



PROPOSED LIGHTWEIGHT TRAIN — An artist's conception of the train planned by General Motors is shown above. The train will be unveiled late in August. It was designed at the request of a committee of railroad presidents, and will be tested on major

railroad lines. Revolutionary in concept, it is light in weight with a low center of gravity, and has a springing system adapted from those used for automobiles, which are supposed to give it an exceptionally smooth ride.

# ICC Blames Railroads For Persistent Short Supply of Rail Cars

By A. ROBERT SMITH  
Mail Tribune Correspondent  
Washington — The Interstate Commerce Commission is making no bones about blaming the railroads for the current boxcar shortage that has plagued Pacific Northwest grain and lumber shippers this spring and threatens to become acute this fall. A special Senate subcommittee headed by Sen. Warren G. Magnuson (D-Wash.) opened an investigation of the freight car situation this past week, and immediately heard a Northwestern member of the ICC, Owen Clarke of Yakima, Wash., tag the railroads with failure to order sufficient new cars and repair damaged cars.

"Since the first week of May we have had a steadily increasing freight car shortage," Clarke testified, "and it is inescapable that it will become even more acute during the next 90 days."

He said the factors contributing to the shortage included the heavy increase in loadings, strikes in the trucking industry on the West Coast and currently in New England, movement of old grain from storage by the department of agriculture and failure by shippers and railroads to utilize existing equipment efficiently.

But mostly he pointed to cutbacks in railroad car orders and repairs last year when the nation appeared to be headed into a recession. Yet for the entire three year period from 1952 through 1954, Clarke said the railroads junked 68,204 cars and ordered only 31,771. "The only remedy for the recurring shortages is an increase in the supply of serviceable cars," Clarke told the committee. "This can be accomplished in only two ways: 1. by the purchase of new equipment and, 2. by the repair of bad order cars."

After conferring with railroad leaders May 27, Clarke said he advised them that the ICC thought "the large number of unserviceable cars could not be justified by any standards and that the number should be immediately and drastically reduced."

Clarke said he would "welcome" legislation giving the ICC power to compel the railroads to build adequate new cars. He said: "The ICC on numerous occasions warned the railroads. But all we can do is try to persuade them."

The railroads see it differently, and through the Association

of American Railroads they gave the committee their slant. Arthur Gass, chairman of AAR's car service division, said figures that show a declining number of don't tell the whole story. He claimed that faster service today, freight cars in service today claimed that faster service today, diesel engines, centralized traffic control and new material handling practices have made possible increased car loadings. To support this argument, Gass said in 1926 they carried 486 billion ton miles and in 1944 carried 785 billion ton miles with 24 per cent fewer cars.

Gass pinned the blame for the shortage on shippers and receivers of cars. He claimed that inordinate delays were keeping cars out of service. He said shippers today are detaining 19 per cent of all cars beyond the 48-hour period normally allowed for unloading, while last year the average detention was 16 per cent.

Oregon's Sens. Wayne Morse and Richard L. Neuberger urged the committee to take steps to stimulate freight car construction, approve charters for more intercoastal ships, provide competitive rail service to western Oregon shippers and study the nation's transportation needs to take into account the plight of western Oregon lumbermen who must depend on one railroad, Southern Pacific.

Commissioner Clarke said the shortage of boxcars in the Northwest has been temporarily over-ruled by "sufficient rough cars" come this month through diversions to the region from other areas. But he warned that the situation would become acute up until loadings decline in October.

The Senate committee ended hearings without indicating what action it might take to help correct the situation.

## Fewer Oregonians Buy Liquor Permits

Portland — (U.P.) — The State Liquor Control Commission said Friday that for the second straight year, since liquor by the drink became available, Oregonians had purchased fewer permits to buy liquor by the bottle.

During the fiscal year which ended June 30 there were 294,897 permits issued in Oregon, a decrease of 1,700 from the previous fiscal year.

The OLCC said it sold 846,376 cases of spirits and wines for a total of \$42,918,476.

## Committee Named For Water Study

Yreka — The Yreka city council has named a committee of seven men to make a study of this city's "desperate" water shortage, and to make recommendations for a solution. The group will study costs and feasibility of using Shasta river water, or that from other sources.

The council also considered a plan that increased water rates would be used to pay for water development, rather than general taxation. It was told that the new quarterly irrigating system is working better than the old plan, and that water pressure is better, with wells holding their own.

Water Superintendent C. M. Potter was instructed to prepare a weekly written report on water conditions. The city now obtains all its water from wells, which have been far below normal this year, leading to fears they would not be sufficient for future years. A strict system of water rationing has been in use this summer.

## Centennial Group Waits Site Choice

Portland — (U.P.) — Two committees indicated Friday that plans for a 1959 Oregon Centennial celebration depend in large part upon selection of a site for Portland's proposed exposition-recreation center.

The committees were the Governor's nine-member Centennial Commission, and the 45-member Centennial Committee headed by James Mount of Portland. The Mount committee recently made public a study by the Stanford Research Institute on the feasibility of such a celebration.

Anthony Brandenthaler, Baker, was elected chairman of the newly-formed commission at its meeting Friday. Morris Sharp, Portland, was elected secretary.

Action by the Mount committee included recommending a Free World Industries theme for the centennial, and urged cooperation by the exposition-recreation commission, the Pacific International Livestock Exposition and the Multnomah County Fair Board.

## Klamath Grand Jury To Get Cases Again

Klamath Falls — (U.P.) — Circuit Judge David R. Vandenberg Friday allowed a motion by District Attorney Richard Beesley to resubmit to the grand jury the case against Leon Pearson and Melvin Chiloquin, both of Chiloquin, on grounds the present indictment contains insufficient facts to constitute a crime. Pearson and Chiloquin are being held in Klamath county jail in connection with the death of John Nadrugno, 25, a railroad worker, whose beaten body was found in the snow last winter.

An original charge of manslaughter against Pearson and Chiloquin was later changed to assault with a dangerous weapon.

Judge Vandenberg set Sept. 1 as date for the grand jury to reconsider the case.

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# Financial Hurdles For Columbia Bridge Outlined in Report

Astoria — (U.P.) — Financial hurdles to be overcome before a highway bridge across the mouth of the Columbia river becomes a reality were outlined in a financial feasibility report released Saturday by the Port of Astoria.

The A. C. Allyn Co. of Chicago told the port that, at present costs, the project would require about \$12,715,000 to be raised through sources other than bonds. A recommended program calls for a bond issue of some \$14,800,000, to finance a bridge more than four miles long from Astoria to Point Ellice, Wash. Ultimate cost of the project would be more than \$29,000,000.

The report concludes that revenue bonds can only be marketed for maturity between 25 and 30 years at most and, as a consequence, the amount of financing that can be raised now is limited.

The Chicago bonding firm suggested that copies of its report be put in the hands of the congressional delegations from Oregon, Washington, and California, as well as state highway depart-

ments, to press for allocation of federal funds to the project.

The company also suggested that current records of traffic and tolls from existing ferries be maintained so that trends could be watched continuously. Possibility of forming a district such as the Golden Gate Bridge and Highway district should also be studied, the company said.

The report urged that bridge designs be completed to be ready for any contingency.

An engineering feasibility report on the bridge was received by the port commission in April from the Tudor Engineering Co. of San Francisco.

## Cottage Grove Man Killed in Tiller Mishap

Roseburg — (U.P.) — John Leroy Stafford, 26, of Cottage Grove, was killed outright Thursday night when a pile of lumber fell on him.

Stafford, a fork lift operator, had worked for only one week for the Scott Lumber Co. of Tiller when the accident occurred. Survivors include his wife and two children.

# Oregon Welfare Commission Books Show Over \$305,000

Portland — (U.P.) — The Oregon State Welfare commission ended the last biennium with a balance of more than \$305,000 on its books, according to a report submitted at the regular meeting Friday by Administrator Mrs. Loa Howard Mason.

State share of 1953-55 welfare expenses totaled \$29,661,490. Total for the current 1955-57 biennium is \$31,690,792.

Umatilla and Lane county commissions submitted protests at the meeting for slashes ordered in their budgets and Mrs. Mason urged them to examine possible outside sources of aid such as veterans administration payments, old age and survivors insurance disability payments, railroad retirement and others.

Mrs. Mason objected to cost increases announced by the State Board of Higher Education and private hospitals after the commission's budget had been drawn. The board of higher education has announced it will begin charging the commission for welfare patients cared for at Doernbecher hospital in Portland and the state intends

# Red China Drug Sales Said Building Army

Washington — (U.P.) — Chairman James O. Eastland of the Senate Internal Security Subcommittee charged Saturday that Chinese Communists are pushing the sale of narcotics in the free world and using the proceeds to build their war machine.

The Mississippi Democrat made the statement in releasing a volume of hearings on the role of Communist China in narcotics traffic. He said the subcommittee has suspended its hearings while another panel from the parent Judiciary Committee investigates the domestic narcotics problem.

"While the Red dictatorship enforces a rigid ban on the use of narcotics in China," Eastland said, "it has established a huge business in the illegal sale of drugs in Japan, Indochina, Malaya, Ceylon, and other free nations."

According to the U. S. Geographical Survey it is estimated the Great Salt lake contains 400,000,000 tons of salt.

to collect some \$400,000 from patients cared for in the new teaching hospital at University of Oregon Medical school. Some \$160,000 will come from the welfare commission.

# Insurance Identification Cards Needed in Canada

Special insurance identification cards should be carried by people planning to travel to Canada this summer, according to Byron B. Carter, representative of the All-state Insurance Co.

Five Canadian provinces, Newfoundland, Nova Scotia, New Brunswick, British Columbia and Manitoba, have strict financial responsibility laws, Carter pointed out. He added that the necessary card should be obtained from an insurance company before the trip is started.

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