depletion group may spell the difference between economically profitable development of this area and failure due to the rugged region" in which it is located.

"We have an eastern firm that is interested in securing a large quantity of this olivine ore in their development program for titanium," the company explained.

If this titanium prospect passes

out, it may offer great development for the region in a new industrial field, for titanium usage is growing rapidly. Found to be lighter, stronger and more resistant to corrosion than either aluminum or steel, titanium is being adapted to numerous military uses, especially by the navy and air force.

May Be Center
At present, titanium is being produced from two ores, ilmenite and rutile, but the high price of the resulting metal has made it slow to displace its competitors. Inasmuch as the reduction of titanium requires electric energy, the Pacific Northwest may one day be the center of titanium production — if the full potentialities of the olivine deposits and the Columbia River are developed in the years just ahead.

Deposit Long Studied
The significance of the olivine deposit was spelled out authoritatively in the Mining Congress Journal by Dean Milnor Roberts of the

University of Washington's College of Mines. He wrote:
"This occurrence is so vast in size and the material possessed such economic possibilities that for the past 10 years it has been a subject of study by the University and the U. S. Bureau of Mines. This study has shown that the olivine possesses valuable properties as a high refractory and that its grade for that use is higher than that of any other de-

posit of commercial importance yet reported in the United States."
The Seattle firm reported that "for a number of years we have been trying to develop this deposit as a source of magnesium metal, refractory brick, fertilizer, silica for molding sands and magnesia products."

The exact location of the ore is in the Twin Sisters range east of Bellingham, and on Cypress Island in the San Juan group in

Puget Sound. The only other known deposits lie in South Carolina.

"This remarkable mountain range," wrote Dean Roberts, "apparently is one vast deposit of useful mineral having a size to be guessed in tens of billions of tons. In this range the olivine miner can truly claim that he has a 'mountain of ore.' He has the rare privilege of being able to choose the site of his mine and lo-

cate it on the most favorable ground, depending upon the mining method he chooses to use."

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REEL-LIFE ROMANCE—Film stars Arlene Dahl and Fernando Lamas, often called blondom's most exciting combo since Greta Garbo and John Gilbert, were married in Las Vegas, Nev., climaxing a courtship of nearly two years. They are shown above during the first movie they made together last year.



SOLON — Sam Reynolds, of Nebraska, is the new senator from Nebraska. He will fill the seat vacated by the death of Sen. Hugh Butler. The 63-year-old Republican has long been active in state politics.

Appendicitis Hits Flier Trainee On Final Drop

FT. BRAGG, N.C. (AP)—Angel got his wings the hard way.
Pfc. Angel O. Gomez suffered an appendicitis attack just before his fifth and final jump as a paratrooper trainee here.

He concealed his condition and made the jump anyway. On the way down, he passed out. Medics in the drop zone disengaged his parachute and rushed him to the hospital.

Gomez had to sit up in bed to have his wings pinned on by Col. Nathaniel R. Hoskot, who said: "What you did wasn't very smart, but... it showed a lot of guts and pride in the unit."

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Forest Experiment Station Begins Operation At OSC

The Oregon State College Forest Experiment Station which officially started operation July 1 is expected to supply the answers to some of the tough timber problems of Oregon and the Northwest in years to come.

Eighteen related projects are included in the initial overall program.

More projects will be added in the future to keep abreast of changing conditions and needs of the region's forest industry, according to Paul M. Dunn, OSC forestry dean and station director.

Forest research at OSC dates back to 1927 when the T. J. Starker post farm was established to compare the life of various kinds of posts and preservative treatments.

The number and scope of studies have increased in recent years and formation of the experiment station was recommended this year to permit greater expansion and coordination of projects, Dean Dunn said.

The 18 projects now under study include forest regeneration work covering planting survival and development; soils projects such as factors affecting establishment of seedlings on the Tillamook burn; aerial photo studies of Douglas fir bark beetle infection; checks on effectiveness of fire weather stations; control of pine dwarf mistletoe and Phytophthora in Port Orford cedar and Douglas fir; comparison of forestry and pasture uses for Willamette Valley foothill lands; forest taxation; and testing herbicides for control of brush and weed trees.

Selection of problems to be studied is made by the director and a forest research committee of staff members. Dr. George H. Barnes is chairman.

Several of the current projects are cooperative studies with the State Board of Forestry. Other cooperating agencies are the U. S. Forest Service, Oregon Forest Products Laboratory, OSC Agricultural Experiment Station and various public and private forest agencies and companies. Much of the research will be conducted on the 13,500 acres of OSC forest lands.

Cow Fertility Guesses Often Wrong, Says OSC

Oregon dairymen who will soon be breeding cows for spring calves should think twice before condemning to slaughter this fall cows that were "guessed" to be infertile.

A recent survey by Dr. J. F. Bone, Oregon State College veterinarian, of dairy cows sold for slaughter because they were thought to be infertile revealed that one-third were pregnant and one-sixth had no diseases or abnormalities that would prevent them from becoming pregnant.

In other words, says Dr. Bone, about half the cows were needlessly slaughtered—they were fertile. Routine examination of OSC herds has resulted in only about one-tenth of the cows being slaughtered that were potentially fertile.

Loss in production, in blood lines and in money from "guessing wrong" will more than repay veterinarian costs for examinations, Dr. Bone points out.

Youth Survives Plunge At Silver Creek Falls

SILVERTON — Walter Coleman, 17, Portland, survived a 150-foot fall to the foot of the lower South Silver Creek Falls near here Sunday.

He was brought to a hospital here with a fractured shoulder, bruises and possible internal injuries. Attendants said his condition was fair.

The youth was on an outing with parents and friends at Silver Creek Falls State Park when he slipped and fell near the top of a trail. Members of the party and park employees had difficulty getting him from the foot of the falls up to the park where an ambulance was waiting.



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The modern midget of Owens Valley

There's a little old Gold Rush railroad at the eastern foot of the High Sierra. It's part of the Southern Pacific system. It lies between Mount Whitney, highest point in the U. S., and Death Valley, the lowest. It's one of the few surviving narrow-gauge lines left in America, and it's 71 miles long. It's also an important factor in the economy of the area it serves.

Like the rest of Southern Pacific, it's going modern in a big way—with a brand new, made-to-order little Diesel locomotive. This replaces the tiny steam engines which ran the road for years. They're heading for the last roundhouse.

So sometime this fall, the people who live in the area will hear a new sound—the sturdy purr of a small but powerful narrow-gauge Diesel engine, only one-tenth the size of our regular Diesel giants.

This new little locomotive is just a tiny part of Southern Pacific's modernization program. In fact, we've ordered a total of 1,349 Diesel units since the war. That averages about one unit every two days—an investment of almost \$215,000,000 in new engines alone.

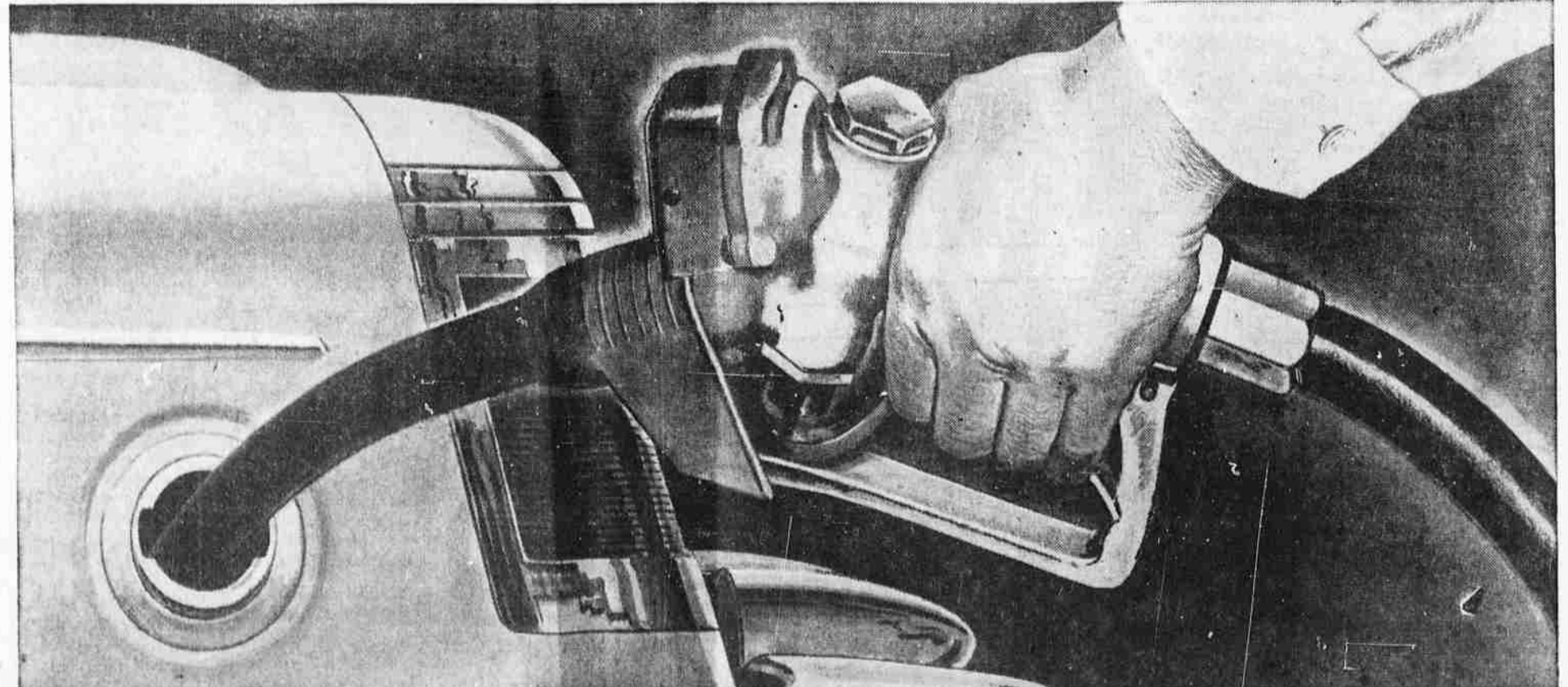
Diesels haul trains more smoothly, saving wear and tear on tracks; they can pull heavier loads; and they can make longer runs on less fuel, without stops for watering or servicing.

In short, they help offset increasing operating costs—which, whether you're a passenger, shipper or consumer, eventually benefits you.

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