

Twisters Hit Wide Area

By United Press International

A fast moving cold front which triggered tornadoes, thunderstorms and flash floods from Texas to New England during the night brought heat wave relief Tuesday to the Atlantic Seaboard.

The storm line spawned at least six funnel clouds over Wyoming earlier. Three persons were injured.

A tornado touched down near Mokena, Ill., but there was no damage reported. Another twister dipped down near Matfield Green, Kan., without damage. Three other funnel clouds were spotted in Kansas. A funnel cloud was seen during the night at Seminole, Tex. Another tornado at Amesbury, Mass., uprooted trees, overturned cars and severed power lines but there were no injuries reported.

Tornadoes were reported near Big Springs, Paducah and Childress, Tex., but there were no injuries.

Dust storms darkened skies in West Texas. Hail hit much of the Texas Panhandle. Eighty-mile winds unroofed homes and damaged an auto agency at Monahans, Tex. Amarillo, Tex., reported marble size hail which reduced visibility to zero. Longview, Tex., had an inch of rain in six hours.

Cassoday, Kan., had marble-size hail. A cloudburst at Arcadia, Fla., dropped 6½ inches of rain in 2½ hours on the community southeast of Tampa, flooding streets. Valrico, Fla., 30 miles from Tampa, had 7 inches of rain.

Missouri's Weldon river was receding after bursting through dikes at Princeton. Iowa's North, Middle, and South rivers flooded farmland. The cool front dropped temperatures 18 degrees below the level of the previous night in the Great Lakes area. Parts of Michigan reported reading in the 30s early today.

The state pays the cost. The course will last eight weeks at Independence, and six weeks in the others.

Budget Approved
The board approved a \$982,953 budget for operating the Oregon plan during the year beginning July 1.

Under this plan, Oregon is getting a \$3.5 million three-year grant from the Ford Foundation. The money will finance studies to study improvement in education.

Of the first year's money, \$234,901 will be spent by the department, and \$748,052 will be given to the colleges and schools which are taking part.

Local districts will match the grants.

The board adopted a new code for physical education in schools, bringing girls into it for the first time.

Can't Compete
Under the code, girls will not be able to take part in athletic contests between schools below the ninth grade.

The board approved two proposed reorganized school districts in Lake County.

One of them consists of Kelley Creek, Union, Lakeview, Plush, Adel, New Idaho and Vernon.

The other would include Paisley, Silver Lake, Fort Rock and Ana River.

An election would have to be held on whether to create these districts.

Minimum Term May Be Hiked

SALEM (AP)—The State Board of Education is sympathetic to a proposed requirement that Oregon schools be in session at least 180 days a year. The minimum now is 175.

The board heard Cecil Posey, secretary of the Oregon Education Assn., say Monday that 80 per cent of the schools now have classes on 180 or more days a year.

Board members said they thought it would be a good idea to boost the minimum to 180 days in order to bring the other 20 per cent of the schools up to the 180-day level.

They withheld final action until September. In the meantime the board's staff will make its own study.

Power Bill Supported, Denounced

NW Consumers Get First Priority

WASHINGTON (AP)—Sharply opposing testimony was given Monday by House members testifying on a bill to guarantee electric consumers in the Pacific Northwest the first call on power produced by federal plants in that area.

The bill, being considered by a House reclamation subcommittee, also would guarantee consumers in other regions reciprocal priority on surplus power from the plants, which include those of the Bonneville Power Administration.

Opponents attacked the measure as creating a fence or iron curtain around federal power projects in the Pacific Northwest and giving all consumers there, including private users, first priority on use of the federally produced power.

They contended it would deprive preference customers in other regions of power from other regions of power from the area while permitting non-preference consumers in the Northwest to use federal power.

This would, they said, in effect repeal the customer preference clause established by a federal law in 1902.

Reps. Julia Butler Hansen, D-Wash., and Gracie Pfost, Idaho, authors of the measure, testified in its support.

Mrs. Hansen said it has nothing to do with public vs. private power and that it has wide support from labor, industry and business organizations in the Northwest and from many Californians.

Federal and non-federal plants in the Northwest are tied together, she said, and if power needed by the region is taken out there would be a major economic impact on the region. She added that continued operation also is required under a treaty with Canada.

With the power load in the Northwest growing, she said, the system does not have the resources to carry a load of preference customers throughout the entire West.

She denied contentions it would create a Chinese wall around the northwest.

Preference customers in California, she said, would be permitted to get substantial amounts of the surplus power.

Board Fills OCE Office

Leonard W. Rice, Rhode Island College, Providence, R. I., has been appointed president of the Oregon College of Education in Monmouth, effective Aug. 1.

His appointment was announced Tuesday by William Walsh, of Coos Bay, president of the State Board of Higher Education meeting in Eugene.

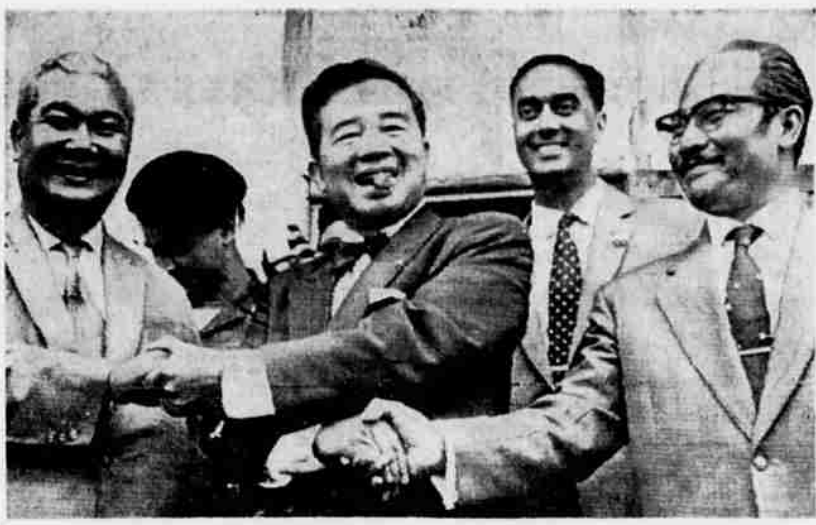
Rice, 48, is professor of English and chairman of the faculty council of Rhode Island College.

The vacancy occurred last December when OCE President Roy Lieuellen was appointed chancellor of the State System of Higher Education. The board had been searching for a president since that time.

Rice's salary will be \$18,500 a year.

Rice received his Bachelor of Arts degree from Brigham Young University in 1941 and his Master of Arts and Doctor of Philosophy degrees from the University of Washington in 1943 and 1950.

Rice is married and has two children.



(AP Wirephoto)
3-Way Shake The three feuding princes of Laos, Boun Oum, left, Souphannouang, center, and Souphannouang, joined in a three-way handshake Monday at Khang Khay, Laos, after putting together a coalition cabinet intended to bring peace and neutrality to their country.

Studio Scraps Monroe-Martin Movie

HOLLYWOOD (AP)—When Twentieth Century Fox fired Marilyn Monroe for not working and co-star Dean Martin refused to appear without her, something had to give.

So the studio Monday shut down production on its much-troubled movie, "Something's Got to Give."

A studio spokesman released a terse statement which said: "We are reluctantly closing it down."

Miss Monroe was fired from the movie last week because of her repeated absences from the

picture. She was replaced by Lee Remick.

But Martin then announced that the picture didn't "look too good" without the curvaceous Marilyn and he wouldn't appear with any other actress in the part.

Members of the crew assigned to the Monroe-Martin vehicle said Tuesday they hoped to run an ad in the trade papers headed: "Thanks, Dean and Marilyn, for putting us out of work."

All told, 20th Century-Fox lost \$2 million worth of film by scrapping the picture.

But one studio source summed it up this way: "If we had continued at the rate we were going with Marilyn, we would have had an American 'Cleopatra.' It's better to shut down and lose \$2 million than keep on and maybe lose \$10 million or \$12 million."

Martin said of the shutdown: "Gee, that's a shame. I'm really sorry. If they'd kept Marilyn in the cast I think we could have made a very fine picture. But she was too sick to go ahead with it. So that's it."

Traffic to Resume Over NP Rail Line

MISSOULA, Mont. (AP)—Service was to be restored Tuesday over the section of track ripped up by Sunday's derailment of a 17-car Northern Pacific streamliner 15 miles northwest of Missoula.

A 2½-year-old girl was killed and 285 others were injured in the crash. Sixty-one persons remained hospitalized Tuesday, none in serious condition.

L. L. Wollschlaeger, assistant superintendent of the Rocky Mountain division of Northern Pacific, said if work continues to progress on schedule the track would be cleared in time for the westbound Train No. 10, scheduled to arrive in Missoula at 6:14 p.m.

Five cars, including the two that did not leave the track, were sent on their way Monday night. Two 250-ton wreckers and five bull-dozer were being used to move aside the remaining cars.

Railroad officials wondered how they would get the four diesel units and other cars back up a 100-foot slope. One possibility was that the cars will be repaired enough to be moved, set upright and placed on new tracks that would have to be built back to the main line.

Two Interstate Commerce Commission safety investigators and other officers were in Missoula Monday. They indicated there would be a hearing into the wreck in about a week.

Robert S. MacFarlane of St. Paul, Minn., president of the N. P., said excessive speed was the apparent cause of the crash.

The express was carrying about 350 passengers, many returning from the Seattle World's Fair, when it hurtled off a curve on Elvira Hill in the wooded Mission Mountains.

MacFarlane said here was no indication of any defect in the track or mechanical equipment. Some passengers and crew members said earlier they thought the air brakes had failed on the Seattle-Chicago express.

Two persons were still listed as missing Tuesday by the Red Cross in Missoula. Authorities said the two, Mrs. Mildred Harmonson and her grandson, Mark Reick, 9, of Kirkland, Wash., may have left on another train or on a bus. They were en route to New York.

Elmira Boy, 9 Also on Train
A 9-year-old Elmira boy and a Eugene woman were among those injured in a train derailment Sunday in Montana.

It was reported Monday that Mrs. Julius Naeck, 74, of 1724 McKinley Ct., Eugene, received bruises in the mishap.

It was later learned that Jerry Harpole was also aboard the train en route to visit his father in Steele, N.D. Jerry, whose mother is Mrs. Kenneth Johnson, of Elmira, suffered a bruised arm, according to his grandparents, Mr. and Mrs. Ed Hawkins of Elmira.

Shell dealers suggest 15 ways to make your car last longer

Shell scientists dedicate their working lives to the care and feeding of automobiles.

They can offer dozens of tips on prolonging the life of what is probably your second biggest investment. Here are some useful samples:

1. Learn to read tail pipe smoke signals. Blue smoke means too much oil is getting into the combustion chambers. Your piston rings may be worn.

Black smoke is an indication of too much gasoline in the air-fuel mixture. Your carburetor may need an adjustment.

White smoke is mostly water vapor. Don't worry about it.

2. Check wheel alignment at least twice a year. An out-of-line wheel can increase tire wear as much as 50 percent. Also, keep your wheels balanced. An unbalanced wheel pounds the tire against the pavement, wearing the tread unevenly.

3. Rotate tires every 6,000 miles. Be sure to include your spare. This helps tires wear evenly, last longer. Your Shell dealer can take care of this for you.

4. Avoid high speeds and save your tires. High speeds increase tire wear drastically—by as much as 80% over normal wear.

5. Use your engine to save your brake linings. Try to avoid hard, sudden braking. When you see you'll have to slow down, take your foot off the accelerator early and let the engine's compression do some of the job.

6. Warm up slowly. Racing an engine to warm it up ages it fast. A short warm-up at moderate speed is good for your car even in summer. But never race your cold engine to warm up. It may damage critical working parts before lubrication can be fully established.

7. Have your engine's spark timing set to proper specifications. Spark timing determines whether your plugs fire at the right instant. With incorrect timing, you can lose power and mileage. Also, your car may knock. And chronic knocking can damage your engine.

8. Use a gasoline that controls knock. If your engine persists in knocking, you may need a gasoline with more anti-knock components, for a higher octane rating.

Super Shell contains all of the anti-knock ingredients required to help your car deliver knock-free performance.

9. Have your oil checked whenever you fill up with gasoline. Oil does not wear out. But it can be lost through leaks or burning. And it does get dirty. Worse yet, oil can become contaminated by combustion by-products—including acid.

Suggestion: use new Shell X-100® Premium Motor Oil. It fights engine acid and four other troubles that can shorten engine life.

10. Change your oil filter element regularly. The filter is designed to catch and hold foreign particles so they can't get into your engine. Replacing the filter element at regular intervals helps your engine last longer.

11. Have your car's cooling system checked in spring and fall. Cooling system rust inhibitors can wear out. Rust, corrosion and sediment may then start to form. In the spring, let your Shell dealer

inspect your entire cooling system. When he drains and refills, he'll add a special Cooling System Protector.

In the fall, you get a free cooling system inspection when you have Shellzone anti-freeze put in by your Shell dealer.

12. Get a lubrication job regularly. Dirt and moisture can work into chassis joints and bushings, causing friction and wear. Grease can also eventually pound out, leaving the parts unprotected.

Shell lubrication at regular intervals helps protect those vital parts.

13. Keep door and body panel drain holes clear to foil rust. There are little drain holes at the bottom of body panels and doors. They can get clogged so that the panels actually hold water. Result: Rust forms more easily, can eat through the metal. Make sure drain holes are clear.

14. "Bandage" minor scratches in your car's finish. Until you can have the scratches refinished, keep rust from forming with a coat of touch-up paint or a strip of cellulose tape.

15. Let your Shell dealer help your car last longer. Your car may have cost you thousands of dollars. Treat it carefully. Feed it well. Let your Shell dealer help you on both counts. You will save money—and increase your driving pleasure, too.



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