



CONGRATULATORY handshake is given Rear Admiral Redfield Mason (left), by Emcee Barry after correctly answering \$50,000 question on New York TV show. (International)

Neuberger Seeking Seat at Convention

Washington—Sen. Richard L. Neuberger announced today that he would be a candidate for delegate to the Democratic national convention.

Neuberger, who never before has attended a national convention, said he was eager to participate in writing a party platform which would emphasize conservation of natural resources, expansion of Social Security and old-age benefits, and establish the principle of federal aid to schools. He plans to run in the state at large.

He announced that he would abide "fully and faithfully" by the results of the Oregon presidential primary concerning his preference for the Democratic nomination at Chicago.

Neuberger stated his belief that the Democratic platform should stress a farm plank which includes "fair and universal" assistance for producers of all crops and not merely growers of the so-called "basics." He

said he hoped to serve on the Platform Committee if successful in the primary election.

Albany Plant To Be Restored in 90 Days

Washington — (U.P.) — The Atomic Energy Commission has asked the Bureau of Mines to restore its Albany, Ore., zirconium plant to production within 90 days.

The plant was shut down last spring on grounds that private industry had begun producing the metal in sufficient quantity. While no official reason was given for reopening the plant, the action presumably means that private output has not been enough to meet all demands.

Interior Secretary Douglas McKay said the Bureau already has begun restoring the plant, which consists of four buildings at the Bureau's northwest electrodevelopment laboratory.

MEDFORD MAIL TRIBUNE

Second Section

MEDFORD, OREGON, FRIDAY, MARCH 9, 1956

Pages 1 to 8

ICC Can't Promise First Class Job of Overseeing Oregon Box Car Movements

By A. ROBERT SMITH
Mail Tribune Correspondent

Washington—The House has approved funds to hire 10 additional field service agents for the Interstate Commerce Commission, but the ICC claims that won't be enough for it to do a first class job of seeing that all available freight cars are equitably distributed among Oregon shippers this year.

Rep. Harris Ellsworth (R-Ore.), warning that "we are going to have a very near disastrous car shortage again this summer and fall," tried unsuccessfully to get an increase in funds to hire 10 additional service agents.

During last year's box car shortage, ICC officials complained that they were short-handed on service agents—the men who gumshoe through railroad yards and terminals to see

that the railroads are moving their empties around equitably among the many shippers who need them.

Last year ICC had 30 service agents compared with 120 in 1950. In President Eisenhower's budget that is now before Congress, additional funds would permit ICC to increase this staff to 40. Ellsworth sought an amendment on the House floor this week which would have boosted the staff to 50, but it was voted down.

ICC officials claim that as it now stands, they can't really enforce the car service orders and regulations that apply to railroad distribution of freight cars. Last year the ICC issued six car service orders designed to put empties into the hands of shippers that most badly needed them but "30 agents were unable to make complete checks at the various terminals and yards to see that full benefit was derived from the service orders," the ICC informed Ellsworth.

"We had the most disastrous car shortage in the history of

our country last year," Ellsworth told the House. "We are going to have a very disastrous car shortage again this summer and fall."

The freight car shortage hit hardest in Oregon in Ellsworth's district where the Southern Pacific was unable to meet the demands of lumber and grain shippers.

Ellsworth said car loadings tabulated for the week ending Feb. 25 showed freight movement is up 8.9 per cent over last year and some 15 per cent over 1954.

"At the same time, there are 85,000 fewer cars on the rails than we had at this time last year, yet everybody knows the economy has expanded," said Ellsworth.

He noted that 140,000 cars have been placed on order by the railroads but that most will not be delivered in time to improve the freight car supply this year.

"The shortage of box cars has been not only a blow to the commerce and shipping neces-

sary to keep this country running," the congressman said, "but it has resulted in a condition that commodities which we all have to buy are actually going up in price."

Ellsworth got no support for his amendment in floor debate. A Republican lawmaker cried that "I wouldn't give the ICC a dime more after what they did to the farmers last week over the opposition of Secretary Benson in granting a five per cent freight rate increase." A Democrat argued that the House Appropriations Committee had "granted them every penny they asked for. Can we do better than that?"

Ellsworth said that the ICC "is very timid" in asking for more money, even though they had assured him they could not do an effective job of observing car movements with the 40 service agents allowed under this coming year's budget.

The issue came up during House debate on the appropriations bill for various independent offices. It now goes to the Senate.

GETTING EVEN

Ionia, Mich. — (U.P.) — Lawrence Niemeyer of Grand Rapids told police he was the victim of a hit-and-run deer. Niemeyer said the deer dashed from an underbrush and tried to leap over his car as he drove along the highway. The deer missed, hitting the rear of the car, and then got up from the highway and staggered into the woods. Damage to his car was estimated at \$200.

Salem — (U.P.) — The State Forestry Board has approved construction of a \$400,000 building in Corvallis to house its forest lands and forest products research programs.

Made-To-Measure SUITS

Schaefer
TAILORING COMPANY
NATIONALLY ADVERTISED
NATIONALLY PRICED
\$42.50 to \$72.50
Obtainable exclusively from...
CHRIS THE TAILOR
36 No. Bartlett—Phone 2-8473

Use Tribune Want Ads
• Quick in results!

It takes **3** cans of cheap dog foods to equal the value of **2** cans of **BONNIE** the #1 Dog Food

We Back the Biggest Difference in Cars Today With a Total of \$25,000 PERSONAL AUTOMOBILE ACCIDENT Insurance

Divided Equally between Husband and Wife at No Extra Cost to You With Your New Rambler · Hudson · Nash · Metropolitan

Here's the Big Difference That Makes It Possible

REVOLUTIONARY "SINGLE UNIT" CONSTRUCTION, PIONEERED BY AMERICAN MOTORS, MAKES RAMBLER, HUDSON, NASH AND METROPOLITAN THE STRONGEST, SAFEST, BEST ALL-AROUND CARS ON THE ROAD

PRIMITIVE OXCARTS WERE BUILT WITH FLAT WOODEN-BEAM FRAMES. AXLES AND WHEELS WERE MOUNTED BELOW. A FLOOR OR BOX WAS PUT ON TOP. THE BUSBY, WAGON AND "HORSELESS CARRIAGE" USED SIMILAR FLAT FRAMES AND ATTACHED BODIES

EVEN TODAY, MOST CARS HAVE SEPARATE FLAT FRAMES WITH SEPARATE BODIES BOLTED TO THEM

ONLY AMERICAN MOTORS BUILDS CARS ON THE "SINGLE UNIT" PRINCIPLE. BODY AND FRAME ARE WELDED INTO A TOUGH, SUPER-STRONG "SINGLE UNIT". RESULT: PERFORMANCE AT LESS COST... GREATER COMFORT... MORE INSIDE ROOM... EASIER PARKING... SUPERIOR HANDLING AND CORNERING... ELIMINATION OF BODY SQUEAKS AND RATTLES... DOUBLE SAFETY... TOP RESALE VALUE

Why a total of \$25,000 Personal Automobile Accident Insurance is given at No Extra Cost!

We predict that you will be so convinced of the advantages of Single Unit Construction that your next car will be a Rambler, Nash, Hudson or Metropolitan.

We back our confidence that American Motors cars are stronger, safer, more modern than others by giving each buyer of a new Rambler, Nash, Hudson or Metropolitan a total of \$25,000 Personal Automobile Accident Insurance at no extra cost—divided equally between husband and wife.

This insurance provides for the payment of \$12,500 to beneficiary or estate of either you or your spouse (if a member of your household at time of purchase)—thus providing the total of \$25,000—if either or both

should be fatally injured while driving or riding (either separately or together) in your new private passenger American Motors car anywhere in the world. Both are insured for the entire first year of ownership.

Covers fatality resulting within 100 days after date of accident. Applies to privately-owned cars purchased anywhere in the continental United States and Alaska where state insurance regulations permit.

Don't buy any new car until you get the facts about the priceless protection only American Motors cars can give you! See your Nash dealer! See your Hudson dealer!

Tune in Disneyland on ABC-TV. See TV Listings for Time and Channel.

AMERICAN MOTORS MEANS MORE FOR AMERICANS



At Your **Nash** Dealer · At Your **HUDSON** Dealer

Bennett Cerf Interviews George Romney

Noted publisher, columnist and television personality gets inside story of revolutionary advance in car construction from the President of American Motors.

CERF: Mr. Romney, why do you offer a total of \$25,000 insurance with each new Rambler, Nash, Hudson or Metropolitan?

ROMNEY: It backs our claim that our "single unit" construction makes the strongest, safest, most modern cars.

CERF: Is there really that much difference between yours and other cars?

ROMNEY: All the difference between yesterday's railway coach and today's streamliner. Other cars still use a principle originating with the oxcart: A flat frame bolted under a separate body. In our cars, frame and body are welded into one solid "single unit". It's the biggest stride since the all-steel body.

CERF: And this makes a safer car?

ROMNEY: Twice as safe. Instead of a flat frame underfoot, our frame is actually a steel, box-girder enclosure as big as the car itself. Box-girders follow the car exterior, extend forward clear up to the top of fenders, almost out to the grille. It gives you "wrap-around" protection in front, rear, sides and top.

CERF: That sounds like real protection.

ROMNEY: That's not all. Flat frames others use are stiff, so they transmit most of the force of a collision throughout the car. In "single unit" construction, the big steel box-girders up front absorb most of the impact. They take the brunt of the punishment instead of passengers.

CERF: What about performance?

ROMNEY: That's a real plus. "Single unit" construction gives a better power-weight ratio. It's stronger and safer, but eliminates useless weight and bulk. Our cars have set many racing records.

CERF: And economy?

ROMNEY: They're tops. The Rambler holds the all-time gas mileage record in the Mobilgas Economy Run. Again, that's because our "hard-muscled" single unit avoids flabby, dead weight.

CERF: I like plenty of room and comfort.

ROMNEY: You can't match Nash and Hudson. They have more room inside than the highest-priced cars. And the Rambler has as much passenger space as medium-priced big cars. As for ride, the



greater strength of our "single unit" lets us use larger springs, and much superior front suspension.

CERF: Isn't resale value important?

ROMNEY: You bet. Rambler has top resale value in the low price field. In addition to other advantages, with body and frame welded as a single unit, Rambler, Hudson and Nash last longer and make better used cars. There are no body-bolts, so there are practically no rattles, even when the car is old.

CERF: If all you say is true, why don't the Big Three make cars your way?

ROMNEY: That goes way back to 1940. You see, mere "bigness" can be a handicap in advanced automobile engineering. Remember, one of the biggest of the Big Three was years behind others in adopting the all-steel body. The bigger you are, the more factories you have—the more it costs to change.

CERF: I can understand that.

ROMNEY: Beginning in 1940, we spent over \$50,000,000 to develop "single unit" car construction. We got the jump on the rest. Today, it will cost the biggest companies billions of dollars to re-tool and rearrange their body and assembly lines.

CERF: Do you think they will follow you?

ROMNEY: No doubt about it. Our major competitors will probably make the change gradually — piecemeal — or one model at a time. But it will take years for them to catch up to where we are now. Frankly, we will be happy to see our "single unit" construction adopted, because it will mean better, safer cars on American highways.

CERF: Well, I'm about ready for another car. I'm going down to look at American Motors cars.

ROMNEY: All I ask anyone to do is see and drive our modern "single unit" cars at a Nash or Hudson dealer's. I'll leave the rest up to you.

Free
• Coffee
• Sandwiches
• Balloons
For the Kiddies
ALL DAY SATURDAY, MAR. 10

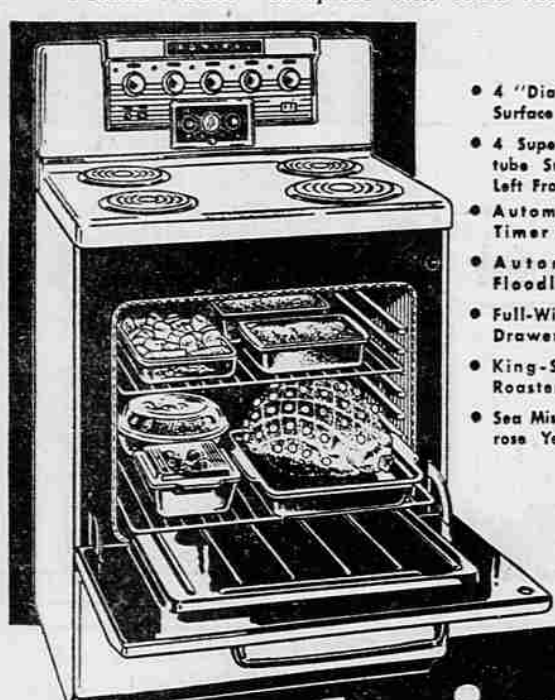
COOKING DEMONSTRATION

By GRACE WELLS, Well Known Economist

GIANT SIZE OVEN

yet fits smallest kitchens!

Deluxe Model—Complete with 1956 Features!



- 4 "Dial Any Heat" Surface Unit Controls
- 4 Superspeed Micro-tube Surface Units—Left Front "Hot Spot"
- Automatic Electric Timer Clock
- Automatic Oven Floodlight
- Full-Width Storage Drawer
- King-Size Rotary Roaster optional
- Sea Mist Green, Primrose Yellow optional

New 1956

Admiral

"Dial Any Heat"... **30"** ELECTRIC RANGE

You can own an Admiral Electric Range for as little as **\$2.08** a week Your old appliance may more than cover down payment

MARINE-MARVAIR

220 West Main St. Phone 2-4922

OPEN WEDNESDAY EVES 'TIL 9