

Police Seek Ident Of Infant Found In Reservoir

A pair of assayer's crucible molds have turned up as the most prominent clues in the mysterious death of a 2½-year-old boy whose body was found in a reservoir near Ashland last week.

The molds, which were used to weight down the body, have been identified as a type used frequently 30 years ago and previously quite commonly in Southern Oregon and Northern California, but are now an unused and rare item.

Molds Described

Each is described at 10 5/8 inches long, 7 1/4 inches wide, having 12 cone-shaped depressions 1 1/16 inches deep and weighing 4 pounds, 12 ounces. It is thought the molds were either kept by the owner as antiques or were taken from an abandoned mining operation at or just prior to the death of the child.

Jackson County authorities are still attempting to unravel the mystery surrounding the death of the child. The body was discovered last Thursday by a fishing party in Keene Creek Reservoir 12 miles east of Ashland, near Highway 66.

Because of the preserving effect of the extremely cold water where

the body was found, a post mortem examination failed to indicate the length of time the body had been submerged since death, however, it is felt death could have occurred as long as 10 months ago.

The child, white, was of average height, weight and coloring, and was clad in a red J. C. Penney T-shirt with full length sleeves and white narrow horizontal stripes; long corduroy trousers, diaper and

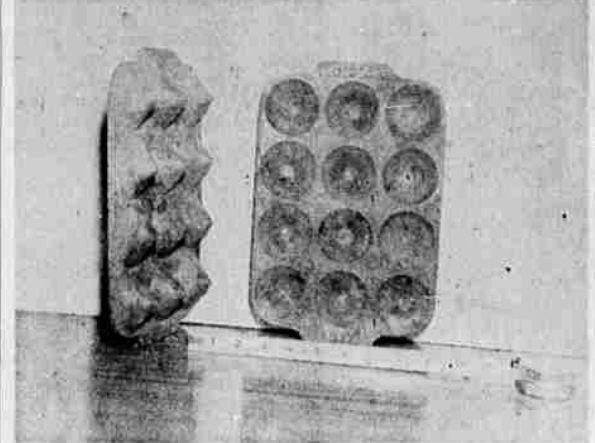
plastic pants; socks and white walking shoes, size 3.

Body Wrapped

When found, the body was wrapped tightly in a homemade patchwork quilt and an aqua green blanket. It was trussed firmly with light brass colored wire and wrapped twice around with a distinctive lead sheath, 14 gauge copper, insulated wire. This type

wiring, approximately one-quarter inch in diameter, was used in underground conduit installation and not in general use for some 20 years.

Identification of the child has not been made, and anyone having any information concerning the disappearance of a child fitting this general description and age, or any one having any information concerning the loss or theft of the molds described, is asked to contact his local law enforcement agency. Any information received will be used for investigative purposes and to the greatest possible extent will remain confidential.



MOST PROMINENT CLUES in the mysterious death of a 2½-year-old boy whose body was found in a reservoir near Ashland this month are this pair of assayer's crucible molds. They are of the type used frequently in southern Oregon 30 years ago.

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Africans Aim Political Guns At Portugal

UNITED NATIONS, N.Y. (UPI)—Black Africa readied its diplomatic power today for a campaign to force Security Council discipline of Portugal and South Africa.

Portugal's policies in its overseas territories and South Africa's practice of racial separation — or apartheid — shared the agenda of the council session summoned this afternoon at the request of 32 African countries, the continent's entire U.N. membership except for South Africa.

The Portuguese problem was scheduled to be dealt with first. But interest centered on the South African racial situation, which brought demands for an arms and oil embargo, enforced by a blockade, if necessary, and hints that a formal move might be made for South Africa's expulsion from the United Nations.

South Africa, whose Prime Minister Henryk F. Vorwoerd has hinted that his government might quit the United Nations, will not be present officially at the council meetings, which are expected to run two weeks to a month. Its delegation will be represented only as an observer.

But Portugal, whose Premier Antonio De Oliveira Salazar has said his country could well be the first member to leave the United Nations, sent Foreign Minister Alberto Franco Nogueira to participate in the debate.

The Africans, following the mandate of the recent Addis

Ababa conference, designated three foreign ministers to present their arguments against Portugal and South Africa. Mongi Slim of Tunisia, a former General Assembly president, J. Rudolph Grimes of Liberia and John Karefa-Smart of Sierra Leone have been in consultation with other delegates for more than a week.

U.S. Ambassador Adlai E. Stevenson cut short a European trip to return for the council session.

His first step was to discuss the situation at a White House policy session and his second to impress on Slim, Grimes and Karefa-Smart that the United States strongly opposes a move to expel South Africa.

Mon., July 22, 1963 — The News-Review, Roseburg, Ore. 3

Liquor Violations Jump

PORTLAND (UPI) — Oregon liquor law violations involving sales to minors rose 23 per cent during the first six months of 1963, an Oregon Liquor Control Commission hearing supervisor reports.

H. J. Detloff said in his semi-annual report that licenses were charged with 417 violations involving minors, 23 per cent higher than the total for the preceding six months.

Violations based on sales to minors were 193 per cent higher than in a similar period four years ago, he said.

There were 734 violations of all kinds reported in the six-month period, Detloff said.

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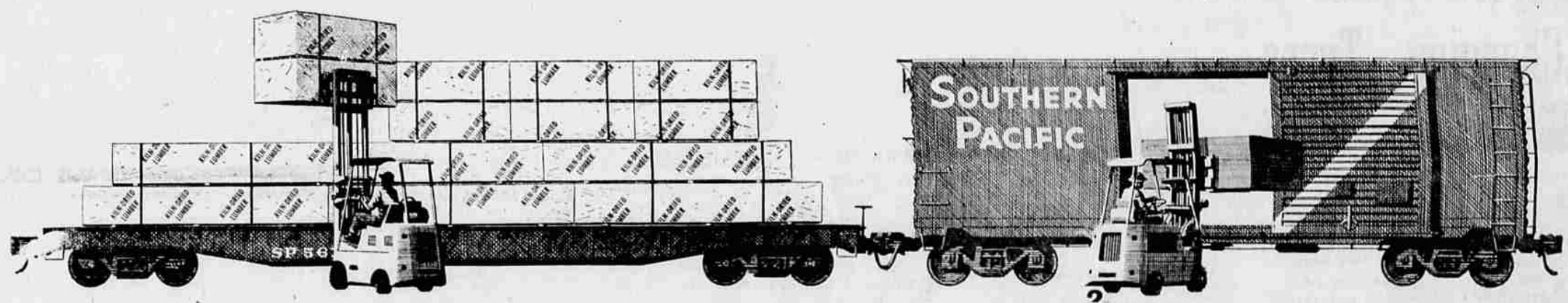
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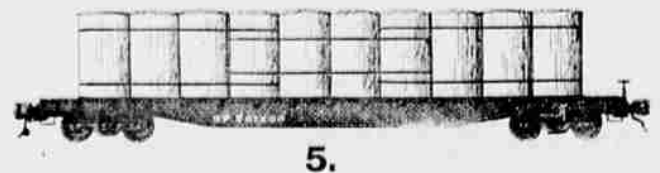
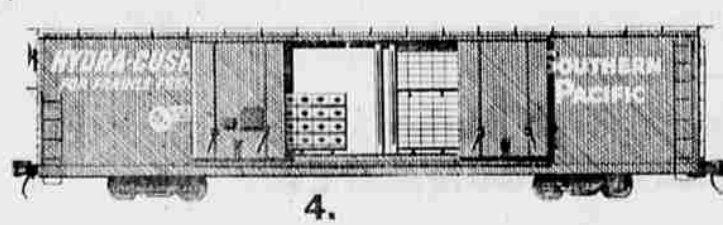
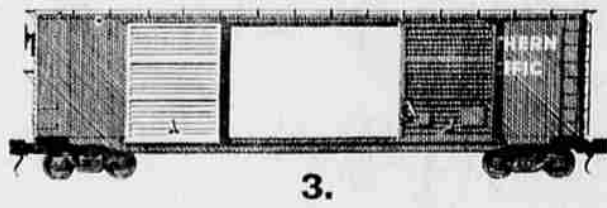
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S.P.'s big lift for Oregon's economy in 1963



- \$11,500,000 for 1,150 new flat cars, being built in Oregon** primarily for movement of finished lumber and other Oregon forest products. Builder of these 53-foot-long cars is Gunderson Bros. Engineering Corp., Portland. Initial 400-car order is currently being delivered. Remaining 750 cars will be placed in service during the next several months.
- Conversion of 750 standard box cars to wide-door design** for shipments of Oregon plywood. The new 10-foot doors on these 40-foot-long cars permit fast mechanical loading and unloading. Diagonal door stripe codes cars for immediate return to Oregon.
- Another 500 double-door box cars, added to S.P.'s wide-door fleet in 1962, and now assigned to Oregon service for hauling plywood and packaged lumber.** Like the newly converted wide-door box cars, these 50-foot-long, "yellow door" cars say, "Send me back to Oregon."
- 1,300 new "king-sized" Hydra-Cushion box cars** being delivered to S.P. this summer and fall, are well suited for carrying paper, canned goods, and other Oregon products needing extra protection. These new 60-foot cars can carry twenty percent more freight than 50-foot box cars.
- New "floating-load" tie-down technique** can speed loading and reduce shipping costs for other forest products besides finished lumber. Here, twenty huge rolls of paperboard ride secure and protected on one of S.P.'s new 53-foot, Oregon-built flat cars.



These latest additions to the Southern Pacific freight fleet are part of S.P.'s expanded, multi-million dollar program to provide Oregon industries with the special equipment they need to move Oregon products to market. Moreover, the stepped-up order for flat cars represents a significant contribution to Oregon's economy, both in dollar volume and in use of Oregon materials and manpower. Overall, these new S.P. equipment purchases boost Southern Pacific's expenditures above \$187 million for more than 19,000 new freight cars in the past six years.



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