

# Chances of Atomic Plant Explosion Said One Reason Delaying Development of Power

Washington —(U.P.)— Chances of an atomic power plant catastrophe are remote, but... That "but" is one of the big reasons why private business isn't moving with noticeable speed to set up an independent nuclear power industry in America.

So far not one U.S. company or collection of companies has started to build a full-scale atom power plant wholly financed by private industry.

A number of proposals have been made, but none of them has reached even the construction permit stage. Like mountains on a far horizon, the day of private industrial atomic power seems not to draw appreciably nearer with the passage of time.

There are many reasons, but the one talked about most these days is the problem of liability insurance.

### Plant Can't Blow Up

An atomic plant cannot blow up like a nuclear bomb. But government experts can't promise industry a "runaway" is impossible. It is conceivable that safety mechanisms might fail, with a resulting melt-down and heat blast that would shower a large area with radioactive fallout from the plant's atomic "fire-box."

In that event, damage in a populated area might run to billions of dollars—many times, perhaps, the assets of the operating company.

So far, private insurance firms have come up with atomic liability insurance totaling only \$65,000,000. Most atomic industrialists believe the government will have to make up the difference or put a ceiling on individual power firms' liability.

Congress completely revamped the atomic energy law two years ago in an effort to encourage private investment in nuclear power. Now it is expected to do something fairly soon about the insurance problem. Two bills have been introduced.

### Would Indemnify Operator

One, by Rep. Melvin Price (D-Ill.), would indemnify the operator for damages beyond available insurance coverage. The other, by Rep. W. Sterling Cole (R-N.Y.), would limit the operator's liability to twice the capital investment.

Would enactment of such legislation automatically shove private atomic power development into high gear? Some official observers around here doubt it.

Up to now five nuclear power plants to cost a total of \$200,000,000 have been proposed for construction without government financial help. Estimated "completion dates" run from 1957 to 1963.

Will any of them be started in that period? Or will other problems, like the liability dilemma, threaten further delay? Just how serious, actually, is the liability issue?

### Said More Psychological

One expert here said "It is more psychological than anything else." The AEC has run 25 nuclear reactors for 606,686 hours without an accident causing radioactive contamination away from the site.

There have been only two major reactor accidents—and one of them was no accident. The AEC deliberately made a reactor heat up and explode at its Idaho test station a while back just to see what would happen. It was reasonably spectacular but not comparable to an atomic blast. There was little lasting contamination at any great distance.

The other accident, a true one, occurred when a fuel element melted in a Canadian reactor at Chalk River, Ont. It was necessary to reconstruct the reactor.

Dr. Donald J. Hughes of the AEC's Brookhaven National Laboratory said recently that

it is safe to build reactors in populated areas. He said it was a mistake to establish the commission's testing station in the remote badlands near Arco, Ida. Concerning the chance of a modern reactor blowing up, Hughes said: "The people who know most

about it, that is, the scientists, are perfectly willing to sit on one all day long."

### Economics Stand in Way

What else stands in the way of a burgeoning nuclear power industry in America? Simple economics, for one thing. Fuel-rich America just

doesn't see any economic urgency to establishment of high-cost atomic power here. Also evident in some areas is a wait-and-see attitude.

The government is pushing a \$200,000,000 experimental program which includes an \$85,000,000 big-scale power plant to be completed next year at Shippingport, Pa. The Duquesne Light Co. is contributing about \$15,000,000 to the cost of this plant.

Said one official source: "If Shippingport is a screaming success, I think you'll be surprised by the speed with which private plants will move. If not, well..."

## Team Finishes Probe Of Klamath Crash

Klamath Falls —(U.P.)— An eight-man accident investigating team from the Sacramento air material area yesterday completed investigation into the crash of an Air-Force C-45 here Friday night.

Col. H. H. Tellman, president of the board, said a confidential report will be filed. Wreckage was removed from the hillside where the plane crashed, killing three service personnel and injuring two others shortly after 7:30 p.m. Friday.

Portions of the wreckage were shipped to McClellan Air Force base at Sacramento for disassembly and further investigation.

## Kaiser Directors Declare Dividend

Oakland, Calif. —(U.P.)— Directors of Kaiser Aluminum and Chemical Corporation have declared a quarterly dividend of 22½ cents a share on the firm's common stock, an increase of 3¼ cents over the previous quarter.

The board also declared the regular quarterly dividend of 59½ cents a share on the company's 4¼ per cent cumulative preferred stock.

## Court Records

**MARRIAGE LICENSE APPLICATIONS**  
Reginald Francis Carr, rt. 1 box 165, Talent, and Lora Gay Bailey, rt. 1, box 497, Talent.

**DISTRICT COURT**  
Hugh John Wright, leaking and sifting load, \$10.  
Lloyd Keith Walker, violation of basic rule, \$15.  
Daniel Balantes Bluebar, failure to stop at stop sign, \$10.

Delbert Avery, Boulaugh, illegal possession of intoxicating liquor, \$15.  
James Allen Vanderpool, violation of basic rule, \$12.50.  
Loy Kenneth Toile, defective brakes, \$5.

Lucien Heber LeBaron, no operator's license, \$15.  
Stephen E. Geary, failure to stop at stop sign, \$10.  
Charles John Dahm, failure to stop at stop sign, \$10.  
Walter Lee Shults, sifting and leaking load, \$10.

**MUNICIPAL COURT**  
Katherine Moore McDonald, failure to yield right of way to vehicle, \$10.  
Ivan W. Gable, four in the front seat, \$5.  
Howard W. Erickson, inadequate muffler, \$5.

Ervin Merrel Christian, violation of basic rule, \$10.  
Herman M. LeFlor, failure to stop at signal and excessive noise, \$15.  
Marion Morris Hitt, violation of basic rule, \$10.  
Richard Ansel Cleaver, reckless driving, \$25.

Donald Lee Duncan, violation of basic rule, \$10.  
James Boyce, failure to stop at light, \$5.  
Eugene Allan Crandall, failure to stop at stop sign, \$5, no operator's license, \$5.

Jesse Potter Todd, failure to yield right of way, \$10.  
Edward Jacob Schack, failure to yield right of way, \$10.  
Alan Michael McQuade, violation of basic rule, \$10.

Elmer Boyd Gravelle, reckless driving, \$25.  
Walter Lloyd Fischer, violation of basic rule, \$10.

Use Mail Tribune Want Ads



ILL-FATED PLANE—General view of tail section of a TWA plane that crashed at Pittsburgh shortly after take-off. It is the first major crash at the Greater Pittsburgh Airport in which 22 were killed and 14 survived.

## Detroit's Milk Flow Said Nearly Normal; Pickets Eye Violence

Detroit —(U.P.)— State police, non-strikers and court orders tamed striking dairy farmers today and restored Detroit's flow of milk to about 75 per cent of normal.

But angry pickets in scattered rural areas promised more violence in an attempt to cut off the precious fluid to the nation's fifth largest city and win higher prices for their milk.

The striking Fair Share Bargaining association (FSBA) was dealt two critical blows when its milk blockade was smashed in two areas. Convoys escorted by police and backed up by hundreds of militant, non-striking farmers rolled into Detroit, easing the situation.

Loaded milk tankers also sped toward the city from Ohio, Indiana and Wisconsin, permitting local health authorities to abandon plans for emergency rationing.

### Rebellion May Spread

The rebellion touched off threats of similar action in at least four other states. The Rev. John W. Dorney, executive secretary of the Tri-State Master Dairy Guild, told strikers their battle was a forerunner of one that would develop soon in New York, New Jersey and Pennsylvania.

He said farmers there would demand \$6 per hundredweight as does the FSBA, a splinter group of the Michigan Milk Producers association (MMPA) which has settled for \$5 per hundredweight. The old price was \$4.41.

John Brown, Ashtabula, O., chairman of a group of dairy farmers in northwestern Ohio, said a strike also was likely

there unless similar price increases were granted. He said farmers would meet tonight in Bloomfield, O., to consider action.

While the situation eased in Detroit, tension mounted in outlying areas where FSBA pickets tied up thousands of gallons of milk and hundreds of pieces of equipment during the early days of the eight-day strike.

Farmer paired off against farmer at tiny Ovid in central Michigan. Strikers outnumbered five to two by non-striking farmers, prepared to do battle when a state police corporal stepped into the breach.

Donald Bobo, one of 25 troopers sent to maintain peace in the community of 1,200 grabbed three of an estimated 200 strikers guarding six milk tankers. He raced a mile to where half a hundred non-striking farmers were gathered to show the strikers that the non-strikers were well-organized. The non-strikers, surrounded by 35 trucks piled high with cans of milk, warned they were coming after the tankers.

Bobo returned to the plant and leaped onto a truck, shouting "I don't want to mix milk and blood."

Pickets also took a beating from the courts. A circuit judge in Lapeer county issued a temporary injunction restraining the FSBA from interfering with MMPA business at nine receiving depots in six counties.

## Westinghouse Shoots To Regain Lost Trade

New York —(U.P.)— Westinghouse Electric Corp. today mapped plans for a gigantic sales campaign to regain markets lost during the recent 156-day strike and to boost sales of consumer products to \$1,000,000,000 by 1960.

Westinghouse's efforts to get its toasters, refrigerators and other consumer items back into American homes will be spearheaded by the biggest advertising campaign in the company's 70-year history.

The nation's second biggest appliance manufacturer has earmarked \$32,000,000 for advertising in 1958, the bulk of it for consumer products ranging from Christmas tree light bulbs to color TV sets.

### To Use Full Resources

Chris J. Witting, who heads Westinghouse's consumer products division, told a news conference Monday the full resources of the giant corporation will be thrown into this dramatic fight for a bigger share of the consumer's dollar.

In 1955, when Westinghouse's sales dwindled because of the strike, it spent \$24,000,000 for advertising.

The long strike is estimated to have cost Westinghouse some \$300,000,000 in lost business, about \$100,000,000 in consumer products.

Witting said that Westinghouse expects its consumer product sales in the remaining nine months of this year to equal or surpass the volume for any 12-month period.

The huge advertising campaign gets into high gear April 16 with a sweeping "product pre-sell campaign" in 158 newspapers in 137 key markets across the nation.

Top spokesmen for Westinghouse noted that production is rapidly approaching pre-strike levels.

John W. Craig, who heads Westinghouse's electric appliance divisions, said the corporation now was faced with "such an enormous" demand that it will have to add 1,000 more production workers at its appliance plant in Mansfield, O., and 800 more at Columbus, O.

Craig said every effort was being made to get consumer goods moving to dealers office again.

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## Nun Provides Spiritual Strength in Plane Ditching

Seattle —(U.P.)— A soft-spoken nun who couldn't swim a stroke was a tower of spiritual strength when a Northwest Orient Airlines plane ditched in Puget Sound, survivors said today.

The double-deck, four-engine Stratocruiser with 38 persons aboard crash landed off Vashon Island early Monday. Thirty-three persons were snatched to safety by boats and planes but four others were killed and one crew member was reported missing.

"Our Father, who art in Heaven, hallowed be Thy name," gently intoned Mother Mary Philothea, Seattle, as passengers waited to walk out onto the wings of the downed plane.

She stood with bowed head at the doorway. "Thy Kingdom come, Thy will be done, on earth as it is in Heaven..."

prayer," said one woman. Capt. Robert Heard, 38, Seattle, agreed the passengers did not panic when he set the big plane down.

"Fortunately the water was very smooth," he said. "The plane stayed afloat for about a quarter of an hour. Not more than that. Everything went real smooth. Passengers and crew behaved in excellent order. There was no panic."

Passengers climbed out onto the wings of the plane taking the injured with them. Seconds later, a DC3 swooped over and dropped three life rafts.

Some boarded the rafts. Others used foam rubber cushions from the plane's seats as life preservers and stayed afloat until help arrived.

The water was so cold some survivors suffered from cramps and chills. All agreed the speedy rescue saved many of them from going down.

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