

Decontrol Board To Begin Labors

WASHINGTON.—The new three-man Price Decontrol Board starts Monday on its gigantic task of deciding—within eight days—whether a big share of the nation's food will go into the housewife's market basket at ceiling prices or with no controls at all.

By Aug. 20, the board must decide whether meat, grain, milk, grain and livestock products, cottonseed, soybeans, petroleum and tobacco should be under price control.

Under the new OPA law, grain, livestock, cottonseed, soybeans, milk and their products automatically will be returned to control on Aug. 21 unless the board decides otherwise.

But poultry, eggs, tobacco and petroleum will remain "ceiling-free" unless and until the board specifically directs that they be controlled.

The board, working against time, has scheduled hearings Monday through Thursday. Labor and farm groups and industry and consumer organizations will be allowed to present their views. Most of them will be limited to 15 minutes each. A very few will get 30 minutes of the board's time.

Board Chairman Roy L. Thompson, a New Orleans banker, announced that all 82 organizations which asked to be heard have been allotted time for oral presentation. He said no speaker will be allowed any additional minutes because of the limited number of days left in which to consider the evidence and make a decision.

The three-man board consists of Thompson, Daniel W. Bell, Washington bank president and former undersecretary of the Treasury, and George H. Mead, Dayton, O., paper manufacturer.

These men, new to OPA problems, must solve in a matter of days questions that have kept industry and the OPA at loggers' heads since the war ended.

Small Fire Extinguished By Eastern Lane Patrol

The Eastern Lane County Fire Patrol Assn. reported a fire Saturday afternoon one quarter of a mile southeast of Marcola. The blaze was started Friday by someone using a cutting torch, an association spokesman said. It was thought to be completely extinguished Friday afternoon but it broke out again about 1:30 p.m. Saturday.

After a lookout had reported the recurrence of the blaze, fire patrolmen went to the scene and brought it under control by 4:30 p.m. The blaze had burned about four acres.

A low humidity reading of 27 per cent at 2:30 p.m. and 3:30 p.m. Saturday increased the danger of fire in the woods but the Marcola blaze was the only one reported.

Man Killed in Car Accident Near Halsey

ALBANY.—James Arthur Lott, 80, of Hollywood, Cal., was killed instantly Friday afternoon three miles south of Halsey when the car in which he was riding careened from the pavement as the right rear tire went flat. Deputy Coroner Walter Kropp said here Saturday.

J. W. Evans of San Jacinto, Cal., a passenger in the car, was taken to Sacred Heart Hospital, Eugene, with serious injuries.

(Hospital authorities Saturday night reported Evans' condition as "good.")

No Relief of Car Shortage In Sight, Says Freight Agent

The present shortage of railroad cars which is tying up lumber mills, wholesalers and other industries in this area has been building for some time and no relief is in sight, declares E. C. Ordway, freight agent in the Southern Pacific district freight office in Eugene.

The situation has many causes, the foremost of which is the fact that almost no new cars were made during the war and shortages of lumber and steel and labor problems have held up their production since. Ordway pointed out. Whereas in normal times trainloads of empty cars are brought into Eugene to handle the shipments from here, these cars now are being used in other areas. There is never sufficient ingress of merchandise and manufactured goods into the Willamette Valley to allow enough unloading here to furnish empties for outgoing materials.

During the war, Ordway pointed out, the Pacific Coast was the destination of a heavy flow of munitions, food, war materials of all kinds and other supplies for water shipment to war areas. Because there were so many cars emptied in this part of the country, the question of empties never became serious. Since the war's end, however, this flow has been interrupted, while production has climbed to new heights. In the week ending June 29, 1946, railroads handled nationally 6.6 per cent more loadings than in the week preceding V-J Day, one of the heaviest shipping weeks during the war.

There is no question of the seriousness of the local situation, the freight agent said. At times the local yards have been available only 40 or 50 cars when from 350 to 400 were needed. The road is filling the oldest orders first on as fair and equitable a basis as possible, he said, and there is no priority on freight here. The Interstate Commerce Commission, through the Office of Defense Transportation, has issued only one priority order to date; cars must be moved directly to heavy-producing grain areas.

New Contract To Be Studied

(CONTINUED FROM PAGE 1)

ments for which the Water Board is now making plans, including rebuilding of the small original plant at Watterville.

"However," said McArthur, "it would appear to be good business to buy our additional growth requirements from Bonville rather than to get into huge construction costs for new plants at this time, and that is what this proposed contract seeks to cover."

For many years the Water Board has had a dam site and a federal permit at Rennie rapids on the McKenzie, very near the Eagle Creek site proposed for the federal flood control reservoir. Present flood control plans call for putting the McKenzie watershed dams on tributary streams

instead of on the main river. The federal dams may make it impossible or unnecessary for Eugene to build additional hydro, but the present understanding is that all power produced in connection with flood control dams will be pooled with Bonneville and marketed through BPA.

"We would like very much to have the marketing of such additional power in this area, but I don't know if that can be arranged," said McArthur.

Steam plants balancing and supplementing hydro units are regarded by most electrical engineers as the ideal setup and this type of balanced operation is what Eugene now has.

SEVEN BODIES RECOVERED

GREAT FALLS, Mont. —UP—Seven bodies had been recovered Saturday night from two airplanes that crashed Friday over the Northern Montana Fair Grounds and from the stable that one of the falling planes struck.

Big Machines Work on Dam

(CONTINUED FROM PAGE 1)

down by nine passes of a tractor-pulled sheep's-foot packer (one or two passes is enough to make the average ground impervious to hoe or shovel). Outside the impervious core, which is the heart and soul of an earth-filled dam and protects it from damage by animals and seepage, the main bulk of the dam will be dirt and boulders. The entire structure will be 28 feet wide at the top and 1400 feet at the base, and a passageway will permit complete inspection from the inside. Visitors will be able to walk inside the dam's full length.

"We don't expect any seepage," Schwarz said, "but to be absolutely sure, we will put a 10-foot blanket of clean gravel on the downstream side of the impervious layer to conduct off any seepage through a single channel, this preventing

interior "washing." In this way seepage can be determined exactly. On the front face or lake-side will be a three-foot layer of heavy clay, rock and gravel.

The dam's rock foundation is made completely solid by grouting, a process in which a mixture of cement and water are pumped at great force into the rock floor of the valley, filling every crack, hole and crevice under the structure. A grouting tunnel in the very bottom of the dam will permit access for checking the grouting and renewing it if necessary.

Egress of water from the reservoir, will be controlled by five hydraulically-operated gates, each 6 feet by 5 feet of heavy steel. Through one of these gates Row River will run in 1948, and with their use, water can be released during hot summer months and kept bottled up in winter.

The turbulence of the released water will be calmed in a stilling basin, which is a cushion of water 10 feet deep and 150 feet long. Otherwise the rushing water might do much damage to the channel

and dam structure. The reservoir will be about 12 miles in circumference, will cover 402 acres at minimum pool and 2,315 acres at maximum pool. Its capacity will be 79,000 acre feet, or the astronomical amount of 3,441,000 cubic feet or 25,740,475,200 gallons. Boatmen will be glad to hear that, largely at the insistence of Engineer Schwarz, all trees must be cut so as to leave a stump no more than one foot high. High stumps have taken their toll of wrecked boats on some reservoirs. The lake, at a minimum, will be 30 feet deep at the dam.

BAR TO MEET

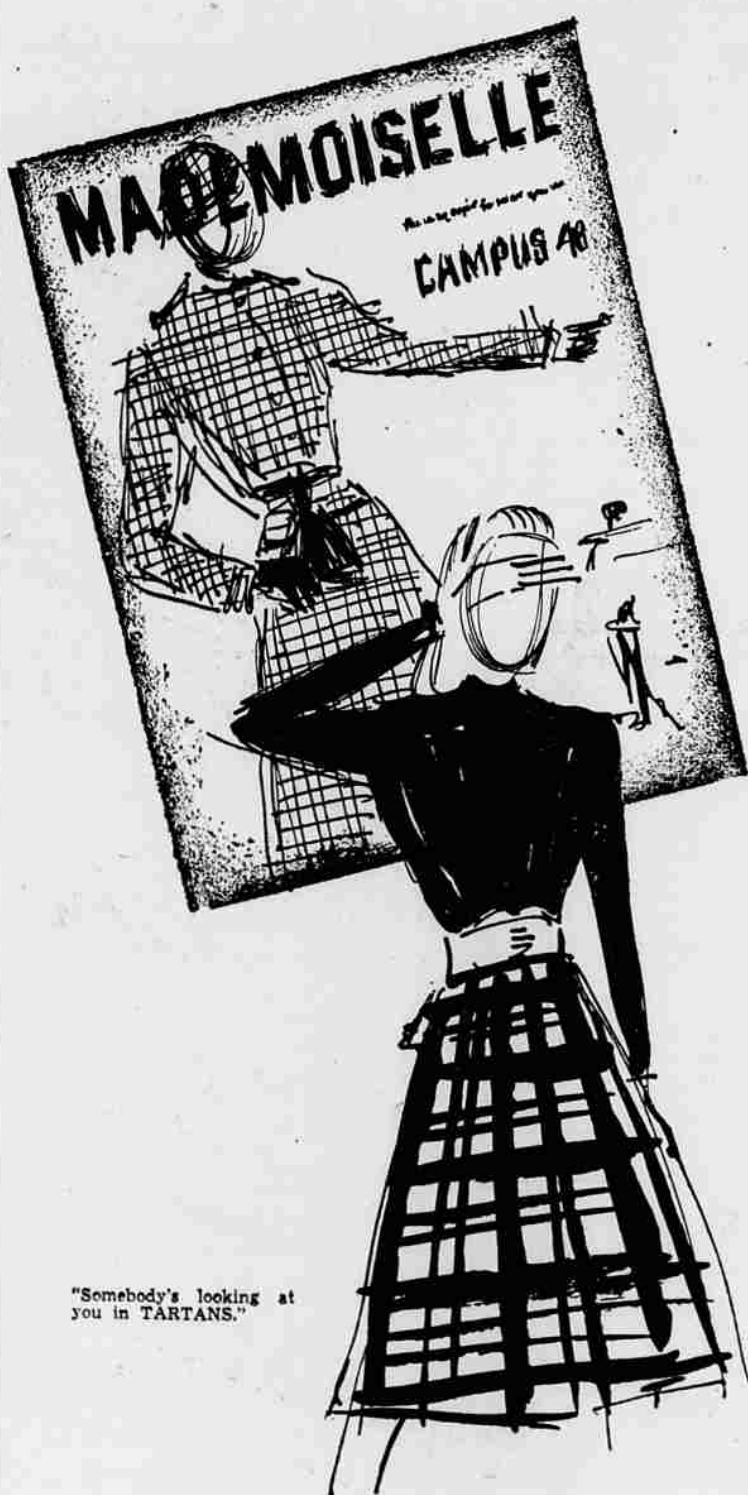
PORTLAND.—(AP)—A proposal that the 11th judicial district, comprising Wheeler, Sherman and Gilliam counties, be abolished will go before the state convention of the Oregon bar in Eugene Sept. 5-7, Committee Chairman John F. Kilkenny, Pendleton, said Saturday.

Bonus on Soil Pipe Output

The shortage of cast-iron pipe is delaying completion of many homes in the Eugene area, but a new regulation announced Saturday by the National Bureau of Standards is expected to result in increased supply of the material.

George W. Copple, housing expediter for NBS, said the new regulation is designed to expand production of cast iron soil pipe, fittings and accessories by 50 per cent annually. The regulation provides for 11 months life of the permit ton on all Saturday production in excess of quota, and 100 ton for all other production in excess of quota.

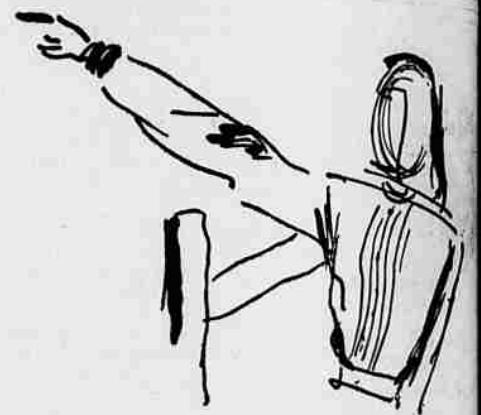
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