

They'll Do It Every Time

By Jimmy Hatlo

POOR TREMBLECHIN—BIGDOME, THE BOSS, FINAGLED HIM OUT OF HIS TWO TICKETS FOR THE SELL-OUT GAME...

COMES IT MONDAY AND HENRY FINDS OUT WHAT HAPPENED TO THE DUCATS... (GR-R! URGE TO KILL!)



Freight Train-Barge Battle To Be Major Issue in Congress

Washington—UPI—The small boy's dream of becoming a steamboat pilot or a locomotive engineer has long been part of the romance of rivers and rails.

The lonely whistle of a long freight train rattling through the night has stirred the emotions of adults as well. And so has the sight of a tow boat pulling a string of barges around a bend in the Ohio or Mississippi rivers.

But there the fantasy ends insofar as the two modes of transportation are concerned. They are engaged in competition for freight business.

To Be Major Issue

The struggle is so vital that it is sure to be a major issue in the next congress. The stakes are so high that a big segment of the nation's economy is involved.

Essentially, the issue is how to regulate freight rates so that neither barge lines nor railroads are destroyed, and the public interest is preserved. The problem is simple to state but difficult to resolve within the framework of free competition.

America's rivers carried the bulk of goods in the early

days of western expansion. But river commerce almost faded from the national scene because of the growth of railroads in the last half of the 19th century. The Civil war spurred the process because many of the main inland water arteries were blocked.

For 50 years the barge lines have been attempting a comeback. They have made such remarkable progress that they now carry almost 10 per cent of all intercity freight.

Offered Lower Rates

They got this business because they were able to offer substantially lower rates to shippers who did not need fast service—largely in bulk-type commodities.

If this had been the only competition the rails faced, the struggle with the barges probably wouldn't have developed. But with the phenomenal advance in highway construction in the last 40 years, inroads made by trucks in the rail business made this 10 per cent very important. Railroads still carry about 46 per cent of all freight, however.

The problem, of course, is part and parcel of changes in

Testimony Taken In PUC Hearing On Road Crossing

Most of the testimony Friday on the Pacific Freeway interchange at the Oregon public utility commission hearing was on Medford corporation's proposed construction of a private road crossing the existing Pacific highway and Biddle and Bullock rds.

None of the city and county officials attending the hearing opposed the proposal. However, Medford City Attorney Joel Reeder requested more time in which to study the proposal for the Pacific highway crossing by the Big Y market north of Medford.

Information collected at the county courthouse hearing will be taken back to Salem for consideration before the public utility commission issues an order either affirming or denying the proposal.

Medco proposes to abandon its present railroad tracks used to carry logs from the Butte Falls area to the company yards. The road would be constructed from Butte Falls to the lumber mill at the north end of Medford.

Construct Crossing

The company would construct an overhead crossing on Biddle rd. and a grade crossing on Bullock rd. Logging trucks would be limited to a speed of 10 miles an hour at the grade crossing. Also, advance warning signs will be posted on Bullock rd. warning of a logging rd. crossing.

Medco officials also agreed to pave between 100 to 150 feet approaching the crossing and the state would resurface Bullock rd.

The overhead crossing would be made big enough to allow for future widening of Biddle rd., it was pointed out.

B. L. (Bud) Nutting, represented Medco; Glen Paxton, assistant state highway engineer, the state highway commission; Joel Reeder, city attorney, and City Manager Robert Duff, Medford; County Commissioners Ralph James and Chester Wendt, and County Planning Technician Jack Eaton, the county.

Representing the PUC were Clarence L. Gilmes, Fred Steel, reporter, David E. Bourassa, examiner.

4-H NEWS

G. E. Stitches

The G. E. Stitches 4-H club held a style show and tea for mothers and friends at the home of their leader, Mrs. James Edge, Saturday, Oct. 15.

Donna Young, Jollinda Arthur and Cheryl Hefley, all in charmingly young, styled drindle skirts and aprons. Connie Rae Goehring in teen-wise clothing styled a cotton dress, Vannie Lee Goehring in fun and sun styled her two-piece cotton ensemble. Bonnie Lu Goehring styled a teal-blue wool suit from clothing V-B.

All were first place winners at the 4-H fair with the exception of Cheryl Hefley, who placed second. Vannie Goehring was champion stylist in her division.

Mrs. Eustaw Arthur and three daughters, Mrs. Elbert Hefley, Mrs. Dale Young, her mother and sister-in-law and small daughter, were guests.

A gift of appreciation was presented to Mrs. Edge by the club president, Donna Young.

a reception for Mr. and Mrs. Lloyd Davis, newly married couple, and members of the Grange.

The first part was taken from the TV program "Queen for a Day." The children of the Grangers modeled the wearing apparel with Dave Bergman as moderator and Ken Oliver as camera man.

Cake, ice cream and coffee were served to 50 members and guests.

Mr. and Mrs. Lloyd Davis were presented several gifts.

Although household washing machines have been used for many years, they did not come into general use until after World War I.

Portlanders Urged To Vaccinate Dogs

Portland—UPI—City Health Officer Dr. Thomas L. Meador has urged Portlanders to have their dogs vaccinated against rabies.

Meador said the presence of rabies in other sections of Oregon and the possibility that the disease could spread prompted his warning.

Meador said few dogs in the Portland area have been immunized.

Grange News

Shady Cove Grange

The regular meeting of the Shady Cove Grange was held Saturday, Oct. 15, in the gym of the Shady Cove school.

HEC chairman, Mrs. Bert Clark, reported on the rummage sale held at the Shady Cove Trail fire hall. The HEC plan and Italian dinner Nov. 13 in the school cafeteria.

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