



RED VISITOR—Mrs. Anna Butenko, architect from Kharkov, Russia, looks over a travel folder upon her arrival at International Airport in New York. Mrs. Butenko is the only woman in a group of 14 "ordinary" Russian tourists visiting the U. S. for two weeks. Though the group is supposed to be typical of Russia, every member is a professional person.

Columbia, Rogue Bills Among Issues Left Over for Next Congress Session

By A. ROBERT SMITH
Mail Tribune Correspondent

Washington — Among the unfinished items left over from the 85th Congress for legislative action next year by the new 86th Congress, probably the most significant for the Pacific Northwest is the bill to establish a Columbia River Regional Development Corporation — an agency that could build dams with revenue bond financing and complete the vast job of harnessing the Columbia's kilowatt potential.

Sponsored by all Northwest senators from Oregon, Washington, Montana and Idaho, except for Sen. Henry Dworshak (R-Ida.), the bill was the subject of a week's hearings by the Senate Public Works Committee this summer. Sen. Richard L. Neuberger (D-Ore.), chief sponsor of the idea in Congress, plans to conduct further hearings on the proposal in Portland and Missoula after the fall elections.

Neuberger has hopes of gathering enough information to write a new bill that will be more acceptable to a wide number of groups in the Northwest, some of whom are now divided over the original bill.

Another proposal left undone this year with nationwide implications was for creation of a Columbia Basin reclamation account — a plan whereby power revenues

from all federal dams in the Northwest would be used to help pay for further irrigation development in the region, regardless of the location of the reclamation projects. Reclamation groups in the Northwest have promoted this, but no legislative progress was made this year.

Field Hearings Due
Another issue on which field hearings will be held in Oregon this fall is on the Wilderness Preservation bill, which would give permanent status to existing federal wilderness areas and further the creation of more such areas in the national forests. Neuberger will head a Senate Interior Subcommittee that will hold hearings on this one at Bend Nov. 7 and San Francisco Nov. 10.

Other Northwest issues that await the return of the next Congress include:

Rogue River multiple-development project — field studies have not yet been completed by various federal agencies on the affects of a series of dams in the Rogue basin that would be designed to develop its full potential for power, flood control and irrigation, along with recreation and navigation. Rep. Charles O. Porter (D-Ore.) introduced a bill for this undertaking.

Educational TV—The Senate passed but the House failed to take up the bill of Sen. Warren G. Magnuson (D-Wash.) to offer \$1 million to each state for purchase of equipment for educational television facilities. It aroused much support from educational groups, but after clearing the Senate without difficulty it reportedly ran into fears among some congressmen that the aid money might have to be denied southern institutions that practiced segregation.

Plan Stays Alive
—Domestic parity for wheat — this plan of Northwest wheat growers continues to stay alive in the hopes of some lawmakers. It was part of an omnibus farm bill which the House killed this session, but wheat growers didn't press for its inclusion in the compromise farm bill finally approved.

Tolls on new Columbia River bridge — if this bridge from Vancouver to Portland had been financed under the new federal highway act, it would be toll free. Congress passed a resolution calling on the Commerce Department to submit in January a plan for reimbursing states for projects such as this. The price tag for all such projects would run about \$5 billion. Eliminating tolls appears to depend on Congress acting to finance this cost in some way.

Oregon Caves expansion — government agencies are preparing reports on Congressman Porter's bill for a five-fold increase in the size of Oregon Caves National Monument from 480 to 2910 acres.

Fish vs. dams — Neuberger's bill for giving the Secretary of the Interior veto power over licenses for dams issued by the Federal Power Commission was sidetracked in the Senate in the closing days of the session. Congress enacted an Interior bill requiring federal agencies to offer plans for enhancing fish values when dams are built.

More action of this conflict can be expected next year.

Mining — the House in the final week killed the minerals subsidy bill after it had passed the Senate, but another go-round on this problem for western mining interests is expected next year. Pressure on the Federal Tariff Commission will also build up for relief for domestic minerals. Oregon chrome mines will be largely shut down unless some action is taken, and Idaho lead and zinc mines will be in a continuing slump due to excess supply of these ores.

Timber mining — Neuberger's bill for restricting use of timber on mining patents didn't budge this year, and isn't likely to move as long as mining is suffering a depression. It would prevent mining patentees from gaining title to all the timber located on their patented land located in national forests. It would prevent a repetition of the Al Sarena case, where patents were issued in Rogue River National Forest but thereafter only the timber on the patents was "mined."

Food for Needy
—Fishery extension service — the Senate passed a bill to create this service for fishermen, similar to what farmers get in latest agricultural information, but the House failed to take it up before

adjournment.

Food stamp plan — Rep. Edith Green (D-Ore.) was sponsor of legislation that almost passed the House and probably will be revived next year. It would have provided distribution to needy families of \$1 billion worth of surplus farm commodities each year for two years. The bill got a majority vote, 196-187, but because it came up under a special rule to bypass the Rules Committee, it required a two-thirds vote and didn't get it.

Timber receipts — the House a few days before adjournment passed a bill to let counties decide how to spend their national forest receipts, instead of being limited to channeling the money into schools and roads. Congresswoman Green had kept the bill from passing earlier, but it was whipped through by unanimous consent in the last week when she wasn't looking. Sen. Wayne Morse and Neuberger helped block it in the Senate by getting the Senate Agriculture Committee to take no action on it. —Lillie Moore museum — a new bill to give this Roseburg property to the city will probably be introduced next January by Porter. Morse blocked this bill this year on grounds the city should have paid half the market price of the property.

New Propeller Said To Increase Speed of Ships

Washington—UPI—The Navy announced Wednesday development of a drastic new propeller which it said will be as important to ship propulsion as the jet engine has been to airplanes.

The revolutionary ship propeller, which uses certain principles of aircraft propeller design, will result in major increases in the speed of future ships, the Navy said. The propeller was described as "the first breakthrough of the cavitation barrier" and was said to be an advance unprecedented in the past 30 years of hydrodynamics development.

"Cavitation" is the word used in marine circles to describe the vapor pocket which forms behind a fast-turning ship propeller. The faster the propeller turns, the larger the vapor pocket becomes and the more the propeller's efficiency is reduced.

Marshall P. Tulin of the Office of Naval Research, however, has developed a propeller which uses hydrofoil principles the way airfoils are used on airplanes. Instead of losing efficiency because of the vapor pocket which forms behind it, Tulin's propeller is so designed that it pushes against the vapor as other propellers push against water and increases the speed of the ship.



SHOT DOWN BY ACCIDENT — Air Force Lt. Roland Svane (left), of Seattle, smiles at the two pilots he accidentally shot down in a mock attack near Clinton, Mo. After rockets from Svane's plane destroyed their T-33 jet trainer, the two pilots parachuted to the ground without serious injury. Standing at right is Lt. John Rice of Sacramento, Calif., and lying down is Lt. Raymond Suhars Jr., of Evansville, Ind.

Human Error To Remain Among Leading Factors In Automobile Accidents

Chicago—The car of tomorrow will be super-safe, auto experts predict. Accidents will be designed out, they say. Everyone agrees, though, that one accident factor will never be done away with. Human error. It will be as great a problem in the year 2000 or 3000 as it is now.

"Despite every automotive advancement, people — not speed or unsafe conditions — still will be the major cause of accidents," the National Safety Council believes.

Why? "You can equip a car with all the latest life-saving devices—seat belts, padded dashboards and steering wheels that give when pressure is put on them—but you can't design out human errors and unsafe acts.

"The new safety gadgets are marvelous—and they undoubtedly help protect motorists. But without good, cautious driving, the traffic accident toll will remain high."

The toll in 1957, preliminary reports show, was 38,500. Injuries numbered about 1,350,000. The cost of the accidents was more than \$5 billion.

Consider these facts: 1. In 1956, 6 out of 10 motorists in an accident were charged with a law violation—driving under the influence of alcohol, speeding, not having right of way, following

too closely, improper passing, driving on the wrong side of the road, and running stop streets. And that doesn't include motorists who escaped detection.

2. Only 8 out of every 100 accidents involved a reportedly unsafe car. Most motor vehicle accidents—about 8 out of 10—occurred on clear or cloudy days.

3. About 1,850 of the 40,000 motorists killed in accidents in 1956 had fallen asleep at the wheel.

"People hold the key to the traffic accident problem," the Council says.

YMCA Camp for Week End Is Full

Young Men's Christian association officials have announced that registrations for the Labor Day camping period at YMCA Diamond lake camp have reached capacity. The family camping period at Diamond lake is a yearly affair. Costs this season were set at a minimum of expense for food and lodging. Twelve families have registered to date.

At camp the families will participate in a program that includes archery, riflery, swimming, hiking, skits, songs and other camp activities. Highlight of the week end will be a waterfront program including a greased watermelon race.

TUNE IS APPROPRIATE
Pontiac, Ill. — (UPI) — County Judge A. W. Tiesburg placed George McClellan, 24, on probation to the tune of "Don't Be Cruel" blaring from a carnival loudspeaker outside the courtroom window.

"It was appropriate music but it won't apply if he violates this probation," said the judge.

There are still more than 8,000 miles of sled roads in Alaska.

Area Students Get OSC Scholarships

Corvallis—Sallie K. Greaser, Medford, and Ronald K. Hanson, Eagle Point, have been awarded \$138 partial-tuition scholarships for 1958-59 at Oregon State college.

The study grants are two of a group sponsored each year by the state system of higher education for a limited number of outstanding students enrolled in college and for some promising high school graduates who will be entering college.

Miss Greaser is the daughter of Mr. and Mrs. Ben F. Greaser, 663 South Holly st. She is a sophomore in general science.

Hanson, son of Mr. and Mrs. Thomas Hanson, Eagle Point, is a sophomore in general engineering.

Pilots, Airline Resume Talks

Negotiations between the Air Lines Pilots association (AFL-CIO) and West Coast Airlines resumed in Seattle, Wash., Wednesday through the efforts of the national mediation board.

Former mediation and negotiation efforts between the two factions ended in a deadlock Aug. 1, and the pilots have the right to strike under the Railway Labor act after a 30-day "cooling off" period which expired Aug. 18.

Negotiations between the pilots and the company were started in November, 1957, and in December the pilots approved a strike proposition by ballot.

Issues involved include wages, hours and working conditions, a pension plan, and agreement concerning flying the new F-27 Fairchild turbo-prop airliner. A spokesman for the pilots said that in some cases West Coast pilots receive \$165 or more less compensation per month than other pilots of other air carriers flying the same equipment.

West Coast airlines, which has headquarters in Seattle, employs 88 pilots and operates in Oregon, Washington, and Idaho.

Varsity Band to Hold Tryouts, Rehearsals

The high school varsity band will begin rehearsal Tuesday, Sept. 2 to prepare for the season's first football game slated Friday, Sept. 12, according to Band Director Irv Mirick.

The rehearsal will be held in the high school auditorium beginning at 7 p.m., Mirick said, and new students wishing to try out for the band should contact him at the high school prior to that time.

BE SURE IT'S BRIDGET

Louisburg, N.C. — (UPI) — Police Chief William Dement has advised his men to be careful in the search for a missing pet skunk named Bridget, even though she has been deodorized.

"Approach any stray skunk with caution. It might not be Bridget," said the chief.



PRESS CONFERENCE—President Eisenhower points a finger to emphasize a point during his news conference in Washington. The President said there can be "no equivocation as to the responsibility of the Federal Government" to see that court rulings on school integration are carried out.

TOM THUMB

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