

**41 Cars Scattered  
In Alaska Train Wreck**

Anchorage, Alaska — (U.P.) — Forty-one cars of an Alaska Railroad freight train were hurled from the rails, 60 miles north of here, yesterday in what was believed to be Alaska's worst train wreck.

No one was injured.

Cause of the accident was not immediately determined.

The crash took place a mile and a half from the wilderness rail belt community of Talketna.

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**Seaton Gets Approval of Senate Committee  
After Thorough 90-Minute Questioning**

By A. ROBERT SMITH



Washington — The Senate interior committee Tuesday unanimously approved the nomination of Fred A. Seaton as secretary of the interior, after subjecting him to a 90-minute cross-examination by western senators who dominate the committee.

Questioned on many of the varied issues raised during the tenure of ex-Secretary Douglas McKay, Seaton threaded his way carefully, frequently begging familiarity, but gaining the commendation of most every senator who quizzed him.

On the electric power issue, which dominated the hearing, Seaton said that he "absolutely" favored the public preference clause by which public bodies receive first call on federally generated energy. Asked if he would recommend any change in it, Seaton said:

"No, I see no reason to change it. I favor it. I grew up in an area that believed in the preference clause."

**Refers to Nebraska**  
He was referring to his home state of Nebraska, which has no private power companies.

Seaton reiterated his support for the "partnership" power policy of President Eisenhower and said, as he understood it, this

policy meant co-operation between the federal government and local utilities, both private and public, for development of hydroelectric projects.

"That's just the truest kind of Americanism," said Seaton, "because it assures the maximum of local control."

This sparked a lengthy discussion led by Sen. Joseph C. O'Mahoney (D-Wyo.) of whether many private power companies are in fact locally controlled. He focused his attention on Idaho Power company, which he noted was incorporated in Maine, held its annual stockholders meetings at Augusta, Me., and whose 10 top stockholders were all eastern investment and insurance firms.

Sen. Henry M. Jackson (D-Wash.) asked Seaton whether he thought he could have "an open mind" on Hells Canyon.

"Yes, but I do have to take cognizance of the fact that the administration has taken a stand in the matter," he responded.

**Hells Issue Debated**  
This referred to the expressed opposition of the administration to legislation authorizing a high federal dam at Hells canyon, since the federal power commission last year issued Idaho Power company a license to build three smaller projects in this stretch of the Snake river.

"For some reason or another," observed Seaton, "congress has not seen fit to enact the Hells canyon bill."

The Hells canyon bill is expected to come up for a vote in this committee shortly.

On the broad question of water rights which was raised by Sen. Frank Barrett, (R-Wyo.) Seaton repeated his long-standing belief that western states should control water rights. But he said there have been some "constitutional questions" raised by some members of the Eisenhower administration, which has been split on this issue.

**No Fight Necessary**  
The attorney general (Herbert Brownell Jr.) feels differently," declared Sen. Barry Goldwater, (R-Ariz.). "Would you be willing to stand up against him and fight for the West?"

Seaton said he thought the issue could be settled without any fight being necessary.

Barrett observed that next week the committee expects to vote on his water rights bill and recalled that McKay had given this legislation strong support.

He said to Seaton: "I take for granted that you feel the same as Secretary McKay?"

"That is right, senator," replied Seaton.

When Sen. Richard L. Neuberger (D-Ore.) asked whether he favored consolidation of all government forestry agencies, Seaton said he hadn't gone into that matter. He gave the same response to Neuberger's ques-

tions about whether he would review McKay's policy concerning oil leasing of wildlife refuge lands. He said, also, that he hadn't read the mining act and didn't know whether he favored tightening its provisions concerning timber allowances that go with a mining patent.

**Favors Indian Education**  
Goldwater asked Seaton whether he wished "to keep the Indians as museum pieces" or try to promote their education and assimilation into society. Seaton said he would choose the latter. He told Goldwater he favored the national park improvement program, called "Mission 66," launched under McKay.

Seaton told Sen. Alan Bible, (D-Nev.) that next year he hoped interior could send to congress a recommended long-range mining incentive program. He said he hoped to send up bills implementing the administration's water policy before congress adjourns.

Seaton was most forceful in stating his support for Alaskan statehood, which the president has not supported. He told the committee that if a good statehood bill were approved he would "do my best to convince the president—and I don't think that would be much of a job."

**Korea Vet Bonus  
Deadline Approaches**

Salem — (U.P.)—Deadlines for Korean veterans to apply for bonuses from Indiana and South Dakota are approaching. Vere A. McCarty, service officer for the Oregon Department of Veterans' Affairs, said today.

The Indiana bonus deadline is June 30, South Dakota's is July 30.

Application forms for both states are available in Oregon through the State Veterans' Department in Salem or from county veterans' officers.

**Willamette Protection  
Bids Will Be Sought**

Portland — (U.P.)—Army engineers said here today they would ask bids on a \$1,000,000 bank protection program in the Willamette basin during June and July.

Col. Jackson Graham, Portland district engineer, said the work would be at 33 locations and, in some cases, would depend on local cooperation.

The program consists of routine bank protection work plus emergency funds for repair or reconstruction of many revetments damaged by major floods.

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**Delegations Urge  
Road Improvements  
In Specific Regions**

Portland — (U.P.) — The Oregon State Highway commission wound up a two-day session here yesterday by hearing delegations urge highway expenditures at specific locations in the state.

One delegation representing the Oregon Coast association, appeared before the commission to renew its plea for work on highway U.S. 101.

Charles Ross, Tillamook, the chairman of the association's highway committee, urged construction of a "safe" highway through Curry county.

**Should Have Priority**  
Otto Effenberger, Tillamook county judge and president of the association, told the commission that the Garibaldi-Bay City link should have priority in any funds allotted.

The delegation asked the commission how much money it expects to spend on the coast highway when federal money becomes available.

Ben R. Chandler, Coos Bay, chairman of the commission, pointed out that only highways in the state that will qualify directly under the federal interstate program would be 99 and 30 east of Portland.

Money the state might otherwise allot to these two highways, may become available for other highway projects in the state, he said.

**Clatsop Pleas**  
A Clatsop county group appeared to present its plea for the "Smith Point Project." The proposed project entails straightening the highway between Astoria and Warrenton and construction of a bridge over the Youngs bay.

Francis Harrington, representing the Clatsop county development league, told the commission that a unanimity of opinion in the Astoria area was lacking in regard to the Young bay bridge and urged that first consideration be given to the highway project between Astoria and Warrenton.

**Gluckman Delays  
Iceland Departure**

Reykjavik, Iceland — (U.P.) — Peter Gluckman, 30-year-old San Francisco watch repairman on a 20,000-mile airplane tour of four continents, delayed his take off from Iceland because of bad weather today.

Gluckman left New York on Monday, flew to Greenland, and then arrived here as scheduled last night. Originally, he planned to fly on to Prestwick, Scotland this morning, but delayed his departure until the afternoon because of unfavorable weather ahead.

Gluckman left San Francisco last Saturday in his yellow and pink Cessna 190 plane, which has been equipped with extra gas tanks to help him make the longer legs of his flight in safety.

**McKay, Hitchcock  
Team for Campaign**

Portland — (U.P.) — Douglas McKay and Phil Hitchcock, political opponents only a few weeks ago, are teaming up for four campaign trips in the next couple of weeks. McKay defeated Hitchcock for the Republican nomination for U.S. senator in the May 18 primary.

Hitchcock plans to accompany McKay to Corvallis tomorrow and to Eugene Friday. Next Wednesday he and McKay will fly to Klamath Falls and on June 22 Hitchcock will introduce McKay at a Hood River meeting.

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