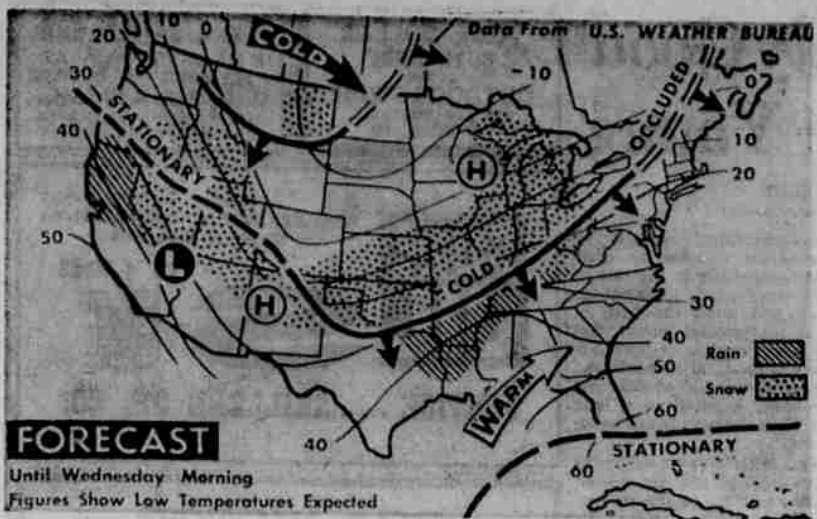




Snow is expected in Oregon's southern interior and in eastern Oregon, as well as in mountain areas. The snow belt tonight will extend from Oregon eastward through the central Rockies, central Plains, western portions of the Mississippi Valley, the Ohio Valley into the western and central Lakes area. To

the south of the snow belt, in Northern California and the western Gulf region, heavy rains are predicted tonight. Colder temperatures are predicted tonight for the western half of the nation, with the exception of the far southwest, and a warming trend is expected in the eastern half.

Clouds to Cover Area for a While

EUGENE-SPRINGFIELD

Forecast: Mostly cloudy through Wednesday, with a predicted high of 34 degrees today, predicted low of 20 degrees Wednesday morning, expected high Wednesday of 36 degrees. Western Oregon: partly cloudy tonight, with increasing clouds in southern interior. Mostly cloudy Wednesday with rain likely near coast in southern half of the state, snow flurries in south interior. Highs of 30-36 interior Wednesday, and from 35 on north coast to 45 on south coast. Lows tonight, 22-40.

Statistics (readings at the U.S. Weather Bureau, Mahlon Sweet Airport, Eugene): Highest temperature Monday, 37; lowest Tuesday a.m., 22; rain in 24 hours ending 10

a.m. Tuesday, 30 of an inch; total for January, 80 of an inch; average for January, 6.33 inches; readings at 10 a.m. Tuesday: humidity, 82 per cent; wind, N 10. Prevailing wind Monday, S 8.7.

Stage of rivers at 7 a.m. Tuesday: Willamette at EWE Steam Plant, 9.5 feet; McKenzie at Armitage Bridge, 1.4 feet.

Sunrise and sunset: Wednesday, 7:33 a.m. and 5:20 p.m.; Thursday, 7:32 a.m. and 5:21 p.m.

TEMPERATURES

(24 hours ending at 10 a.m. Tues.)
Noon Mon. 35 Midnite Mon. 28
2 p.m. " 34 2 a.m. Tues. 27
4 p.m. " 36 4 a.m. " 25
6 p.m. " 35 6 a.m. " 24
8 p.m. " 33 8 a.m. " 23
10 p.m. " 29 10 a.m. " 25
Reading at U.S. Weather Bureau, Mahlon Sweet Airport, Eugene.

OREGON

24 hours to 4:30 a.m. Tuesday	Max.	Min.	Precip.
Astoria	37	27	.16
Baker	25	13	.13
Bend	37	27	.30
Brookings	46	40	.82
Burns	28	19	.18
Klamath Falls	37	27	.13
Medford	32	28	.08
Lakeview	35	26	.17
Newport	42	27	.26
North Bend	42	38	.64
Pendleton	26	17	.27
Portland	38	38	.73
Red Bluff	37	34	.09
Redmond	37	12	.39
Roseburg	34	32	.13
Salem	33	34	.13
The Dalles	32	22	.20

NATIONAL

High	Low	Precip.
Atlanta	36	31
Bismarck	10	-15
Boise	27	18
Boston	25	9
Chicago	10	2
Denver	10	6
Detroit	13	3
Fairbanks	9	-5
Fort Worth	36	32
Helena	17	-18
Honolulu	80	73
Juneau	28	15
Kansas City	30	20
Los Angeles	58	50
Memphis	28	20
Miami	72	69
Minneapolis	43	3
New Orleans	43	35
New York	33	10
Oklahoma City	35	24
Omaha	30	6
Phoenix	68	42
Pittsburgh	8	-10
Rapid City	18	5
Reno	32	29
St. Louis	16	4
Salt Lake City	40	28
San Diego	62	53
San Francisco	50	47
Seattle	35	24
Spokane	21	9
Tampa	42	45
Washington	21	8

M—Missing; T—Trace.

Zoo Epidemic Appears Over

PORTLAND (U)—The epidemic that wiped out 29 penguins at the Portland Zoo is over, three veterinarians believe. A Staphylococcus infection is blamed for the deaths by Dr. Matthew Mayberry, the zoo veterinarian. But Dr. E. M. Dickinson of Oregon State University said the birds were the victims of aspergillosis, the disease that killed most of the zoo's penguins in 1957 and 1958.

Color Film Billed

A color film of Thailand will be shown free tonight at 7:30 at Evangel Temple, Fifth Avenue and Willamette Street, Eugene, by the Rev. L. D. Hall, a missionary evangelist who served in that country.

Blood Bank

Donors Needed Wednesday
Rare types needed on call: AB Positive, AB Negative.
Lane Memorial Blood Bank, 790 E. 11th Ave., Eugene, Phone DI-5-0336. Open 1:30-4 p.m. Monday, Tuesday and Thursday; Friday by appointment. Closed Saturday.
Lane Memorial Bloodmobile will be in Junction City Wednesday from 2:30 to 5:30 p.m. at the Junction City Lutheran Church. For appointments call Mrs. Carl Lingo, WY 8-2018.

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NATALIE WOOD
and GUYVER POSEY LAKE
KARL MALDEN
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6:20 9:20

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Eve. \$1.25, Jrs. 90c, Child 35c
Feature Times
1:10, 2:35, 4:40, 9:30

Abrupt Resignation From FPC

Congressman's Story Backs Morgan Stand on Resigning

By A. ROBERT SMITH
For the Register-Guard

WASHINGTON (Special)—A recent incident which helped to provoke Howard Morgan to bow out of the Federal Power Commission in disgust was brought to light Monday by a California congressman who shares many of Morgan's views.

Rep. John E. Moss, Sacramento Democrat, revealed that FPC Chairman Joseph Swidler had encouraged him to introduce legislation tightening the regulation of power companies who build major high voltage transmission lines.

But Moss said after the bill was introduced, a majority of the FPC led by Swidler, recommended against its enactment. Morgan was the only commissioner to support it.

"It's incredible," declared Congressman Moss in an interview.

Swidler Called to Office

He explained the sequence of events in this fashion:

Last March the FPC majority approved issuance of securities by Pacific Power & Light Co. For a host of new construction items, among them a link in an eventual private intertie between PP&L and Pacific Gas and Electric territory in Northern California. After Morgan wrote a blistering dissent, Moss learned that the FPC withheld its publication. As chairman of the House Freedom of Information Subcommittee, which rides herd on government secrecy, he called Swidler to his office to discuss the issue.

In that discussion Moss said Swidler explained that the FPC lacked authority to withhold approval of a powerline project. Moss said he would introduce a bill granting the FPC the necessary authority.

Long Lines Excluded

Moss said Swidler gave him the impression the FPC would welcome such legislation. The congressman then directed his assistant to draft such a bill with the aid of staff of the FPC. It was introduced last June by Moss and by Sen. Clair Engle, D-Calif.

The bill requires all utilities

who are subject to FPC jurisdiction (public and private) to obtain a certificate from the FPC before it can construct or operate a line with a voltage in excess of 230 kilovolts, which would exclude lines used for relatively short distances but would cover huge long-distance lines such as are contemplated in a California-Northwest intertie.

On Jan. 9 the FPC report on the bill was received by the House and Senate Commerce Committees. Swidler and three other commissioners concurred in saying "We do not favor the present enactment of the bill." Swidler noted that the FPC has started a national power survey designed to encourage the nation's utilities to integrate their systems most efficiently with major connections. He said they thought this voluntary effort might later suggest "whether additional legislation is necessary."

Incredible Suggestion

Morgan's dissent called the majority view "naive in the extreme" because "some elements of the electric industry customarily employ technological advances to protect and maintain monopoly positions while isolating, restricting or strangling municipal or rural electric systems and publicly owned transmission lines."

He added that it was an "incredible suggestion" that the FPC should wait to see if such legislation was needed when it was "the description of such deficiencies by the majority of this commission (in the PP&L case) which led directly to the drafting of the bill."

What does Moss think is the practical impact of the adverse FPC report on this bill?

'Not Overly Enthusiased'

"A bill of this type would be a battle at best," he stated. "This places an additional burden on the authors in trying to get it enacted. The private utilities will resist it with great vigor and resourcefulness. But

the bill is not conceived at all as being anti-utilities."

Moss said he is "not overly enthused with some of the commission's decisions." He said he agreed with Morgan's views on the need for strong regulation of utilities.

"The commission should avoid the risk of becoming the spokesman for an industry," he added.

Private Discussion Cited

Congressman Moss disclosed that he had suggested to the Kennedy administration two years ago the adoption of new regulations governing issuance of easement across public lands to utilities building transmission lines. New regulations were recently announced requiring utilities to wheel public power over such lines when requested. The PP&L-PGE application for a right-of-way to cross national forest land has been delayed by the administration pending adoption of such regulations and congressional action on the whole intertie question.

Morgan said that in a private discussion he had with Swidler about the PP&L powerline, the FPC Chairman told him he wasn't going to take on the utilities on this issue because he wanted to avoid arousing any opposition to his appointment and confirmation to another FPC term when his present terms expires in 1965.

In a letter to President Kennedy last week, Morgan scored timidity and the desire for personal security which he said sometimes characterized "ordinary men" under pressure from the industries they are supposed to regulate.

Feature Times

TUESDAY
(Features Subject to Change)
FOX—Gypsy, 12:30, 3:25, 6:20, 9:20.
HELLIG—The Pit and the Pendulum, 8:30. The Premature Burial, 9:40.
McDONALD—Sodom and Gomorrah, 1:10, 3:25, 6:40, 9:30.
McKENZIE (Springfield)—Guns of Darkness, 7:30. What Ever Happened to Baby Jane? 9:15.
MAYFLOWER—Black Tights, 8. Oklahoma, 10.
NEW EUGENE DRIVE IN (Glenwood)—The Devil at Four O'Clock, 7:25. Two Rode Together, 9:50.
WEDNESDAY
(Features Subject to Change)
FOX—Gypsy, 12:30, 3:25, 6:20, 9:20.
McDONALD—Sodom and Gomorrah, 1:10, 3:25, 6:40, 9:30.
McKENZIE (Springfield)—In Search of the Castaways, 7:30. Safe at Home, 9.
MAYFLOWER—What Ever Happened to Baby Jane? 8.
NEW EUGENE DRIVE IN (Glenwood)—Come September, 7:25. Lover Come Back, 9:40.

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Nationwide Consumer Testing Institute Report: PLYMOUTH BEATS FORD AND CHEVROLET IN 8 OUT OF 10 OFFICIAL TESTS

Plymouth once again proves all-around superiority against its competition. Handling, safety, performance, economy—all of these were measured in the second meeting of Ford, Chevrolet and Plymouth early in December at the Riverside, Cal., test course. In a "Showdown" asked for by Plymouth, a 1963 Plymouth Fury V-8 whipped a comparably equipped Chevrolet Impala V-8 and Ford Galaxie "500" V-8 in eight out of ten official tests.

Nationwide Consumer Testing Institute bought the cars, hired the drivers, supplied the officials, made and enforced the rules. The chart at right leaves no question about the results. Plymouth excelled in all-around performance and economy. Add in Plymouth's good looks and 5-year/50,000-mile warranty*. See your dealer. Plymouth's on the move.

ZERO-TO-SIXTY			CITY PASSING		
PLYMOUTH.....	11.99 sec.		PLYMOUTH.....	278 ft.	
CHEVROLET.....	13.64 sec.		CHEVROLET.....	279 ft.	
FORD.....	18.01 sec.		FORD.....	305 ft.	
QUARTER-MILE			HIGHWAY PASSING		
PLYMOUTH.....	18.36 sec.		PLYMOUTH.....	462 ft.	
CHEVROLET.....	18.39 sec.		CHEVROLET.....	462 ft.	
FORD.....	20.53 sec.		FORD.....	554 ft.	
KILOMETER RUN			EMERGENCY STOP		
PLYMOUTH.....	33.43 sec.		FORD.....	120 ft.	
CHEVROLET.....	34.44 sec.		PLYMOUTH.....	128 ft.	
FORD.....	37.59 sec.		CHEVROLET.....	133 ft.	
ECONOMY RUN			GO-STOP-PARK		
PLYMOUTH.....	18.77 mpg.		PLYMOUTH.....	2:32 min.	
CHEVROLET.....	17.04 mpg.		FORD.....	2:44 min.	
FORD.....	16.14 mpg.		CHEVROLET.....	2:57 min.	
HILL CLIMB			5/8-MILE CLASSIC		
CHEVROLET.....	15.00 sec.		PLYMOUTH.....	2:51.74 min.	
PLYMOUTH.....	15.44 sec.		CHEVROLET.....	2:55.67 min.	
FORD.....	16.00 sec.		FORD.....	3:04.89 min.	

*Incomplete third heat



*Your Authorized Plymouth-Valiant Dealer's Warranty against defects in material and workmanship on 1963 cars has been expanded to include parts replacement or repair, without charge for required parts or labor, for 5 years or 50,000 miles, whichever comes first, on the engine block, head and internal parts; transmission case and internal parts (excluding manual clutch); torque converter, drive shaft, universal joints (excluding dust covers); rear axle and differential, and rear wheel bearings, provided the vehicle has been serviced at reasonable intervals according to the Plymouth-Valiant Certified Car Care schedule.

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