

Steelworkers Hear President Praised By Cabinet Man

Los Angeles—(U.P.)—Secretary of Labor James P. Mitchell Tuesday praised the Eisenhower administration before 3,000 delegates to the annual convention of the United Steelworkers union.

The labor secretary said that American workmen have "done better" under the present administration than ever before in U.S. history. He said employment was higher than before and that unemployment was nearly at an all time low for peacetime.

Purchasing Power Up

"The purchasing power of the workers has risen more sharply in the past three and a half years than in any similar peacetime period," Mitchell said. "All around you see growth and you will see even more when the \$37 billion highway program gets under way."

Mitchell said he was determined to push for extension of the federal minimum wage law to cover "million more workers." He said he would testify before Congress on behalf of the wage law extension.

The convention in approving a policy statement noted "with concern" price increases in the industry that were not justified by increased production costs. The statement backed the union's wage policies and reported that the average steelworker's annual wage by 1958 will total \$5,800.

Goal Said Achieved

The union claimed that it had achieved its goal of a union shop in addition to premium pay for Sunday work and supplemental benefits, including unemployment, pension, insurance and other fringe benefits.

Democratic presidential nominee Adlai E. Stevenson urged the union in a telegram to join him "in building a new America." Stevenson praised the steelworkers for their leadership in the AFL-CIO merger and for the recent agreement in the industry. The telegram was read to the convention and greeted with loud applause from delegates.

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Witness Says Grades, Curves Make Siskiyou Line Difficult

Grades and curves between Ashland and the Springfield junction make the Siskiyou line an extremely difficult railroad operation, according to L. R. Smith, superintendent of Southern Pacific's Portland division.

Smith, who was formerly a train master for SP in Medford, was the ninth witness to testify yesterday as Southern Pacific resumed its arguments favoring abandonment of rail passenger service between Eugene and Ashland on the Siskiyou line.

Abandonment in 1955
Service on the line was abandoned on Aug. 12, 1955. Smith testified that storm damage during the winter of 1955-56 would have made it impossible to operate a passenger train on the Siskiyou line on Dec. 22, 25, 26, 27 and 28, Jan. 7 and 13, Feb. 21 and 22, and March 6.

He summarized the damage as follows:
Small slides between Ashland and Medford; washouts between Medford and Central Point; at Tolo the river cut within a few inches of ties and the embankment there has not yet been completely repaired; between Gold Hill and Grants Pass the Rogue River cut the embankment; slides between Grants Pass and Glendale caused serious traffic interruptions; considerable piling was washed out by Jump-off-Joe creek near Merlin and mud was piled three feet deep in a tunnel near Glendale; one major slide in the Cow Creek canyon; Cow creek cut the embankment between West Fork and Cornutt; a one-mile slide on Roberts mountain (between Dillard and Roseburg) and the river cutting underneath caused permanent dislocation of the embankment; and "constant slides" on the east slope of Rice hill required slow-speed operations for several months.

Average Weather
Though Smith admitted last winter's storm damage was more serious than usual, he said the average winter weather is severe enough to seriously interrupt operations.

Smith said the maximum average speed between Eugene and Klamath Falls, a distance of 195.9 miles, on the Cascade line, is 44.57 miles per hour. Maximum average speed is 33.76 miles per hour between Eugene and Medford, a distance of 207.4 miles, on the Siskiyou line. The reason for the difference, he explained, is physical character of the country.

"The Cascade line was built largely over a high plateau and was constructed for high speed operation. The worst grade is 1.8 per cent between Oakridge and the Cascade summit. The problem is restricted to that one area," he said.

Travel Time
He listed rail travel time between Eugene and Klamath Falls on the Cascade line as 3 hours, 56 minutes and 1 second and between Eugene and Ashland on the Siskiyou line, 6 hours, 22 minutes and 25 seconds.

Smith explained that removal of passenger trains has resulted in a time saving of from 12 to 24 hours on freight service into the area between the Springfield junction and Ashland.

"This is because we have been able to organize our service to fit the needs of the shippers rather than organizing it to fit the needs of a few people on a passenger train," the supervisor said.

First Class Basis
He explained that SP passenger trains operate on a first class basis, which means other trains or lesser grade must yield right of way to passenger trains. He pointed out that the amount of time a passenger train is behind schedule means additional time the freight train is behind schedule.

Smith said that since abandonment of passenger service, the company has been able to send an average of 22 local freight cars daily to all industries on the Siskiyou line, with the exception of those in Cow Creek canyon.

He added that approximately 27 local freight cars are supplied daily during the fruit season. He also explained there are a total of 455 carload shippers and receivers on the Siskiyou line.

He testified that restoration of daily passenger service on daylight schedules would add 25 per cent to car switching time, "plus all the other problems involved in working in darkness." He explained a daylight passenger train schedule would mean

freight car switching would have to be done at night.

Lighter Cars
Smith said installation of lighter passenger cars than were used at the time the service was abandoned would probably make no difference in time schedule. "Power rather than weight determines time, taking into consideration authorized speed requirements according to conditions of the country," he stated.

The witness then listed speed requirements, including restrictions by city ordinances, for the run from Ashland to the Springfield junction. The speed rates varied from 10 miles per hour at Medford's Main st. crossing to 50 miles per hour in brief stretches of level terrain.

"The only way to speed up the schedule," he said, "would be to eliminate stops, and that would not be practical."

Others Testifying
Others testifying yesterday were Frank C. McCulloch, general attorney for Southern Pacific's Oregon operation; James E. Burwick, Clear Fir Sales company, Springfield; J. C. Klein, Cabax Lumber company, Grants Pass; Edgar D. Combs, Superior Lumber company, Glendale; Edward S. Haydenburk, Rogue River Hardware, Grants Pass; Charles R. Cooley, Three C Lumber company, Grants Pass; Russell C. Knutsen, Bate Lumber company, Merlin; and John E. White, Merlin sawmill operator.

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Grange Notes

Roxy Ann Grange

Roxy Ann Grange will meet Sept. 21 when the degree team will put on the third and fourth degrees. All other Granges having candidates for these degrees are invited to bring them.

Mr. and Mrs. Al Sims, Mr. and Mrs. Claypool and Mr. and Mrs. Emmett Goff are on the serving committee.

Shady Cove Grange

The Shady Cove Grange met Sept. 12. John Cox received the obligation and in the first and second degrees, and Mr. and Mrs. E. S. Strothers in the third and fourth degrees.

Reed McKay described two points of the new Social Security bill regarding veterans and veterans' widows.

Mrs. Agness Brown read an article from the latest Life magazine on schools.

Ed Houston reported that several roads are being fixed in this district.

Mrs. Travis Littlefield presented the Grange with a drape for the charter.

Mrs. Edger Vanderlip was able after a long illness to attend the meeting and thanked the Grangers for their many cards and gifts sent her.

A benefit card party for the Shady Cove-Trail fire department and Booster Night will be held Oct. 20.

Mrs. Marie Larson was reported on the sick list.

During the lecture hour sisters Cross and Vanderlip told of their most embarrassing moments. Mrs. Ed Houston gave the thought for the day, Charles Kee showed colored slides, pictures of Southern California and the desert.

Next meeting will be a pot-

Ray Gill's Change Of Parties Hailed By Wayne Morse

Portland—Sen. Wayne Morse today hailed as "a symbol of what is happening among farmers and small businessmen all over Oregon" the change made by Ray W. Gill from Republican to Democratic registration.

Gill, a former Republican state legislator and Grange leader, was chairman of the Oregon Farmers for Dewey committee in 1948 and a member of the Farmers for Eisenhower committee in 1952.

Upon moving into the Democratic fold, Gill said "there are dangerous trends in our country today. There is rapid trend toward giant mergers and monopolies. No longer can we permit monopolies thus to defy our public welfare."

Cites Policies

He cited Republican power policies as a big reason for his switch to the Democratic party. Gill urged citizens of Oregon to "vote for those candidates who are committed to the policies that safeguard our public interest."

Senator Morse paid tribute to Gill as "one of the top farm leaders of Oregon and a recognized leader among Oregon's

luck dinner at 6:30 p.m. Sept. 26. Ladies are asked to bring a main dish and a salad or dessert. Following the dinner Miss Marge Hatten will give a lecture illustrated by colored slides on agriculture in Norway. Miss Hatten went to Norway on the student exchange program of the 4-H. The 4-H's and parents are invited and anyone else who is interested.

The HEC ladies met at the home of Mrs. Cecil Kee Sept. 12 with 10 members present. The next meeting will be with Mrs. Travis Littlefield Oct. 9 at her home.

Indictments Stand Against Langley

Portland—(U.P.)—After a three-hour hearing yesterday, Presiding Circuit Judge Frank J. Longden denied motions to dismiss the indictments against District Attorney William M. Langley.

The courtroom was packed with participants of the vice probe, many of whom were there under subpoena, ready to be called as witnesses by Tracy F. Griffin, Seattle attorney who is defending Langley. The district attorney was indicted by the grand jury on charges of malfeasance in office and conspiracy to promote gambling.

A similar motion by defense

small businessmen."

The senator said Gill's switch of registration "represents a growing feeling that in this historic campaign, a Democratic victory is essential to the general welfare of our people."

Accidental Gun Bursts On Jet Plane Kill Two

Buenos Aires—(U.P.)—The accidental burst from the guns of a grounded jet plane killed two airmen and wounded four others at an Argentine air base Tuesday.

The victims were drinking coffee in a coffee wagon when they were struck by the missiles from the plane undergoing repairs 120 yards away.

Regensburg, Germany—(U.P.)—Former Gen. Walter Von Unruh died here Tuesday at the age of 78. He was known to Germans as the "hero grabber" in World War II for his drafting of front-line replacements.

attorney Robert Clapperton for Thomas E. Maloney was also denied. Maloney was indicted jointly with Langley and Joseph P. McLaughlin on the conspiracy charge.

Griffin argued that Langley's constitutional rights had been invaded in the conduct of the grand jury.

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DICK CONTINO AND LEIGH SNOWDEN
Beverly Hills Hotel Scene of Wedding

Dick Contino, Bride Fly To Hawaii for Honeymoon

Hollywood—(U.P.)—According to Dick Contino, 28, and his 25-year-old bride, actress Leigh Snowden, left today for a combined honeymoon and business trip to Hawaii.

The entertainer and Miss Snowden were married Tuesday night before a small group of relatives and friends in a civil ceremony at the Beverly Hills hotel. The wedding was not attended, however, by Contino's parents, Mr. and Mrs. Peter Contino.

The newlyweds spent the night at the hotel and then left by plane for Hawaii where they will honeymoon. Contino also will entertain at a club there.

Contino met the Universal-International Studio starlet from Covington, Tenn., 18 months ago on a blind date.

The handsome Contino's career was marred in 1951 when he served a four-month federal term for draft evasion, but the following year he began a two-year tour of duty in the Army. During that time he spent 16 months entertaining troops in Korea.

It was Contino's first marriage. The bride has two children by a former marriage to Air Force Sgt. James Snowden.

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