

La Grande Evening Observer

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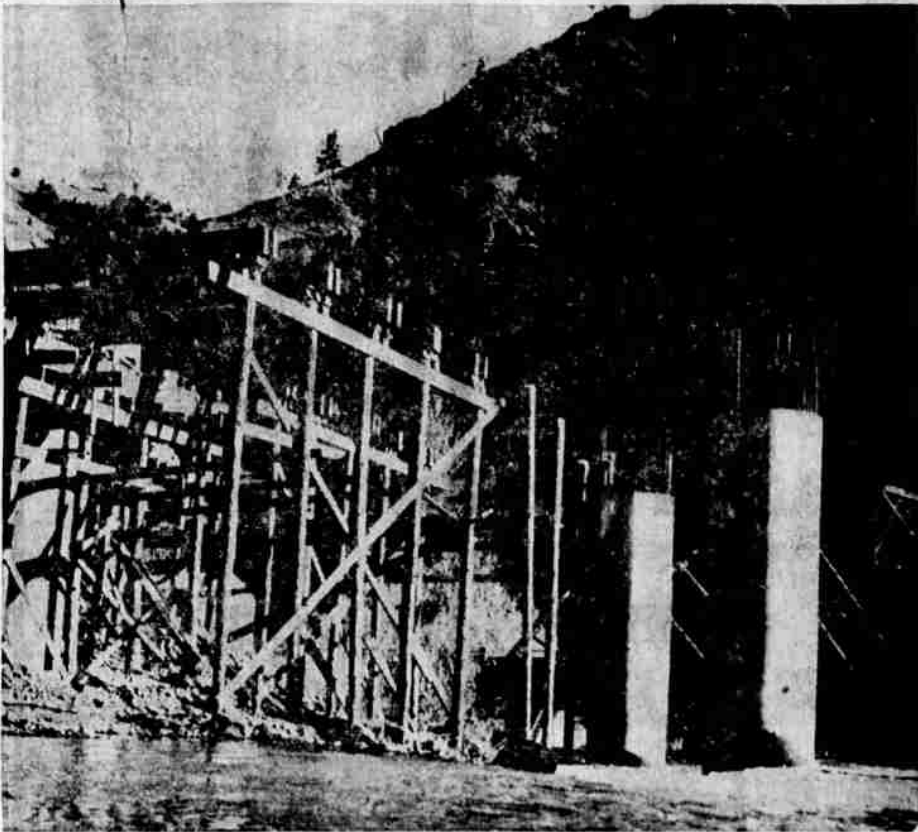
WEATHER

Sunny and warm today; variable clouds tonight and Thursday with chance of isolated thunderstorms in mountains tonight; high today 83-88 and Thursday 70-75; low tonight 47-52.

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LA GRANDE, OREGON, WEDNESDAY, MAY 13, 1959

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NEW BRIDGES TO CROSS

Highway 30 travelers will have a new four-lane divided highway to drive, and several new bridges to cross when work is completed on sections now under construction between Dead Man's Pass and La Grande.

Highway 30 Construction Moving Ahead On Schedule

BY H. E. PHILBY
Observer Staff Writer

With snow still showing on mountain peaks, but with a long awaited break in winter and late spring weather, Highway 30 construction between Dead Man's Pass east to La Grande, is now building up to an intensive summer schedule.

Heavy equipment drivers, scurrying around in an apparent haphazard manner but actually following pre-planned patterns for safety and construction accomplishment, are rapidly picking up threads of highway building on \$7,350,000 worth of construction which was brought to a halt by winter snows.

Most of the work will be completed in late 1960, making a four-lane, divided highway from Pendleton to Dead Man's Pass atop Cabbage Hill.

The improved stretch between Dead Man's Pass and La Grande will not eliminate many miles, but it will eliminate numerous dangerous curves and the highway will be divided either by a catwalk or two road beds separated by terrain or by a metal guard rail, State Department of Highways reported.

Construction work this summer will consist of cutting the new highway to grade in some areas, raising the grade in others, cutting through rock covered peaks and installation of bridges over the Grande Ronde river and Union Pacific tracks.

Construction crews employed by various private contractors will be working on about 30 miles of new highway and six bridges over the river and railroad tracks. Projects just completed, now underway or about to be started, working from Dead Man's Pass toward La Grande, are in the following construction status:

Rogers Construction, Inc., of Portland, last September completed grading the new section from Meacham to Glover at a cost of \$590,000 (not included in the \$7,350,000 figure above). The Rogers Construction Company of Portland, a different firm, now has a contract for paving this 10-mile portion of the highway. This \$1,275,000 contract, about 10 per cent completed, is scheduled for completion this fall.

The Morrison-Knudson construction combine has the \$1,417,000 contract for cutting and grading a 7 1/2-mile section of the highway between Glover and Perry. This contract, let Aug. 22, 1958, is about two thirds complete. A paving contract for this section will be let May 25, along with a contract for construction of a Grande Ronde river bridge at Perry.

A grading contract was let Feb. 17, 1959 to Rogers Construction Company for \$1,900,000 in the Dead Man's Pass to Meacham area. Clearing has started and actual grading work is about to be started. This grading contract is slated for completion next summer.

In the Perry to Oro Dell section, the Durbin Brothers construction firm has a \$1,200,000 contract for 2 1/2 miles of the highway. This grading, paving and bridge construction project is about 70 per cent complete according to the Highway Department.

Bechtel Brothers of La Grande have a \$245,000 contract for construction of three bridges in the Glover-Perry section of the highway. The construction firm is about ready to start building the structures.

In the Perry-Oro Dell section, the Schrader Construction Company, Inc., Portland, holds a contract for construction of two bridges. The bridge building will cost \$713,000, with the Schrader firm getting \$674,000 and the highway department paying the remainder to Union Pacific for work on their bridges. The Portland company is starting to put footings in for their bridges.

The Tom Lillebo Construction Company of Reedsport, has a \$570,000 contract for the construction of two structures three miles west of La Grande over the Grande Ronde river. These structures are now 43 per cent complete.

Highway Department resident engineers on the various projects include Lyle Peterson on bridges; J. C. Hiatt on highway construction from Oro Dell to La Grande and other sections, and John Walker on highway work in the Dead Man's Pass section.

Russian Strategy Thwarted

Herter Breaks Through Barrage

GENEVA (UPI)—Secretary of State Christian Herter broke through Russia's propaganda barrage today to bring the Big Four Foreign Ministers' Conference to grips with its main problems of German unity and European security.

Herter was chairman as the third session of the parley began. By the time it ended, he had hurled a challenge at Russia to join in "deadly earnest" talks.

Soviet Foreign Minister Andrei Gromyko's two-day filibuster to win admission for Communist Poland and Czechoslovakia as "full and equal" partners of the major powers collapsed, at least temporarily, under a demand from Herter to let the Big Four get down to brass tacks.

Calls For Agreements
"I should say the United States is in deadly earnest about wanting to reach agreements," Herter said.

"He pledged American willingness for a summit conference and proposed these targets for getting there:

—Reach agreements right now "over as wide a field as possible."
—"Narrow the differences."
—"Prepare constructive proposals" for President Eisenhower and the other summit leaders to consider.

In Washington, Eisenhower told his news conference today that he hoped the Russians would stop using the Geneva talks for a propaganda platform so the meetings could start producing fruitful results.

Herter pledged that there will be no backtracking on western determination to guarantee the freedom of West Berlin and West Germany—and its aim to restore freedom in the East Zone.

"The root of the problem remains the same" as it was when Eisenhower came to the Summit in this same city in 1955, Herter said.

Tough Negotiator
"The problem will remain until the entire German people can express their will freely."

High American officials said Herter was convinced that Gromyko, despite his harsh words, was prepared to give ground soon in order to permit the conference to proceed with its work.

The new American secretary, who so far has shown himself to be a tough negotiator, was reported to be operating on the assumption the Russians are too anxious for a summit meeting to jeopardize the chances of holding one.

Injury Trial Jury Picked

A Circuit Court jury selected this morning is hearing evidence in a Feb. 9, 1958 two-vehicle accident involving William Bohnenkamp Jr. and his parents and W. A. Allen of Milton-Freewater.

Allen, according to complaints on file and opening arguments before the jury, sustained leg injuries when a car driven by young Bohnenkamp slid on ice and snow and struck a parked pickup truck in which Allen was a passenger.

Allen, who is asking \$6,000 general damages and \$92 medical expense damages, was standing toward the rear of the truck at the time of the accident.

The Bohnenkamp family maintains that the pickup truck, driven by M. O. Coe of Milton-Freewater, was partially blocking the highway as Bill Bohnenkamp was returning to La Grande with friends from a skiing trip at Sprout Springs. The accident occurred near the top of the grade of the Elgin-Tollgate highway on a sweeping curve about 5 p.m.

Allen and Coe and his son had stopped the truck and were putting on chains at the time of the accident.

Attorneys Willard Marey and S. H. Burleigh, lawyers for Allen, were turned down in their request to have the jury visit the scene of the accident. Judge W. F. Brown is hearing the case and Carl Helm is attorney for the Bohnenkamp family.

Mr. and Mrs. William Bohnenkamp were listed as defendants because of their ownership of the car driven by their son.



MYRNA WEALTY
Valedictorian

SANDRA WHITE
Salutatorian

TOP SCHOLASTIC HONORS GO TO TWO ELGIN GIRLS

ELGIN (Special) — Myrna Wealty, who has attained the highest scholastic standing of her senior high school class will be valedictorian during graduation exercises the last week of May.

Sandra White, with the second highest grade point average for the class, will be salutatorian.

Baccalaureate services will be held Sunday night, May 25 with Dr. Virgil Bolen of Eastern Oregon College as speaker. The Christian church will be in charge of music and other churches will participate in the ceremonies.

Graduation will be held Thursday night, May 28. Dr. Lee Johnson of EOC will be guest speaker. The two events will be held in the school auditorium.

Miss Wealty, daughter of Mr. and Mrs. Raymond Wealty, has been active in numerous school activities. Miss White, daughter of Dorr White, was a Union County Fair Maid last year. She was also active in school affairs and is past Worthy Advisor of the Rainbow Girls.

Commission Discusses Morgan Lake Planning

BY BUCK BUCHANAN
Observer Staff Writer

City Planning Commission members discussed Morgan Lake and changed dates of planning Commission meetings last night at City Hall.

Dates for future meetings of the commission were changed from the second Tuesday in the month to the third Tuesday of each month. Next meeting for the group will be June 16.

The commission made no formal vote on any issue involving Morgan Lake but discussed informally the City Commission's recommendations that only minor improvements be made at the lake this year.

Last week City Commission members had recommended that only sanitary facilities, cattle guards on the access road, and city improvement of the access road, be completed this year.

Commissioners are expected to discuss the issue further at their regular meeting at 7:30 at City Hall tonight. The public is invited to attend the meeting and present their views on the development of the lake.

At last night's meeting Bob Fallows reminded the commission that service organizations had volunteered to provide some necessary recreational facilities such as, for example, picnic tables.

Property Tax Deadline Friday

County Sheriff H. A. Klinghammer reminded tax payers today that third quarter property tax deadline is this Friday, May 15. Taxes paid after that date will carry an interest charge, he said.

The tax rate is two-thirds of one per cent per month or a fraction thereof.

If payments are mailed they must be postmarked the 15th to be free from interest charges, Sheriff Klinghammer said.

Fire Claims Woman's Life

OREGON CITY (UPI) — A woman died today in a fire which swept through the upper part of a large frame house here.

The victim was Mrs. Harriett McKinney, about 40. Firemen said she apparently suffocated. Her husband, Albert, suffered cuts and burns.

The blaze broke out about 5:30 a.m. Its cause was not determined immediately.

The McKinneys occupied the upper part of the house. The lower part was occupied by Mr. and Mrs. Neils Poulson and their six children. None of them was hurt.

COMMISSION MEETS
Morgan Lake will be the major item of business on the agenda at the regular City Commission tonight. The meeting starts at 7:30 in City Hall.

Ike's Message Seeks Action From Congress

WASHINGTON (UPI) — President Eisenhower demanded today the Congress deal with "critical" problems involving federal highway, housing and farm programs.

In an extraordinary message to Congress, the President chided the lawmakers for failing to act on his recommendations of last January to deal with all three issues.

He referred specifically to his proposals for raising the federal gasoline tax by a cent and a half a gallon, to enlarge government authority to guarantee mortgages on homes, and to deal with the growing surplus of wheat.

"Since these recommendations were made," Eisenhower said, "time has grown steadily and increasingly critical."

Democratic leaders already have all but doomed the gasoline tax proposal. They hope to complete congressional action within the next three or four weeks on a bill that would include provisions to keep the FHA mortgage program going. They still have some hope of revamping the wheat price support program to cut costs, but not along the lines recommended by the administration.

The President recalled that the 1956 law authorizing the interstate highway program provided for a "pay-as-you-go" system financed by gasoline and other highway user taxes. He also noted that a bill passed last year stepped up the rate of highway spending, but failed to provide more money for the highway trust fund.

"Because the (original) law wisely requires that the fund's expenditures not exceed its receipts," his message added, "it will be impossible this year, without congressional action to appropriate funds so that the states may make commitments for future highway construction."

"Appropriations in the following year would also be far below those needed to carry forward the road building schedule, now contemplated by law."

The President said that unless Congress speeded up its action in these three vital areas, the country would suffer.

In talking about the budget, Eisenhower called on not only Congress, but labor and business management for sensible, reasonable action to combat inflation, hold down government spending and start reducing the towering federal debt.

100 Attend Fair Event

Over 100 persons attended the Island City Community Fair held at Island City School Tuesday night where exhibits were shown by many clubs.

The program included demonstrations by various clubs, skills, square dance and a dress revue.

Participating in the dress revue were Carolyn Skilling, Sharon Schuler, Rance Bates, Anita Keltz, Dorothy Peterson, Corene Lyons, Melonie Fugit, Mary Lynn Berryman, Judy LeGore, Susy Peyron, Linda Dillman, Yolanda Jones, Sandra Brown, Charlene Lyons, Barbara Hyde, Martha Kuntz, Francis Peterson and Martha Bergeron.

Exhibits were made by the Jiffy Cooks led by Mrs. Henry Peterson; Flying Needles by Mrs. Homer Case; Healthy Beavers by Mrs. Lyle Crouser; Mix and Stir by Mrs. Stanley Lyons; Island City Variety Livestock by Henry Peterson; Sewing Two by Mrs. Ernest Keltz and Island City Leathercraft Club by Ronald Lovely. Mrs. Ivan Dillman's Grande Ronde Sewing Club from Greenwood School also participated.

Debt Above 284 Billions

Latest treasury figures show that as of May 8 the public debt was \$284,824,191,460.18.

Eisenhower said his balanced budget proposed for fiscal 1960 actually was a minimum target. He said that the government, without delay, ought to be building up a surplus to whittle down the debt and thus reduce what he called the unconscionable annual cost of interest on the public debt.

Other conference highlights: —The President felt that some of the Russian tactics in the opening phases of the Geneva Foreign Ministers Conference were motivated by propaganda goals. He expressed the hope that this stage would pass quickly so the ministers could get down to fruitful negotiation.

—He said continued Senate opposition to confirmation of some of his major nominations was baffling and obviously was a delaying tactic based on something other than searching out the competence of his selections for high federal office.

—He summarized his feelings on proposed repeal of the 22nd amendment, which prohibits more than two terms for a President, by saying that he thought the amendment should be left in force for the time being to test its workability.

MORE THAN QUALIFICATIONS

Opposition To Appointees Is Baffling To Eisenhower

WASHINGTON, (UPI) — President Eisenhower today said Senate opposition to his key nominations obviously is a delaying tactic based on something other than a mere examination of the qualifications of the appointees.

He told a news conference that quite frankly he was baffled by the difficulty he was having in obtaining approval of his appointees.

Eisenhower has run into trouble getting confirmation of Lewis L. Strauss as commerce secretary, C. Douglas Dillon as undersecretary of state, and Ogden R. Reid as ambassador to Israel. There was such a squabble over the nomination of Clare Boothe Luce as ambassador to Brazil that she resigned after she was confirmed and before taking over the job.

Eisenhower discussed the situation as the Senate Foreign Relations Committee questioned Dillon behind closed doors about secrecy in the foreign aid program. Chairman J. William Fulbright (D-Ark) said he hoped the committee would act today.

The Strauss nomination has been bogged down in lengthy Senate Commerce Committee hearings.

Eisenhower was asked if he thought there was a pattern to the opposition of his nominations. He said the present brand of attacks and delaying tactics must have some kind of purpose other than the mere examination of the competence of his appointees.

For example, he pointed out, Strauss had been confirmed for

other federal posts. He would not discuss a report that Strauss, when he was chairman of the Atomic Energy Commission, recommended that he not be reappointed for fear he would be turned down by the Senate.

The President said that quite aside from any personal conversations he may have had with Strauss, it was true that all members of his Cabinet had the same attitude—they were ready to remove themselves from office immediately if they became a debit rather than a credit.

Dillon appeared assured of confirmation despite the surprise criticism in the Senate Foreign Relations Committee which had been expected to okay him without a hitch.

DEATHS OF 31 IN AIRLINER BLAMED ON RADAR FAILURE

BALTIMORE, Md. (UPI)—Capital Airlines revealed today that the weather radar of its Viscount airliner was not operating at the time it crashed in a severe thunderstorm near here Tuesday, killing 31 persons.

The plane, en route from New York to Atlanta, exploded in the air. A Capital official said the radar equipment which warns pilots of storm turbulence as far as 150 miles ahead was "inoperative" because of mechanical trouble.

This was brought out as government investigators sifted the scattered wreckage of the jet-powered transport, seeking the cause of the explosion. They were alert for any signs that the disaster was caused by sabotage or structural failure although Civil Aeronautics Board Safety Director Oscar Bakke said "it's too early to speculate."

Eyewitness stories indicated the British-built plane may have suffered structural failure in the violent turbulence. One report from the scene said one wing of the plane was found some distance from the wreckage.

Thunderstorms are regarded as one of an aircraft's deadliest enemies, and airborne radar as the best weapon against them. Radar enables pilots to pinpoint the least

turbulent path through storms, or avoid the storm altogether.

The CAB called a morning conference of investigative teams to analyze the findings of experts who were rushed to the scene 17 miles northeast of Baltimore shortly after the crash yesterday afternoon.

The jet-prop plane, Capital's flight 75 from New York to Atlanta, disintegrated in the air. The mangled bodies of its 27 passengers and four crew members were scattered over a quarter-mile area.

It was the second disaster to strike the airline in less than an hour. A Capital-operated Constellation, also bound for Atlanta, skidded and crashed on landing at Charleston, W. Va., killing two of the 43 persons aboard. The plane fell off a 250-foot embankment and burned. Twenty-eight occupants were injured.

This was believed to have been the first time that a commercial air carrier suffered two fatal crashes in the same day.

Eyewitnesses to the Baltimore crash recounted a graphic story of how the airliner broke up into flames at 14,000-foot altitude and fragments began falling to the ground.

Bernard Pope, an 18-year-old

volunteer fireman, witnessed the accident while riding in the back of a pickup truck.

"We were driving along and I was looking skyward and I saw this plane suddenly break up in a big ball of flame," he said. "The fragments began falling in flame, leaving a cone-shaped area of smoke in the sky."

Edgar Amos, 32, another occupant of the pickup truck, said, "There was a lot of smoke and several pieces of the plane appeared to flutter down and burn out on the way."

The plane was piloted by Capt. N. C. Paddock, 52, of Grosse Pointe, Mich., a veteran of nearly 29 years service with the airline. Capital said he had never been in an accident. The co-pilot, M. J. Flahaven of Dearborn, Mich., also had an accident-free record.

The four-engine airliner apparently was flying through "high turbulence" — extreme up and down air drafts—just before the crash. There also was lightning and rain.

But CAB officials discounted the possibility that lightning might have caused the accident. The only recorded accident in which lightning has figured was the crash of an airliner near Lovettsville, Va., in 1940.