

21 Persons Believed Dead in Sea Holocaust

Rail Lack May Last Until November

Tankers Become Blazing Infernos In North Sea Crash

20 Still Missing In Oil-Slick Sea

By A. ROBERT SMITH
Mail Tribune Correspondent

Washington (Special)—The prediction of government and railroad officials here is that the railroad freight car shortage that has hit the Pacific Northwest, especially western Oregon lumber mills, will get worse before it gets better.

And they see little prospect of it ending much before November. A number of factors enter into these forecasts, any one of which is subject to some change. The teamsters strike that has paralyzed the trucking industry has, for example, aggravated an already short supply of cars at this moment — and no one is certain at the moment how long the truck strike may last.

No Quick Return
But even with the settlement of that dispute, and restoration of normal truck service, officials here see no quick return to a condition of plentiful freight cars, for these reasons:

1. Business is better than expected — car loadings this year are up above the loadings of the past several years, much to the surprise of the railroad industry which wasn't prepared with sufficient new cars and repaired old cars to meet the current demand for rail transportation.

"The main thing is that the railroads haven't bought many new cars," a high official of the Interstate Commerce commission said. He pointed out also that there are currently about 113,000 cars out of service for repairs — about double the number that should be laid up normally, because the lines have in recent years cut back on their repair shop employment.

Nationwide Shortage
Consequently, the car shortage is nationwide, with varying degrees of severity from one section to another depending on different regional economic conditions. It is worse in western Oregon due to lumber shipments and in the Northwest and Southwest due to winter wheat shipments at the moment.

2. On top of the steady demand for cars being made by industry and agriculture this year as result of generally favorable business conditions, seasonal demands will keep the cars in even shorter supply through the summer and fall harvest seasons and the peak lumber producing period.

The ICC pointed out that car loadings are continually increasing by about 10,000 cars per week, last week by 20,000. "When loadings increase every week it indicates someone is doing something about it," an official declared.

Neither the railroads nor the government can do much to relieve the prospective shortage this summer, officials indicated, simply because the overall national demand exceeds the supply of cars at this time.

The ICC expects to watchdog the nation as a whole to see that no one section is favored with a more liberal supply of empties than another within reason. Western Oregon's position at the end of the Southern Pacific line, which has led to many complaints over the years by ship-

pers who claim the SP favors California and Texas shippers to their detriment in moving in empty cars, is being watched by the ICC.

"Southern Pacific is spreading the shortage over its entire system," according to the ICC.

Just a year ago the ICC promised that in the future if Oregon shippers were discriminated against by SP, in favor of other sections of the line's system, that it would step in with an unprecedented car service order which

would make movement of empties into Oregon mandatory. Only act taken to date by ICC was to issue an order restricting the practice of Oregon lumbermen arranging for cars to be partly loaded in western Washington state and moved southward to their mills for completing the load. The ICC order would require that no cars less than half loaded could be used in this way by Oregon shippers, in order to "put all shippers on an equitable basis."

Dog Racing Plan Being Studied By County Court

Five Medford and Ashland men appeared before the Jackson county court this week to discuss the possibility of the county approving licensing of a dog racing track in the Ashland area.

Those meeting with the court were W. D. Huber, Medford; Henry Enders, Ashland; Robert Van Vleet, Ashland real estate man; William Briggs, Ashland attorney, and Richard Watson.

The proposed site for the dog racing plant would be the grounds owned by the Ashland Riding association. This site, located north of Ashland and east of Highway 99, has been used for some time for hardtop auto racing.

County Judge Rodney Keating said this morning that the court is studying the matter and will announce its decision in the near future.

A law passed at the most recent session of the Oregon state legislature allows the state racing commission to turn down li-

cense applications for cause. This "for cause" provision is understood to include objections from the area in which the dog racing plant is proposed for construction.

In recent months, dog racing has been proposed for both Lane and Douglas counties, and has met with strenuous objections in both cases. Licenses have been granted in neither county as yet. At the present time, Multnomah county is the only one in the state in which dog racing is allowed. Dog racing has been conducted in Portland for many years at Multnomah stadium.

Court Rules on Tax Limitation

Salem (U.P.)—When the people vote a new tax base the six per cent limitation applies to that base, the Oregon Supreme court ruled yesterday.

The court gave its majority opinion affirming a Multnomah county Circuit Court decree after hearing further arguments in a re-hearing in connection with its original opinion handed down May 11.

The high court originally held that under the constitutional amendment for establishment of a new base, that base becomes static and not subject to the six per cent limitation.

After the rehearing, the Supreme Court in an opinion written by Justice Earl C. Latourette modified its former opinion and held that, after the tax levy reaches the new tax base voted by the people, the levy can be raised up to the six per cent limitation on the new base.

Justice George Rossman filed a dissenting opinion, adhering to the Supreme Court's original opinion that the six per cent limitation would not apply to the new tax base.

Baseball

AMERICAN	
Boston	4 8 1
Cleveland	2 6 3
Sullivan and White; Score, Narelski (8), Houtteman (8) and Hegan, Naragon (8).	
NATIONAL	
Chicago	6 13 0
Pittsburgh	2 6 1
Minner and Cooper; Purkey, Wade (8) and Peterson.	

City Swimming Pool Opening Set Friday

Hawthorne park swimming pool will open for the season Friday at 1 p.m., it was announced today by Darrell Huson, park director.

The pool will be open from 1 to 9 p.m. daily, with Ed Knapp in charge. Lifeguards will be Paul Sanders and John Smock. The admission charge will be unchanged from last year.

A playground supervisor will be on duty afternoons and evenings starting Monday, June 13. The park wading pool will open about Wednesday, Huson said. Swimming lessons will be given for youngsters eight years of age and older starting about July 1, the park director stated.

City Council To Meet For Paving Petition

A special meeting of the Medford city council has been called for today at 4 p.m., it was announced this morning by Mayor Earl Miller.

Purpose of the meeting is to consider a paving petition for East Jackson st., from the Jackson street bridge to Genessee st. and to set the date for a public hearing on the project.

Weather

FORECAST: Variable cloudiness through Friday with scattered afternoon thunderstorms in mountains. Low to night 60. High Friday 95-98. Temp. Highest Yesterday 101. Lowest this Morning 60.



TEST MOSQUITO CONTROL EQUIPMENT—Jackson county's new mosquito control equipment was tested this morning for the first time. Shown above, looking on during one phase of the test, are Walter Sutherland, former county sanitarian who is in charge of the program; County Judge Rodney Keating; Charles Delorme, who will work on the program; County Commissioner Chester Wendt, and County Engineer Paul Rynning. The truck was purchased by the county especially to handle the mosquito control equipment, which was constructed in the county shops. The equipment is designed similarly to one used successfully in Eugene, but it includes some improvements. —(Brainard photo)

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Union Presses for Quick Reply From Steel Firms on Pay Hikes

Temperature Here Hits 101 Degrees; Water Use Rises

The temperature in the Medford area rose to a sizzling 101 degrees yesterday, and indications were that it might be even hotter today.

Yesterday's 101 broke a record of 93 degrees for June 9 set in 1918. A forecast of 100 to 102 degrees for today would break a June 10 record of 98 set in the same year.

It was even hotter yesterday in Grants Pass, where thermometers recorded a temperature of 108 degrees.

Some relief appeared to be in the offing in the Medford area as the weather bureau predicted a Friday high temperature of 95 to 98 degrees.

Water Use High
Coupled with yesterday's record breaking temperature was a record breaking use of city water for this time of year. Robert Lee, water department superintendent, said consumption yesterday was almost as high as the top day, which came later in the year, in 1954.

Consumption was "way above" any June day last year, and may well have been the greatest for any June day in the history of the city water department, Lee said.

He added that despite the high rate of consumption, it will not be necessary to have restrictions on water use this year. "We may have some low pressure problems, but there is plenty of water in the reservoirs," he said. "It is just a matter of getting it distributed."

Morse Attacks Mrs. Hobby, Scheele on Salk Program

Boise (U.P.)—Mrs. Oveta Culp Hobby, secretary of health, education and welfare, and Surgeon General Leonard A. Scheele showed "gross incompetency" in their failure to assure the safety of Salk vaccine, Sen. Wayne Morse asserted here today.

The Oregon Democrat, en route to Baker, Ore., to address an Oregon postmasters convention, was interviewed between planes in Boise.

After his Baker appearance, Morse goes to Portland, where he will introduce former President Harry S. Truman at a four-state Democratic meeting Saturday night.

Reginald H. Parsons, 81, Passes in Seattle

Reginald H. Parsons, 81, Seattle industrialist, financier, philanthropist and civic worker well known in Medford, died in Seattle this morning.

Mr. Parsons has been a part-time resident of Medford for many years, and was owner of Hillcrest orchards east of the city. He was the founder of Pineapple Packing company, and held substantial interest in the firm at the time of his death. Until a few

weeks ago he also owned Mount Crest ranch at Hill, Calif., which was recently sold.

Mrs. John Day, Medford, is his daughter, and other survivors include Mrs. Parsons, Seattle; another daughter, Mrs. Howard A. Frame, Los Altos, Calif.; and two brothers, Reginald B. Parsons, Los Angeles, and George, Seattle, as well as a number of grandchildren.

Mr. Parsons was born in Flushing, Long Island, N. Y., on Oct. 3, 1873, and received his education in eastern schools, at Colorado College, Colorado Springs, Colo., and the University of California. He was married to the former Maude Bemis in 1901.

His early business career was in Colorado, but he soon moved to Seattle. He was an officer or director in many different business concerns, including insurance and investment firms, and was long active in a wide range of civic enterprises, including the Seattle Symphony orchestra, the community fund there, and historical and international welfare groups.

One of his chief interests was the Boy Scouts of America, and he served on the national executive committee of the Scouts. He was a frequent and often anonymous donor to causes of which he approved. The Statue of Liberty in Hawthorne park, Medford, was given by him through the Boy Scouts to the city of Medford.

Mr. Parsons was also active in a number of social groups and clubs, including the Rogue Valley Country club, Medford, and the Arlington club, Portland.

Funeral services will be held Saturday, June 11, at 10 a.m. at St. Mark's Episcopal cathedral in Seattle.

Recesses Planned To Permit Study Of CIO Arguments

Pittsburgh (U.P.)—The CIO United Steelworkers union pressed today for a quick answer to its demand for a "substantial" wage increase for the 600,000 workers of the nation's basic steel industry.

Moving with unprecedented speed, the union wound up its "primary" arguments with Bethlehem Steel, No. 2 producer of the country, in four hours Wednesday. The company promised to tell the union Monday when it will be ready to reply.

To Study Arguments
USW President David J. McDonald said his representatives probably will conclude their presentations of the union's demands in simultaneous conferences with U.S. Steel and Republic Steel today. Recesses then will be taken to permit the companies to study the union's arguments.

As the USW finished initial conferences with these three top firms of the industry, new talks were opened with two more companies. McDonald met with representatives of Youngstown Sheet and Tube and Jones and Laughlin in the third day of the round-robin conferences.

Hopes for Wage Pattern
Friday, he will meet with Inland Steel. These six companies employ two-thirds of the basic steel industry's workers. In the negotiations with them, McDonald hopes to develop a wage pattern that will set the pace for 90 other companies of the basic industry and eventually for steel fabricating firms that employ an additional 600,000 workers.

McDonald, who has shifted from one room to another to observe all the negotiations, has expressed hope for an "expedient" settlement before midnight June 30, after which he would be free to call a strike if no agreement has been reached.

McDonald has not disclosed what the union considers to be a substantial wage increase, but he was believed to be shooting for an agreement approaching the 20-cent-an-hour package granted the CIO Auto Workers by Ford Motor Co.

New Jersey Resort Town Damaged by Major Fire

Seaside Heights, N. J. (U.P.)—A major fire roared through this Atlantic Coast resort town of 862 today and destroyed a two and one-half block area of its boardwalk, including about 25 buildings and concessions.

Two National Guard Units Ready for Camp

One of the largest contingents of the National Guard to leave Medford for summer training at Ft. Lewis, Wash., will enroute at midnight Friday, according to First Lt. S. J. (Benny) Fagone, commanding officer of headquarters company, 1st battalion.

His company is made up of 76 enlisted men and 11 officers, and Company A, with First Lt. Roy Huson in command, has 81 enlisted men and 6 officers.

The men range from 17 years up and the companies are made up largely of high school age boys.

Army Man Here Sees Father For First Time in 35 Years

Sgt. Warren M. Long, Army recruiter for the Medford area, has returned from Los Angeles where he saw his father for the first time in 35 years.

The reunion, Sergeant Long said, "was one of the greatest thrills of my life."

Mother Died
The career Army man's mother died when he was born, and he lived as a small child with his grandparents. As sometimes happens, the family drifted apart, and up to this week Long never again saw his father, a retired 30-year employee of the Los Angeles county public utilities commission.

Sergeant Long, who has been in the army for 17 years never ceased hoping to locate his family. Recently he was able to piece together several bits of information he had gathered and located an aunt living in Warren, Pa., another aunt in Cleveland, O., and an uncle in Stockton, Calif.

They were able to put him in touch with his father, Frank Earl Long, and he went there for the reunion last week. Other members of the family joined to make the occasion a big one for Sergeant Long and his father.

Ironically they discovered that at one time they lived within a few blocks of each other in Los Angeles without meeting.

Sergeant Long said that both he and his father each have always had a "feeling" that they would find each other some day.