

THE BEND BULLETIN

and CENTRAL OREGON PRESS

An Independent Newspaper
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Entered as Second Class Matter, January 8, 1917 at the Post Office at Bend, Oregon under Act of March 3, 1879.

4 The Bend Bulletin, Monday, June 13, 1955

The Bend AC

Did you ever hear of the Bend Athletic Club? Well, neither did anyone else until Saturday. It was Saturday afternoon that Dean Benson, the ex-Lava Bear who has been Willamette's ace hurdler for the past three years, came into the office for a little visit. We asked future plans for track meets this year. It turned out that Willamette is sending him to the NCAA meet in Los Angeles this weekend, and that was the end of the track season for Dean.

What about the AAU meet in Boulder, Colo., the following weekend?

The Multnomah club had decided not to send anyone to that meet the last he had heard, so he guessed that meet was "out" as far as he was concerned.

So the Bend AC was formed on the spot, to send Benson to the meet.

Why is the AAU meet so important?

Because from the top hurdlers, runners, jumpers and weight men at that meet the AAU will pick four teams to send on a European tour for the rest of the summer. Benson, one of the nation's fastest college hurdlers this year, has an excellent chance to be on one of the teams.

The boys who go on those trips get invaluable experience, not only in their track and field specialties, but also because they see all of Europe as guests of the countries they visit.

The summer meets this year will, in effect, be the warm up meets for the 1956 Olympics, to be held in Australia. Benson is considered an excellent Olympic prospect for Melbourne.

Few people will be able to make these trips, fewer than 150 in the United States. Dean Benson has an excellent chance, if only he can get to Boulder.

Membership in the Bend AC costs \$5. You get not one thing for your \$5 — not even a membership card — excepting the knowledge that you are helping a deserving kid get an opportunity he should have.

First few paid-up members in order are: Bob Chandler, Hugh Cole, Frank Loggan, George Mirich, Byron Benson and Henry Fowler. Further names will be found on The Bulletin's sports pages daily until the total amount necessary is raised.

The club already has funds necessary to buy a new track suit, with "Bend AC" printed across the front. A fellow track nut, member Shorty Hofstedt, has promised delivery in time for the trip to Boulder. Cost for the entire outfit will be under \$25.

United Air Lines will haul Dean by air coach from San Francisco to Denver, back to San Francisco and then to Bend — we hope he makes the European trip and doesn't need to come back for a few weeks — for the sum of \$134.81.

The club expects to pay hotel and meal expenses for Dean running to about \$90, for a total of the three items of \$250.

Bill Bowerman of the University of Oregon, the only honorary member of the club, will furnish coaching and training services in Boulder.

The club needs 50 members at \$5 each. Saturday afternoon it had seven in 30 minutes. The other 43 of the members can send their money — or bring it in — to Mary Damon of The Bulletin's office staff, who is acting as unpaid treasurer.

Byrne's Blast

A few days ago, the outgoing chancellor of the Oregon System of Higher Education, Dr. Charles D. Byrne, blasted away at the state legislature because that body had tied some strings on funds appropriated for the system during the next biennium.

It's apparent, on looking into it, that it's the system the legislature uses which is wrong, not the matter of legislative determination of policy and control of expenditures.

Most of the controls seem to come via ukase from the Ways and Means committee.

If they were to come as a result of a vote of the whole legislative body the practice would seem to be a sound one. There never has been an infallible administrative body yet, and the State Board of Higher Education does not seem to be the first of its kind.

Quotable Quotes

Funds for (mental illness) research are really fantastically inadequate. — Author Mary Jane Ward.

The ones who depress me are those who have criminal tendencies combined with low mental development. These are the juvenile delinquents. Once in a while we find a bright boy among these true delinquents, but not often. — Magistrate Graham Don of juvenile court, London, England.

America's national security is at stake in Asia, and the sooner it is realized, the better chance democracies will have to defeat communism. — Filipino statesman Gen. Carlos P. Romulo.

The only threat to human liberty and world peace are the dictators of the Kremlin. — George Meany, AFL president.

The whole world should realize that the United States and our allies will never block the road to peace. — Vice President Nixon.

Half a Victory or Half a Failure?



Edson in Washington

ICC Referees Truck-Train Tiff

By PETER EDSON
NEA Washington Correspondent
WASHINGTON — (NEA) — The battle between the railroads and the motor trucking industry is a two-ring affair.

In one ring the railroads are trying to keep the truckers from getting any of the freight business now served by rail lines.

In the other ring, the railroads are trying to get into the motor truck business themselves, on an ever-increasing scale.

In the middle is the U.S. Interstate Commerce Commission, which has to referee both bouts. From railway management's point of view, motor truck lines have been muscling into the railroads' once-exclusive freight business to such an extent that they have to muscle back to survive.

One of the key cases is Frisco Transportation Company's operation, going back more than 10 years. Originally the St. Louis and San Francisco Railway Company bought out six private truck lines and established Frisco as a subsidiary to run them.

ICC licensed Frisco to operate "auxiliary and supplementary" service to its main rail line. But in issuing the certificate, these restrictions were inadvertently left out.

ICC ordered the limiting phrases put back in. Frisco contested. It claimed the right to operate an unrestricted motor freight service in six states from Mississippi to Texas.

Last April ICC denied Frisco the right to unrestricted truck operation and limited it to auxiliary motor services between "key points" in accord with past rail transportation policy.

This key point operation is best illustrated in the Santa Fe Trails Transportation Company case. This A.T. & S.F. subsidiary has been licensed to operate a supplementary truck service along its rail line from Kansas City to Dodge City, Kan., and from Dodge City to Denver.

Santa Fe now seeks to drop Dodge City as a key point so as to give through truck service from Kansas City to Denver. ICC turned down this petition in February. But the railway company is asking for a reconsideration which is pending.

Another case still pending involves Chicago, Rock Island and Pacific's subsidiary Rock Island Motor Transit Company. Last December ICC granted Rock Island the right to operate an unrestricted truck service from Chicago to Omaha.

American Trucking Association and affected independent motor carriers in the area have asked for reconsideration of this decision. They also ask that key point restrictions be applied at Omaha, Des Moines, Des Moines, Rock Island and Moline.

These arguments is that existing motor carriers now provide adequate truck service between Chicago and Omaha. The trucking industry maintains that if the decision is not reversed, it will lead to general railroad usurpation of truck business.

New York Central, Central of Georgia and other railway companies are also seeking to have key point restrictions lifted. They seek to offer truck service over their entire system areas.

A slightly different approach to the problem is being made by Southern Pacific Railway Company.

R. Fred Smith, ICC authority to

operate Pacific Freight Lines, an independent motor truck carrier, prior to purchase by the railroad and its management as a subsidiary, Pacific Motor Trucking Company.

Major independent truck operators in California bucked S.P.'s application. In January ICC denied the railroad temporary authority to operate the truck service on an unrestricted basis. But a new hearing is now being set up in which S.P. seeks permanent authority to get into the trucking business.

Since passage of the Motor Carrier Act of 1935, ICC has repeatedly ruled that competition between motor carriers and railroads must be maintained. This comes under the general policy that one form of transportation must not control another.

A major change in this policy has not been recommended by the President's Advisory Committee on Transportation, headed by Secretary of Commerce Sinclair Weeks. This committee would end the present requirements that the ICC administer the Interstate Commerce Act to "preserve the inherent advantages" and competition between all forms of transportation.

The Weeks Cabinet committee recommends that this policy be changed so as to "reduce economic regulation... restrictions, conditions or limitations on individual modes of transport."

What this is taken to mean is that the railroads would be permitted to enter other branches of the transportation industry denied them in the past. Specifically, it would give the railroads a green light to compete with the truckers.

Hopes Brighter In Rail Strike

LONDON (UP)—Hopes for settlement of Britain's disastrous 15-day-old railway strike brightened abruptly today.

Minister of Labor Sir Walter Monckton called leaders of the non-striking National Union of Railwaymen to an evening meeting.

This was interpreted as a clear indication that progress has been made in negotiations between the striking Associated Society of Locomotive Engineers and Firemen and the British Transport Commission which runs Britain's nationalized railroads.

The non-striking NUR has asked to be filled in any gains made by the striking ASLEF so that it can lay its plans to keep wages of NUR members in line with the rival union's wage scale.

The fact that Monckton personally entered the negotiations today also was seen as an encouraging development.

ON STRIKE

YOKOHAMA, Japan (UP)—Some 8,000 workers at the U.S. Army's largest vehicle repair plant in the Far East went on a 24-hour strike today against a 40 per cent personnel cut.

Employees staged a protest rally against the dismissal of 3,715 workers at the Fuji automobile plant. There was no violence. The employees were dismissed because of a cut in procurement orders.

Sage Brushings

By ILA S. GRANT

June is the month of wedding invitations, graduation announcements and fresh gooseberry pie. In the sixth month, famous for its "rare days," one is so rare as to be totally missing. That is a day on which an American president was born. In fact, June is the only month of the calendar which contains no birthday of a president of the United States.

On the other hand, June contains the "birthdays" of six individual states which became part of the Union in that month, through admission or by ratifying the Constitution. These birthdays, chronologically, are as follows: New Hampshire, June 21, 1788; Virginia, June 25, 1788; Kentucky, June 1, 1792; Tennessee, June 1, 1796; Arkansas, June 15, 1836; West Virginia, June 19, 1863.

Time to bake a birthday cake! Now that the weather has turned warm, the average gardener doesn't miss the shirt he lost on April 15.

Tomorrow is Flag Day, the 179th anniversary of the birth of the American flag.

It was on June 14, 1777, that the Continental Congress adopted the stars and stripes, and the government at Washington requested that all public buildings fly the flag in honor of the day. The birthday of the flag was also observed in New York, where all government and municipal buildings hoisted the colors; in Boston, where appropriate exercises were held, and in Philadelphia, where programs were given at Independence Hall and at the old home of Betsy Ross.

The first man to advocate making the day into an annual and national holiday was Dr. B. J. Cigrand, who wrote and spoke extensively on the subject in the early 1800's. His plan was to establish a national holiday for every month of the year.

And that's as good an idea today as it was 150 years ago. A holiday every month! Why not?

Speaking of holidays, it's almost vacation time. Soon we'll be getting away for a little change, and coming home with a lot less.

Letters

To The Editor:
My work on "The Indian Fighter" is finished, so I want to express my thanks to everyone for the cooperation I received.

I am going to miss this friendly town, and want to come back again as soon as circumstances permit.

Walter (Bill) Ihnen
Production Designer
Beverly Hills, Calif.
June 10, 1955

IN NEW DELHI

NEW DELHI, India (UP)—Gen. Maxwell Taylor, U.S. Army chief of staff designate, arrived from Tokyo Thursday night for a two-day visit. He said his visit was purely social. He is on his way to the United States.

Molotov Making Like He Plans To Hang on to Job for a While

By United Press

Soviet Foreign Minister Vyacheslav M. Molotov is acting like a man who expects to keep his job for a while.

There were reports early this month, during the Russian pilgrimage to Belgrade, that the veteran Molotov was on his way out.

But at the moment, Molotov is on his way to the United States to attend the 10th anniversary meeting of the United Nations in San Francisco.

There he will confer informally with the foreign ministers of the United States, Great Britain and France. The four diplomats will make preparations for the Big Four meeting "at the summit" which probably will be held in Geneva, Switzerland, July 18.

There is no reason to believe that Molotov will be replaced before the Geneva meeting.

After President Eisenhower and the other "summit" leaders have finished their talks in Geneva, the Big Four foreign ministers are to conduct prolonged negotiations on specific issues.

In all, the way things are shaping up this seems to be rather an awkward time for any change in the Soviet foreign ministry.

Molotov Getting Old

It is true that Molotov is getting old. He is 65. It is true also that Soviet foreign policy has found the going rough these last few months.

But Molotov probably is the brainiest man in the Kremlin hierarchy. Secretary of State John Foster Dulles said of him:

"I have seen in action all the great international statesmen of this century... I have never seen such personal diplomatic skill as Mr. Molotov's."

Molotov is one of the handful of "old Bolsheviks" who were not liquidated by their comrade Josef Stalin. For nearly 30 years since the Bolshevik revolution, Molotov has wriggled his way safely through the countless plots and purges which seem an inescapable part of the Kremlin struggle for power.

He is small of stature, seems to have no sense of humor, and is a poor speaker. He has been compared, in his looks, to a well-dressed bookkeeper.

People have referred to him as "Auntie Molotov." Stalin is said to have called him "the best filing clerk in Russia."

Stalin's Right Hand Man
But he was Stalin's right hand man, and Stalin always called upon him when there was a hard job to do.

Molotov entered the revolutionary movement when he was 15 years old. At the time of the Kevensky revolution in February, 1917, Molotov was the chief Bolshevik figure in Petrograd, then the capital. He handled things for the party until Lenin and Trotsky returned from exile. He and Stalin played

the chief part in organizing the November, 1917, Bolshevik revolution.

The reports that Molotov might soon be pushed into retirement were based in part on the fact that he was not included in the Soviet delegation which visited President Tito of Yugoslavia.

But Molotov's position may have been strengthened when Nikita S. Khrushchev, the Communist party boss who led the delegation, made a spectacle of himself in Belgrade. Maybe now, Khrushchev will stay some for a while and let professionals like Molotov do the visiting.

Police Officers Have Busy Time Over Week End

The city police made 11 arrests over the weekend including seven traffic violations, three intoxication cases, and one disorderly conduct.

They are: Lee George Sinder, 33, Gilchrist, disorderly conduct; Joanne Harvey, 55, Bend, intoxication; Steve Boise, 39, Warm Springs, intoxication; Norman Ray Hilliard, 23, 247 State street Bend, intoxication.

Thomas Emory DeWolfe, 25, Portland, speeding in a 25-mile zone; Jim Elliot Womock, 32, 187 1/2 E. Franklin avenue Bend, illegal U turn; Doffie James Baskin, 46, 1145 Cumberland avenue, Bend, no operator's license; Teddy W. Foss, 45, 824 E. Franklin avenue Bend, failure to stop for a stop sign; Otis Dean Hollins-head, 58, Route 3, Box 175, Bend, illegal U turn; Ronald James Prokop, 16, 55 Hasting place, Bend, no operator's license; John W. Spalding, 42, Burns, no operator's license on person.

Bend Hospital

The following patients were admitted Sunday to St. Charles Memorial hospital: Kenneth Welborn, 16, son of Mr. and Mrs. John M. Welborn, 127 Jefferson place; Mrs. Russell Baehr, 42 Hawthorn avenue.

Admitted Saturday: Levi Smith, Apt. 3, 745 Colorado; David Olmsted, 13, son of Mr. and Mrs. Robert Severns, 54 Portland avenue; Lyle Van Epps, Holly, Ore. Dismissed over the weekend: Andrew Selde, Henry Christopher, son, Stanley Townsend, Mrs. Viola Leunglied and Vern W. Mathews, all Bend; Mrs. George Steele, Gilchrist.

DR. R. D. KETCHUM

Chiropractic Physician
Phone 794
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