

LEAVING FOR EAST — John Kiesow, at left, Lake County extension agent, made his final trip to the Fort Rock area this week prior to leaving for advanced study in the east. He is pictured here with Bud Parks.

### Advanced study in east planned by John Kiesow

Special to The Bulletin  
FORT ROCK — Lake County Extension Agent John Kiesow made his final visit to the Fort Rock-Silver Lake area this past week prior to leaving for advanced study in the east.

One of six in the nation to receive an educational grant because of outstanding leadership qualities Kiesow will combine use of this scholarship with his sabbatical leave. A week of orientation in Chicago with the National Committee on boys and girls club work will precede travel to Hyattsville, Md., where the family will reside.

A native of Bend, Kiesow had a 10 year 4-H club record, including campus work at Oregon State University. Before coming to Lakeview a year ago he worked only in the 4-H program. Adult work was added to his assignment here.

Oris Rudd, on leave to study for his master's degree the past year, will return to Lakeview this month from Logan, Utah where he was enrolled at Utah State College. Rudd did the initial work with the beef production testing program here.

### State regulatory action welcomed in report of SEC

NEW YORK (UPI)—The final portion of the Securities and Exchange Commission market study report filed last week welcomed the work which state regulatory bodies have performed in the securities industry.

Also, according to the news digest which the SEC issued, it had some suggestions for strengthening the hands of the state bodies in some aspects of its patrolling of the industry.

Most of the SEC report, now completed, has dealt with aspects of the industry on a nationwide scale, with the activities of the stock exchanges, the powers of the National Association of Securities Dealers, and with matters which transcend state boundaries.

But the special study took care to say, according to the digest, "there has not been and should not be federal pre-emption in the field of securities regulation." In other words, the federal government doesn't want the whole hog at all, but recognizes that state bodies play an important part in the whole regulatory picture.

State regulation, the report said, operates in two ways: To provide a means of handling certain essential local problems, and to supplement federal regulation. "The report," said the digest, "makes special mention of the important contributions of the states in establishing qualifications for broker-dealers and salesmen and in formulating standards in connection with the levels and kinds of compensation which underwriters of conventional and investment companies securities may charge."

Continuing, it also pays tribute to the role in regulation played by the North American Securities Administrators, composed of state security officials from the United States, Canada and Mexico.

**MAN KILLED**  
LEWISTON, Idaho (UPI) — Charles Darnell, 65, 3708 Clark Ave., Vancouver, Wash., was dead on arrival at St. Joseph's Hospital here early today following a one-car accident on the Lewis and Clark Highway.  
The Idaho State Patrol said the mishap occurred near the Powell Ranger station about 150 miles east of here.

### Traffic on St. Lawrence Seaway up, but is short of expectations

By Gaylord P. Godwin  
UPI Staff Writer

WASHINGTON (UPI)—An agriculture Department study shows that traffic on the St. Lawrence Seaway has increased spectacularly since 1958, but is still short of expectations.

If current trends continue the volume on the new waterway may not reach its expected goal of 50 million tons cargo by 1968, the department said.

The study, prepared by the department's Economic Research Service (ERS), shows the quantities of agricultural and other commodities shipped on the seaway from 1958 — a year before it was opened to large seagoing vessels — to 1962.

Traffic of all commodities on the seaway in 1958 totaled 11.8 million tons. During 1959 the enlarged and improved seaway carried 20.4 million tons, although the expected amount was 25 tons. The tonnage in 1962 reached 25.6 million. If this rate of increase does not increase, the goal of 50 million tons annually will not be achieved by 1968. A volume ranging from 35 to 40 million tons by 1968 appears more likely.

ERA said that although a last-year traffic pattern probably has not been established, completion of the seaway already has altered the movement of agricultural commodities, particularly U. S. grain for export.

Grain shipments from Great Lakes ports directly to overseas destinations via the St. Lawrence River in 1958 totaled only about 100,000 tons. This was 4 per cent of all U. S. grain exported in that year. In 1962, U. S. overseas shipments from the Great Lakes ports were 5.8 million tons, 18 per cent of the expanded total of U. S. grain exports.

Overseas grain shipments from Atlantic coast ports remained almost stable from 1958 to 1962, although total grain exports rose 70 per cent. The proportion of grain shipped from Atlantic ports declined from 25 per cent in 1958 to 13 per cent in 1962. ERS said that export grain traffic at Gulf and Pacific ports so far has not been materially affected by the seaway. In fact, export grain

### Riot squads on alert in West Berlin

BERLIN (UPI) — Riot squads stood at alert in West Berlin today during wreath-laying ceremonies marking the second anniversary of the hated Communist wall.

Water cannon and barricades were held ready to disperse any riots which might threaten to erupt as they did last Aug. 13.

The anniversary was ushered in by a mysterious heavy explosion on the Communist side of the Teltow Canal during the night. Communist police carried out a search along the border.

It was exactly two years ago that East German police and troops arrived at the Brandenburg Gate and other city border crossing points and began erecting barricades at 3 a. m. to stop the flow of refugees out of the Communist zone. By the time the city was awake, it was split by a concrete block and barbed-wire barrier which has become a symbol of the division between the free West and the Communist World.

As a tribute to the 65 refugees killed climbing the wall to reach the West West Berliners today laid wreaths on monuments to their memory. Small processions were allowed to trudge solemnly to the border.

traffic at Gulf ports increased, due partially to reduced rail rates to the Gulf ports.

Four groups of bulk commodities — agricultural products, bituminous coal, iron ore, and petroleum — have accounted for 75 per cent of the total tonnage shipped on the seaway since 1959. Agricultural tonnage has risen every year.

ERS said maintenance of the present growth in volume of seaway traffic will depend on many factors. These include the capacity of the waterway, general business conditions, the relation of seaway shipping costs to costs on alternate routes the routing preferences of shippers and receivers, and the membership, policies, and practices of the European Common Market.

### Firemen's union gathers but has no plan to ratify

WASHINGTON (UPI) — The railroad firemen's union gathered its decision-making committee here today but there was no proposal for it to ratify, nor even a hint of a possible solution to the threatened nationwide rail strike.

The 156 general chairmen of the Brotherhood of Locomotive Firemen and Enginemen met after being called to Washington last week at the urgent request of Labor Secretary W. Willard Wirtz.

At that time Wirtz said it was necessary they be on hand to give immediate approval to any proposal produced by daily negotiations under way at the Labor Department.

But Monday night Wirtz said there was no plan to put before the body, which has the power to make a binding agreement for the firemen's union.

**Still Disagree**  
Wirtz said after a night negotiating session the best he could report was that both sides were discussing new avenues toward possible solution of the four-year-old dispute. But he said "there are still significant issues on which there is disagreement."

"There were different suggestions discussed today," Wirtz said in describing Monday's talks. "Progress? I'd say no."  
More union and management discussions were set for today. Wirtz said these discussions have consisted of consideration of different approaches to settling the dispute than have been tried in the past.

The discussions were being conducted against an Aug. 29 deadline, when the railroads plan to put into effect work rule changes eliminating more than 35,000 jobs. Such action would trigger a nationwide strike by five unions.

**Two Main Issues**  
Dropping of firemen on diesel engines and the size of train crews are the two main issues. The engineers and firemen's unions are in one negotiating group working on the firemen's issue, and the conductors, brakemen and switchmen are in another group discussing the crew size issue.

Both sides have accepted a Wirtz proposal that they discuss possible solutions in terms of a two- or three-year contract for both major issues.

The House and Senate commerce committees were marking time waiting to see how the Wirtz-directed talks come out before pushing further with President Kennedy's proposed legislation to turn the dispute over to the Interstate Commerce Commission for settlement.

## Revised tax-cutting formula offered by Kennedy gets better reception than earlier proposal

By Vincent J. Burke  
UPI Staff Writer

WASHINGTON (UPI) — President Kennedy's new tax-cutting formula drew a much more enthusiastic response from congressional Democrats today than the original plan he presented last January.

The revised plan was outlined Monday to the House Ways & Means Committee by Treasury Secretary Douglas Dillon. It would take effect next Jan. 1, and provide net tax reductions of \$10.6 billion for individuals and corporations with the relief staged over two years.

Compared with Kennedy's original \$10.3 billion tax-cutting program, the new plan would provide slightly more total tax relief and more would go to individuals and less to corporations.

But its chief political attraction was that it was burdened with fewer of the tax-tightening provisions that made Kennedy's original plan so controversial.

### Reduces Rate Cuts

To compensate for this revenue loss, the new plan would provide reductions averaging only 20 per cent in individual tax rates, compared with 23.3 per cent in the original plan.

The initial response of influential committee Democrats was so favorable that it seemed possible the committee might approve the new plan with only relative minor tailoring, if it decided to vote for tax cuts of \$10 billion or more. But that was a big "if."

The magnitude of the tax reduction was the big issue still undecided as the committee summoned Dillon for a second day of questioning behind closed doors. The committee was not expected to begin voting on the proposed rate cuts before Thursday.

The main features of the revised plan:  
—Individual tax rates would range from 14 to 70 per cent instead of the present 20-91 per cent schedule originally recommended by the administration. The lowest rate of 14 per cent would apply to the first \$500 in taxable income of the single person and the first \$1,000 of taxable income of married persons with joint returns. The top rate of 70 per cent would apply to all taxable income in excess of \$100,000 for single persons (\$200,000 for married couple filing jointly).

—Taxes on corporation income in excess of \$25,000 would be reduced from the present 52 per cent to 48 per cent. That compares with the 47 per cent rate which the administration initially proposed. The tax rate on the first \$25,000 of corporate earnings would be lowered to 23 per cent from the present 30 per cent. The administration originally proposed a 22 per cent levy.

—Limit the revenue-producing revisions in tax structure to less than one-third of the \$3.3 billion originally advocated. So far as individuals are concerned, the revised plan called for adoption of only two major structural changes which have not already won committee approval. All of

the committee-voted changes were accepted by the administration.  
One of the two additional revisions it recommended would provide a new "minimum standard deduction" under which many families with low incomes would be able to claim deductions in excess of the present 10 per cent standard. This would provide tax savings of \$310 million for such taxpayers. The other additional change would gain \$70 million in new revenue by repealing the preference in tax rates on income from stock dividends in excess of \$50 a year for single persons and \$100 for married couples.

### Billy returning to scene of first triumph

LOS ANGELES (UPI)—Evangelist Billy Graham returns to the scene of his first major triumph this week when he opens a three-week crusade bringing his "old time religion" to the masses.

It was in 1949 the 44-year-old North Carolinian hit the big time following a crusade here. However, in 1949 his crusade was held in a tent pitched on a vacant lot and not the 106,000-seat Memorial Coliseum where he opens Thursday.

Since those tent meetings, Graham has carried his crusades across every continent and into many of the world's greatest cities.

### Cabinet backs Adenauer on treaty signing

BONN, Germany (UPI)—West Germany's formal decision to sign the nuclear test ban treaty today underscored the Bonn government's old links with the United States as opposed to its new ties with Gaullist France.

The United States had urged Chancellor Konrad Adenauer's government to accede to the treaty banning nuclear tests in the atmosphere, in outer space and under water. French President Charles de Gaulle has rejected the treaty and is known to have hoped West Germany also would.

Monday night, government press chief Karl Guenther von Hase announced that the cabinet, following Adenauer's cue, had agreed to sign the treaty on the basis of assurances by the United States that the pact will not raise the international stature of the East German Communist regime.

Adenauer had announced Bonn's intentions Saturday after meeting with Secretary of State Dean Rusk, who repeated the assurances Monday before the Senate Foreign Relations Committee.

### Blue River man crash victim

SPRINGFIELD, Ore. (UPI) — Clinton Harris, 55, Blue River, was killed when his car collided with a milk tanker truck on State Highway 126 about 15 miles east of here Monday afternoon.

Keith Ferguson, 40, Redmond, the driver of the truck, was taken to a Springfield hospital with back injuries.

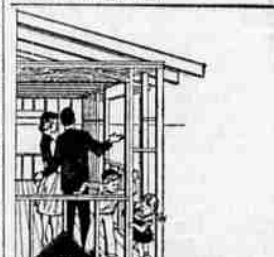
### 3-state search made for Hayes

PORTLAND (UPI) — Search for Royal Kenneth Hayes, 26, who fled the minimum security building of the State Hospital in Salem Sunday, spread to three states today.

Hayes was committed to the hospital following the fatal shooting of Theodore Robert Ross, 54, a security guard in the Oregon Journal building, in 1962.

Search was spread to Washington and Idaho after police found a car, reported stolen in Salem Sunday evening, wrecked and abandoned near Multnomah Falls on Highway 30 early Monday.

Dr. Dear Brooks, hospital superintendent, said Hayes was not considered dangerous.



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## 10 ways to beat the heat when you're on the road

WHETHER you're planning a short trip to the beach, or a cross-country vacation in your car, the tips below can make your summer driving more enjoyable. Suggestion: tuck this page in your glove compartment for future reference.

**1. Make sure your heater isn't "leaking" heat.** If your car's heater valve is stuck open even slightly, it will let heat "leak" into the car all summer long. Have your Shell dealer check the valve and make sure it's closed tight.

**2. Keep your radiator clean.** Debris in your radiator can cut cooling efficiency drastically. For a really complete cleaning job, let your Shell dealer use compressed air from his tire hose to blast debris out.

**3. Kill windshield glare.** Ever notice how much summer sunshine bounces into the windshield off a shiny dashboard shelf? There is a simple and inexpensive way to kill this glare. Just drape a dark cloth across the shelf.

**4. Break up your trip.** Summer heat drains your energy. Stop frequently to rest, stretch your legs and have a look at the scenery. You'll feel better when you get back on the road. And you'll probably drive more safely.

**5. Increase idling speed occasionally when you're stuck in traffic on hot days.** You'll turn the fan faster, speed up the flow of engine coolant—and reduce temperatures under the hood. This can help keep your car from overheating.

**6. Have your oil level checked every time you stop for gasoline.** A full crankcase of oil helps cool your engine as it lubricates, so it's extra-important to keep your oil level up in the summertime. Suggestion: Next time you need oil, try Shell X-100® Premium, the remarkable oil that fights 5 threats to engine life.

**7. Slow down and save your tires.** High speeds on sizzling roads wear tires out fast. At 80 miles an hour you get only one-fifth of normal tread wear. Moderate speeds are much easier on your tires, and your nerves.



See tip #8 below to avoid the hot weather trouble that spoiled this family's fun.

**8. Don't pump the accelerator if your car won't start after a short stop.** The engine is probably flooded. Pumping only makes it worse.

Instead, wait a few minutes, press the accelerator pedal all the way to the floor and hold it there while you work the starter.

NOTE: You're not likely to have this problem if you keep Super Shell's Hot Weather Blend in your tank. Super Shell's Hot Weather Blend works to fight engine flooding—also vapor lock, a summertime driving problem that causes rough run-

ning, power loss and stalls. We vary our Super Shell formula as many as 8 times a year to take the weather into account.

**9. Plan to reach your overnight stops before 4 o'clock.** You'll avoid the local rush-hour traffic and the late afternoon heat. And you'll have your pick of hotels and motels at this early hour.

**10. Keep a light coat or sweater handy.** The steamier the day, the more chilling the contrast when you step into an air-conditioned restaurant or motel. Take a light coat or sweater inside with you, to keep comfortable and ward off the sniffles.

Central Oregon Shell dealers de-bunk a myth about car care

It's a myth that you should let some air out of your tires when traveling on a hot day

Today's tires are built to take the extra pressure that builds up during hot weather driving. So, don't deflate them on hot days—or you may find them very low when they cool off. Do get your Shell dealer to check your tires carefully before you start a trip. Proper pressure will decrease chances of tire trouble and help your tires last longer.

That's the real lowdown. You can count on your local Shell dealer for straight facts and honest work. See him regularly.

