

Effect of Atomic Blasts on Weather, Health, Safety Object of Hearing

Income Tax Payers Wait as Usual Until Last Minute To File Return

By UNITED PRESS
Income tax day across the nation fell a month later than formerly today. But tax payers were still waiting until the last minute to pay up.

Internal Revenue officials reported that the fellow who delays filling out his tax form until the night before deadline was up to his old tricks.

It didn't make much difference that Congress had moved the day of retribution from the traditional "Ides of March" to April 15, exactly a month later, many officials said.

There were still the last-minute lines of taxpayers and the bigger Internal Revenue offices once again made plans to stay open until midnight.

In some places, it was even worse than usual.

Same Old Story
Wisconsin had moved its state tax deadline up to April 15 in

hopes of getting earlier returns. Instead, there were more unpaid taxes at the last minute than ever before and state tax offices added extra help all week for late filers.

Milwaukee state and federal tax officials expected the biggest rush in years.

It was much the same at Springfield, Ill., where District Internal Revenue Director H. K. White said "Those who waited until the last two weeks in March also waited until the last two weeks in April."

In other cities, however, the extra month appeared to have helped smooth things out.

The change meant that the federal and state income tax days coincided in New York. But officials in New York City reported the later federal tax date "helped out quite a bit."

The 12 mid-Manhattan federal tax offices had given assistance to 196,107 taxpayers as compared to 184,503 by March 15 last year.

Still, a good number of New York taxpayers grumbled because they couldn't fork over their state and federal payments at the same office. There was also muttering because refunds on federal taxes didn't arrive in time to help pay off the state government and because federal officials wouldn't help out with state forms.

One confused Gotham taxpayer filled out his state tax report and then made out the accompanying check to the U. S. Collector of Internal Revenue. To complicate things further, he sent the return to the Lower Manhattan Internal Revenue office.

Witnesses Ready To Debunk Some Wild Predictions

Washington—(U.P.)—Congressmen asked the Atomic Energy Commission today for a frank appraisal of reports that nuclear weapons tests disrupt the world's weather and threaten its health and safety.

Chairman Lewis L. Strauss of the Atomic Energy Commission, Commissioner John Von Neumann, and Dr. John Bugher, head of the AEC's medical division, prepared to give their views at a public hearing before the Congressional Atomic Energy Committee. Weather bureau experts also were scheduled to testify.

To Debunk Predictions
The AEC witnesses were reported ready to debunk some of the extreme predictions that dire consequences would result from the nuclear tests in Nevada and at the Pacific testing grounds. Informed sources said the AEC has been preparing information to put such reports in what it regards as a proper perspective.

Sen. Bourke B. Hickenlooper (R-Iowa) said the Senate-House atomic committee wants to bring to light "the facts" on the likely effects of radioactivity released in weapon tests. He said he believes those facts will "pretty well dispel" some of the extreme reports.

Exaggerated Stories
Chairman Clinton P. Anderson (D-N.M.) referred to "exaggerated and inaccurate stories" when he announced the hearing earlier this week. Anderson said he hopes the testimony will give the American people "a full, responsible, and accurate account of the effects of our tests, together with a better understanding of the steps which have been taken to protect the public safety."

Concern over the weather effects of nuclear tests was understood to stem in part from complaints to congressmen, that the atom tests have contributed to the dry windy spring in the West.

There have been some claims, although the AEC denies them, that radioactivity from the tests conceivably could cause genetic mutations that might result, in time, in a race of deformed humans.

newspapers and in the travel magazine, Westways.

The board passed a resolution supporting enactment of federal legislation which would remove the Federal Power commission's authority to regulate natural gas prices at the producing field. The FPC was given that authority under the terms of a recent court decision, and the oil and gas industry is sponsoring amendments which would reverse the court decision. The chamber supported the proposal on the grounds that exploration and initial production of natural gas should be on a free, competitive basis.

New York Observing Noise Abatement Week; Sound Meter Made Nervous Wreck

By H. D. QUIGG
New York—(U.P.)—Anti-noise week in New York is going over with a (sh-h-h-h) BANG.

Also with a s-r-e-e-c-h, a rumble, and a roar full-throated enough to frighten a herd of African lions. And in some sectors with a: "Be quiet, stupid-wha' ya tink ya are, blowin' ya horn dat way, a fire engine or sumpin'?"

A reporter, bent on recording scientifically the silence of be-quiet week, started out with a sound meter, an electric gadget that records with a trembling needle the number of decibels of sound it hears.

Thus: 20-30 decibels—"Quiet country residence"; 60-70—"conversation average to loud"; 90—"loud radio set"; 100-105—"loud motor horn"; 110—"vicinity of pneumatic drill"; 110-120—"vicinity of airplane engine"; 130—"threshold of pain."

Meter a Nervous Wreck
Within 15 minutes, the meter was a nervous wreck.

It began throwing fits. Then it went plumb crazy, unable to feel pain even if it had been on the threshold, and finally had to be taken to an electronic observation ward—probably

ended up in a straitjacket.

A loud backfire, from a trailer truck, did it. The meter was on the sidewalk of a busy freight street, ticking along between 95 and 100 and doing nicely when suddenly—BLAM! The needle flopped to the threshold of pain, and right through the threshold into the living room.

After that the thing was no good. The reporter had to go it alone, depending on his own ears. For the governor's information, it'll take some mighty loud shushing to quiet this city down to the shouting level.

On a subway train known as the "Lex. Ave. Express" the windows were open as it roared up-town. The passengers started at each other, unable to talk above the racket. Two conductors (one apparently off work) talking on the swaying car platform, sounded like this:

First conductor waving arms and shouting: "Started out... argle blednah blonk dodle... three months ago... regio flub."

Second conductor (his ear six inches from the other's mouth): "what's 'at'?"

They kept it up. And got nowhere. The reporter approached and shouted: "Do you know this is noise abatement week?" The first conductor cupped his ear. "Boys in what basement?" he yelled.

The reporter debarked at a mid-town corner. He found one of those hopeless traffic jams, horns going for a block in all four directions. A taxi driver screamed at another: "Cha watch where ya going—bird brain?" The other driver's lips moved. His face was scarlet. But no sound from him broke through the sound level of the horns.

Then to the 14th floor (some climb) of the Socony-Vacuum Bldg., now under construction,

where 15 gangs of riveters were tearing the air to little pieces. There Chris Hauge, the foreman, turned philosopher.

"I been on this kind of work since 1911," he said. "I think this stuff is good for your nerves. You get used to it being noisy, and then when you get off work you're not nervous—don't jump at every little noise like some people."

"I been married 38 years today. My wife never yells at me. She knows it wouldn't do any good."

'Good Progress' Said Being Made in Study Of Off-Street Parking

"Good progress" in studying the off-street parking problem and devising a solution for Medford has been made by a special city-chamber of commerce committee, it was reported yesterday to the directors of the Jackson County Chamber of Commerce.

Jack Crawford, a member of the board and of the committee, said that the committee's recommendations were to be put in final form Friday, and that they will be presented to the city council at its meeting next Tuesday. He said that committee members, who have been studying the problem for several months, have reached basic agreement on the suggested solution for the situation.

Long Study
The committee's work has included consultation with experts on off-street parking problems in other areas, a study of the basic survey conducted by Vern Thorpe, Medford director of public works, and a study of how other cities have gone about providing parking for the increasing number of automobiles in congested areas.

The chamber's weekly roundtable sessions, held Monday noons, is being expanded and consideration is being given to using it as a means of coordinating activities of civic and service organizations. It was reported by Vic Milnes, chairman of the committee in charge. He said representatives of Medford's various groups are being invited to attend each week, and that the

roundtable could also serve as a "clearing house" of meeting dates and places to eliminate conflicts.

May Change By-Laws
John Pletsch, chamber president, appointed a committee headed by George Flanagan to study the possibility of revising the chamber's by-laws to permit election of board members in September and officers in October, to take office in January. He indicated he believes officers should have this extra time to make committee selections and set out policies before they take office.

Directors voted approval of a plan of membership renewal and canvass proposed by Russ Brown. They also turned down a proposal by Sid Pyle, Grants Pass, to have the chamber sell Rogue River boat trips on a commission basis.

It was pointed out that the chamber does not endorse, nor participate in, any commercial shopping guide type of publication. The chamber was solicited for its endorsement of one such publication recently, according to Chamber Manager Don McNeil.

Approve Ad Funds
The board approved expenditure of an estimated \$250 as the chamber's part of an advertising campaign sponsored by Southern Oregon Hospitality Unlimited, an organization of the chambers in Grants Pass, Cave Junction, Medford, Ashland and Klamath Falls. Advertisements this year will appear in San Francisco

Little Hope Held For Speedup on Highway 101 Work

Portland—(U.P.)—The State Highway Commission gave little encouragement to a plea by a Curry county delegation that completion of relocated highway at 101 between Gold Beach and Brookings be speeded up.

Chairman Ben Chandler told delegation leader Vern Ayers that the project had not been dropped. However, he said, the section from Pistol river to Brookings wouldn't be possible for some time as it will cost an estimated \$400,000 a mile for 15 miles along the beach.

Decision Delayed
He said the commission wouldn't reach a decision on the section between Gold Beach and Pistol river until a complete survey is finished.

A Harney county delegation was told a survey would be made of a proposed traffic signal near the Burns city limits. Chandler said \$260,000 in federal funds were set aside for highway improvements through Hines and Burns. The money will be available in July, 1956.

Commissioners said a survey may be made of improvements to the Alsea mountain section of the Alsea highway proposed by Rep. Wayne Giesy, representing the Benton county Chamber of Commerce.

Britain Rejects Peiping Charges Of Crash Blame

London—(U.P.)—Britain today firmly and formally rejected Peiping charges that British negligence was responsible for the crash of an Air India transport carrying Red Chinese diplomats to the Afro-Asian conference in Indonesia.

Communist China had charged the chartered airliner crashed Monday into the China Sea because of American-directed sabotage and British carelessness at Hong Kong. The U. S. State Department promptly dismissed the accusation as "ridiculous."

Formal Rejection
Informed sources said British Charge d'Affaires Humphrey Trevelyan would deliver Britain's formal rejection of the charges to Peiping authorities today. The note was framed by the Foreign Office here and is a followup to the verbal on the spot protest made by Trevelyan when he was handed the Communist note Wednesday.

Regret Expressed
It was understood the British communication expressed regret over the loss of life in the crash but rejected strongly allegations of negligence in handling the plane at Hong Kong.

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Flier Claims Women's Glider Altitude Mark

Bishop, Calif.—(U.P.)—Betsy Woodward, 26, Riderwood, Md., today claimed a new women's world altitude record for single place glider flight today after soaring 40,160 feet above the Sierra in her Pratt-Reed glider.

The old record was held by Madame Yvonne Gaudry of France, who soared to 27,342 feet in that country Jan. 20, 1951.

The former UCLA student, now a woman flight instructor, was towed by a plane to 12,000 feet before being released for her climb.

Her record will remain unofficial until approved by the Soaring Society of America, the National Aeronautic Assn., and the Federation Aeronautique Internationale of Paris.

B47 Jet Bomber Crashes in Bermuda

St. George's, Bermuda—(U.P.)—A U. S. Air Force B47 jet bomber crashed shortly after takeoff from Kindley Air Force Base today.

Witnesses said the giant bomber crashed into the nearby waters of Castle Harbor.

They said the plane burst into flames.

The B47, a six-engine stratojet plane built by Boeing, has a maximum speed of 600 miles per hour. It is used as a bomber and long-range photographic reconnaissance plane.

An Air Force spokesman would say only that a B47 crashed with three men aboard.

He said that additional details would be released later.

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