

# Europe's Greatest Waterway Getting Competition From Steel Oil Pipeline

By JOHN CALLCOT  
 Bonn, Germany — Old Father Rhine, for centuries Europe's greatest waterway, has new competition. The river, flowing 820 miles from the Swiss Alps to the North Sea, has a rival — a shining steel oil pipeline. Only three years ago, the Rhine between Bonn and Cologne passed through green fields. Today, it is flanked by a complex of silver-grey oil piping, storage tanks, and flaming smoke stacks.

More and more oil is being used in Germany, both by industry and domestically. The refineries swallow up crude oil as fast as it is delivered. **Cargo Figures Drop** Despite the fact the refineries are for the most part located along the Rhine, oil-cargo figures are dropping instead of rising. This is because of the pipelines. The first, running from the North Sea port of Wilhelmshaven to Wesseling between Bonn and Cologne, has

been in operation for one year. The second, from Rotterdam to Cologne, will go into service this year, and farther upstream a pipeline from Marseilles to Strasbourg is scheduled to start functioning in 1963. All this means the volume of oil carried by Rhine barges — 10 million tons in 1957 — will drop heavily. This does not mean the Rhine is facing a crisis. There may be strong competition, but the Rhine has been in

business too long for its end as a means of transport to be foreseen. **Cargo volume on the river increases steadily.** Before the war some 70 million tons were carried annually. Last year this total was doubled. **Volume Increase Seen** Coal, iron ore and gravel have always accounted for more tonnage than oil, and the signs are the volume of all three will increase. Twenty million tons of coal, 18 million tons of iron ore, and 14 million tons of gravel were carried by Rhine barges last year.

The European coal and steel community, moreover, estimates that 200 million tons of coal will be mined in 1970, and that half of it will be moved, from the Ruhr, by barge. Meanwhile, the steel industry continues to grow, requiring more and more ore which, on its last stages, is shipped on the Rhine from Sweden, Spain and Venezuela, via Rotterdam. **Expansion of other water-**

ways in Germany is also forging ahead. The canalization of the Mosel river is to be completed by 1963, allowing 1,500-ton barges to sail between the Rhine and the giant Lorraine steel centers. **Main River Widened** The Main river, flowing into the Rhine at Mainz, and the Neckar, joining at Mannheim, both are being widened and deepened. But it could be that Old Father Rhine will have the last laugh over the pipelines. Though the crude oil may be shipped in by pipeline, there seems every reason to believe that Rhine barges will be needed to take away the finished products.

Rhine traffic is heaviest at Emmerich, on the Dutch-German border. There, 70 million tons of cargo pass by yearly. At Dusseldorf, traffic amounts to 50 million tons; at Mannheim, 35 million; at Strasbourg, 12 million; and at Basel, on the Swiss border, six million. Dusseldorf, Europe's largest

inland port, handles more Rhine traffic a year than the sea ports of Hamburg and Bremen together. Rhine barges come from five nations — Belgium, Germany, France, The Netherlands, and Switzerland. They belong to 30 shipping companies and over 8,000 individual owners.

**FORECASTING FUR**  
 "Fur and fur-ier" is major prediction for fall fashion. A great variety of furs gets wide use as lining and trims, and there are also unusual fur styles in ponchos, dresses, vests — and even slacks.

**ACCENTING COSTUMES**  
 Headbands, flower shapes, collars are just a few of the ways fur and fake fur are used to accent fall costumes.



**ALL WOOD CONSTRUCTION** — Nearing completion on East Main st., Medford, is the Standard Insurance company building above. The structure, which will house professional offices on a rental basis, is constructed of wood with the exception of a fire-proof stairway in the center of the rear of the building. The building is expected to be in use before the end of the year.

Expansion of other water-



**AFTER-FIVE** — For after-five occasions, fluid crepe dress displays a wide, curved neckline, draped to form cap sleeves. Bodice dips to a center point. By Dorothy O'Hara of California.

**Dresses Highlight 'Glitter, Glamor'**

Dresses for occasions, afternoon to evening, succumb to the influence of glitter and glamor. Gleaming sequins, bugle beads, crystals lavishly embroider satins, brocades, velvets. Metallic fabrics shine on their own. A prime example is the sleek, long evening sheath sparkling with all-over bugle bead embroidery. Ball gowns appear in floor-sweeping brocades, or ethereal tulle-and-sequin combinations. The two-piece-look evening dress is an important entrant, uniting a glittering "sweater" top with rippling chiffon skirt. Short formals come with flounced hemlines and lengthened bodices, or with fitted bodices and wide, stiffened skirts. Evening coat and dress ensembles compete for attention.

**'Long Torso Look' Leads Silhouettes**

Styles are diversified, lines are fluid in fall dress silhouettes. Long torso looks, princess lines, two piece dresses lead the news. Enhancing easy lines are rich colors, elegant fabrics and trims — satin bands, knit trimmings, borders of braid and tassels, and most important of all, touches — or heaps — of fur. Ways to the long torso effect range from styles with waists elongated an inch below the normal waistline, to the longer tunic. Two piece expression of this look pairs a long over-bodice with a slim skirt. Blousy bodices over slim skirts are another distinguishing attribute of fall dresses; however, movement is generally in the direction of more skirt ease and fullness. Bias cuts, pleats, deep gathers, darts and out-and-out bouffants add to the look of fluidity. Curved seams highlight the princess silhouette. Usually, such dresses define the bodice, then flare gently. To carry out the easy-going theme, necklines often develop into graceful cowls, white soft draping shapes many collars and midriffs. Simple, collarless necklines are in great favor, and there are tie collars of all sorts. Loosely sashed, as opposed to tightly cinched, is the predominant trend for waistlines, whether normal or lowered. Hip-circling belts share low-torso attention.

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