

Wildlife Organizations Enter Into Hells Canyon Controversy

By A. ROBERT SMITH
Mail Tribune Correspondent



Washington — The nation's major wildlife and conservation organizations last week stepped into the Hells Canyon fight for the first time in what may be a last ditch effort by sponsors of a high dam to gain congressional authorization of that project.

The conservationists are fresh from one of their greatest victories in recent years—stopping the Eisenhower administration from winning authorization of the proposed Echo Park dam, one unit of the Upper Colorado storage project which would have flooded out parts of Dinosaur National Monument. Under heavy criticism for backing Echo Park dam, Secretary of Interior Douglas McKay finally agreed that it should be dropped—and the Upper Colorado reclamation bill is now expected to be enacted into law within the next month.

The Hells Canyon squabble never appealed to the conservation groups previously, because they could see no threat to the interests of wildlife whether the government built a single high dam in the Snake river or Idaho Power Co. built a series of lower projects.

Disastrous Effect
The Citizens Committee on Natural Resources said last week that it has concluded that elimination of the high Hells Canyon project from the main control plan for the Columbia basin "is forcing water and power interests to advocate high dams on

the Clearwater river, where a disastrous effect on fish and wildlife resources of national importance will needlessly result."

They were referring to Bruce Eddy dam, which President Eisenhower mentioned in his recent budget message, and Penny Cliffs dam, a nearby related project.

Both sites have been mentioned by the Corps of Engineers as places to build storage dams which could make up for the loss of flood control storage at Hells Canyon, assuming the high dam is not built.

To Protect Resources
"With the Echo Park controversy out of the way, conservationists are now turning to protect natural resources from this new threat," declared Dr. Ira N. Gabrielson, chairman of the committee and head of the Wildlife Management Institute. "Let me stress that this is not part of the public vs. private power controversy, nor is it an attempt to prevent necessary flood control or power development. These needs can be met without jeopardy to important public values by intelligent use of other dam sites in the Columbia basin. The kind of short-sighted planning that would allow the Clearwater and Salmon river dams to be built can also lead to the building of Glacier View dam, which would inundate an important part of Glacier National Park."

Other leaders in the Citizens Committee on Natural Resources are Howard Zahniser, executive secretary of the Wilderness Society, and Dewey Anderson of the Public Affairs Institute.

Would Wipe Out Grounds
"Big dams on either the Clearwater or the Salmon would wipe out important fish spawning

grounds, inundate many thousands of acres of forest land, and in addition destroy critical winter range for some of the country's finest elk and deer herds," argued Dr. Gabrielson. "It makes little sense to reduce drastically the amount of water storage at Hells Canyon, where no important wildlife or scenic values are at stake, if this means the destruction of scenic and wildlife resources that the nation could otherwise save for the enjoyment of present and future generations."

Legislation to authorize construction of a high Hells Canyon dam by the Bureau of Reclamation is on dead center in both House and Senate interior committees. Democrats who are sponsoring it don't currently have enough votes to approve it, and Republicans who are opposing it don't have sufficient votes to kill it outright.

Most observers believe if Congress fails to enact a Hells Canyon bill this session, Idaho Power will have won its fight against the government project and will have little or no interference from there on out to building its low dams in the Snake river. High dam backers hope the conservationists will help turn the tide.

Harriman Attacks President, Dulles On Cold War Gains

New York—(U.P.)—New York Gov. Averell Harriman attacked President Eisenhower and Secretary of State John Foster Dulles last night for allowing the Russians to make "dangerous political and diplomatic gains" in the cold war.

Harriman, inactive candidate for the Democratic Presidential nomination, in a full dress foreign policy speech, lashed out at the Republican administration in general and Dulles in particular.

Indecision To Blame
He said "indecision and inaction" of the administration was partly to blame for the Middle Eastern crisis. He charged Dulles with giving misinterpretation and a "dangerous misinterpretation" of Soviet strategy to a Senate committee.

Harriman, who has not formally entered the presidential nominating race but calls himself an "inactive" contender, addressed the Nationalities Division of the Democratic National Committee at a dinner at the Hotel Plaza.

No Creative Leadership
The governor said the administration was incapable of creative leadership and charged its policies and actions "unwittingly helped the Soviet campaign" by giving them a "psychological

Italian Reds Demand New 'Tough' Policy

Rome, Italy — (U.P.) — Delegates claiming to represent 500,000 of Italy's card-carrying Communists publicly denounced party leaders Saturday and demanded a return to a "tough" policy to win control of the government.

Six hundred rank-and-file Communists gathered here from all over Italy and 39 of their leaders issued a manifesto blasting the Moscow-directed "soft" line of party boss Palmiro Togliatti.

It scorned party leaders for saying Communism could gain control of the government through elections.

"Only a return to a Marxist-Leninist line can save the Italian proletariat from new failure," they said.

break through" in the cold war after the Big Four summit conference.

He said Dulles has "tarnished the good name of the United States" with an "unquenchable passion for slogans, generally war-like."

The former U.S. ambassador to Moscow and global trouble shooter during the Truman administration charged that President Eisenhower helped the Russians picture themselves as peaceful by his strategy at Geneva last summer.

A Nichol's Worth of... Comment On This and That

By HARMAN W. NICHOLS
United Press Feature Writer

Washington — (U.P.) — Even man's best friend, the dog, is not immune from surveys.

This particular study was made by the division of research and press analysis of Paul F.



Ellis and Dana P. Kelly Associates. One conclusion was that thousands of dogs in the country probably get a better diet with vitamin supplements than many thousands of human beings.

"For the most part," Paul Ellis added, "man is a good friend of the dog, but he could be a better one."

It was explained that a great many dog owners kill their dogs—beggars all—with kindness. That is, they feed the pups too much. Others underfeed them.

The survey was made among dog owners, breeders, trainers, and dog doctors — the veterinarians.

Most of the people in the survey had poodles, both big and little. Other popular breeds included boxers, German shepherds, and cocker spaniels.

Forty per cent of the owners admitted that part of the diet for their pets included table scraps. These included some of

the dogs with pretty fancy hides and long pedigrees.

The word vitamin crept into the report in every other paragraph.

The canines enjoy a wide variety of foods — including such items as milk, eggs, vegetables, cereals, cheese, soup and fruit.

One Chihuahua thrives on a daily "lunch" of cold cuts, cottage cheese, lettuce and green pepper.

The pampered show dogs, it was said, get more meat and dry food and less canned food than poodles which can afford no blue ribbons.

How often should you lead your pup to the food trough?

Well over half of the hundreds who answered a questionnaire feed their grown dogs only once a day. Some feed them twice a day and admitted to sneaking a goody under the table every now and then. The latter practice is discouraged by the dog doctors.

For puppies the answers ranged from "keep food before them constantly" to twice a day. But 75 per cent said they start puppy feedings after weaning at no less than four times a day.

The report from the doctors said that dogs come down with some of the miseries which hit humans.

Such as vitamin deficiencies, old-age troubles, anemia, skin conditions, poor appetite, malnu-

trition, arthritis and neuritis—and over-feeding or improper diet.

And significantly, 97 out of 100 vets said they didn't recommend a different diet for a purebred dog than for a mutt of unidentified parents.

And what about cats? I don't know, but before I get into trouble with a couple of cat owners I know, I'm going to look into the matter.

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OUT OF THE WOODS by JIM STEVENS

Century of Roads . . .

Oregon will celebrate a century of statehood in 1959, and Washington State and British Columbia will then be fit to pitch in and help with centennials of their own. The Fraser River Gold Rush of '58 and '59 were the biggest things to occur in the region since the Great Emigration of 1842, outside Oregon's becoming a state. The Fraser find, with the Cariboo discoveries and the strikes in Idaho and Montana that followed, were sources of the first big road-building jobs in the region's history.

One job was the 300-mile road up the Fraser, costing a million and a quarter dollars. The second was the 600 miles of road constructed by John Mullan, a U.S. Army Engineer 28 years old at the start, from Wallula and Walla Walla to Fort Benton—or from the head of navigation on the Columbia to the same on the Missouri.

The Fraser road was 18 feet wide, the Mullan road 25—in theory. Each job would have been impossible to carry through without availability of logs and lumber. But each remained a simple trail-road, even for those days. The common ambition of the region's young men of brawn and vigor was to bring in railroads and steam cars.

Mighty Market . . .
By 1880 railroad building had become an outlet for ties, heavy construction timbers, fine carstock. In the 1850 Census it was shown that the United States then had about 9,000 miles of railroads which bore up the traffic of steam locomotives and freight and passenger trains, mainly in eastern areas of the United States.

This mileage was to grow to 36,266 miles in 1860. Illinois had 2,790 miles, Missouri 817, and Iowa 655. The graders and tracklayers were driving hard for the prairies and the Great Plains even before 1850. And in 1853 the actual survey of a northern transcontinental railroad route to Puget Sound got under way.

The America railroad story looked back to 1813. Then Oliver Ames, designer of steam flour mills and of steam dredge named Oruktar Amphibole, began to proclaim the coming of steam railroads. He stood well-nigh alone in his time. But the Iron Horse began to snort and roll by 1831. And in the 1840s railroad fever possessed the nation. By 1851 the Erie Railroad was under construction. Stewart Holbrook has told the entire story in his "American Railroad" of the linking of the Hudson and the Great Lakes.

The Giant Grows . . .
Towns and hamlets drowsed beside old wilderness trails that had become turnpikes. Then the surveyors came through. Next the gangs of wild fighting Irish stormed along, digging and drilling—for Dunkirk on Lake Erie at first, then for Chicago—and for St. Louis. The towns heaved and swayed, the farmers wailed to the gods, the chances of tim-

ber sales for construction, and to hopes of a new fast way to rich markets for their products. The tumult and the shouting swelled. So it roared on to the Far West.

In 1853 James Brooks had the New Albany & Salem Railroad operating in Indiana—but so badly that Horace Greeley had to ride a handcar all of one moonlit night to keep a lecture date.

In 1848 William Butler Ogden took a ten-mile ride with his steam cars out on the Illinois land from Lake Michigan and brought back wheat—a trip that started the change of Chicago from a farmers' trading place to the big junction of American railroading. Every new mile made a new market for lumber. And finally payloads of lumber brought the railroads to Oregon State and Washington Territory.

Dogs Join Search For Klamath Youth

Klamath Falls — (U.P.)—Bloodhounds joined the search today for 10-year-old Alvin Decker, missing in freezing, snow-covered country here since last Thursday.

The bloodhounds and their owner, Russell Cone, flew here last night from Los Gatos, Calif., aboard a Coast Guard plane.

They came here after Klamath County sheriff's officers, forest rangers and the Klamath Air-Rescue Unit were unable to find any trace of the Decker boy.

Alvin last was seen Thursday morning when he left for school. He was wearing only jeans and a light, fur-collared jacket. Since then, temperatures have been below the freezing mark and a six-inch layer of snow covers the ground.

Sheriff Murray Britton said the boy may have been planning to run away from home. An earlier report had placed him at a highway junction a short distance east of here. However, officers were unable last night to establish his path past that point.

Alvin's parents, Mr. and Mrs. William C. Decker, feared he might have fallen into a reclamation canal which passes near Klamath Falls.

Huk Squadron Leader Captured in Philippines

Manila, P. I. — (U.P.)—The Army announced today the capture of Paulino Viernes, notorious leader of a Huk squadron that killed the wife and daughter of the late president Manuel L. Quezon in an ambush seven years ago.

The army said Viernes, captured Sunday in Talvera, would be questioned today about the ambush which also resulted in the death of Quezon's son-in-law and Quezon City Mayor Ponciano Bernardo.

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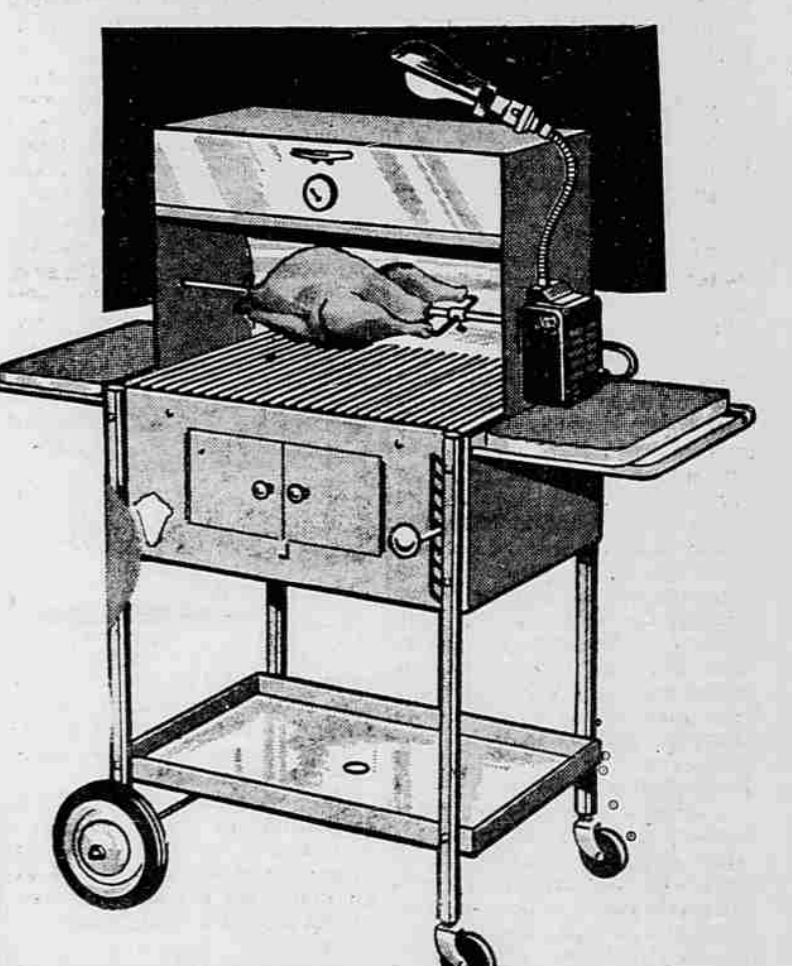
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