

Proposal to Reduce Food Allowances for Dependent Children Arouses Protests

Astoria—UPI—A proposal to reduce allowances for food for the "aid of dependent children" program under the

State Welfare commission brought protests from county administrators here Friday.

The proposal was contained in a preliminary report on re-examination of allowances. It proposed a reduction for a family of four to \$3 a day.

Administrators from six counties attended the commission meeting here.

No action was taken on the proposed reduction and the matter was referred back to the staff, for study.

Only the ADC program came under discussion. A report by Mrs. Geraldine Derby, assistant administrator, said it would be possible to make some revision in keeping with a low-cost diet recommended by the Bureau of Home Economics for the U.S. Department of Agriculture. She made no recommendations on the changes, however.

Diet Criticized
The revision would allow only non-fat dried milk for children over six years, only meals whose costs average 48 cents a pound; the least expensive margarine as the only fat, and only red and white beans and peanut butter for vegetable products.

The proposed revision was criticized as being inadequate for a diet.

The need for more and better case workers was pointed up by Commissioner Clay Myers of Portland. He said only 5 1/2 per cent of the total goes for casework and supervision of recipients. He said the commission was running about 76 child welfare cases per worker and up to 150 in public assistance. The standard is 25, he said.

Results of Road Tests Are Studied

After more than a year of computation, final results of what is considered to be the most significant road test ever conducted in the nation have been made available and are now under study by the Oregon highway department.

A cooperative state-federal-industry effort, the \$27 million research project took 27 months of continuous testing to seek answers to questions on the performance of concrete and asphalt pavements under controlled traffic conditions.

It was sponsored by the American Association of the State Highway Officials, and represents an unbiased study which is expected to affect highway design for years to come.

Although it was keyed primarily to freeway traffic conditions, the test provides significant information to city and county engineers as well as to state highway officials. Traffic on the test sections ranged from small pick-up trucks to tractor-trailers heavier than any legally using the road today.

More than 300 million pieces of information measuring various effects of traffic were recorded at the test site near Ottawa, Ill. Pavement sections which survived the experiment had been subjected to some 1.1 million load repetitions.

Jury Dismisses Shortage Case At Guard Camp

Oregon City—UPI—The Clackamas County grand jury dismissed the Oregon National Guard Camp Withycombe case Friday.

The grand jury failed to take any action on an alleged shortage of \$6,000 worth of surplus equipment at the camp. The decision was made following a two-day hearing.

Clackamas County Dist. Atty. William Schumaker said the case was closed as far as the state was concerned. However, he said it could be reopened if new evidence turned up.

More than 20 witnesses appeared at the hearing including Mrs. Aurelia E. Hintz, the widow of Maj. Gen. Alfred Hintz, former Oregon National Guard adjutant general, and Lt. Col. James Anderson, the suspended commander of the camp.

Oregon Adjutant Gen. Paul Kliever suspended Anderson pending completion of the investigation.

The alleged shortage was found by a National Guard officer, who brought it to the attention of Kliever.

Gov. Mark Hatfield ordered state police to make a probe and asked Clackamas County authorities to take action.

In Salem, Kliever said he would have a statement on the case Monday.

Solons Threaten Action If Canadians Refuse to Cut Lumber Exports to U.S.

Washington—UPI—Lumber country senators, rushing to answer an apparent false alarm, have made it clear they will demand tough countermeasures if Canada refuses to cut back its lumber exports to the United States.

They indicated they would make lumber an issue in debate on President Kennedy's trade expansion bill, one of the President's key legislative programs.

Sen. Warren G. Magnuson (D-Wash.) told the Senate he "understood" that the Canadian government had rejected Kennedy's proposal Friday for U.S.-Canadian negotiations on the lumber trade.

The "understanding" turned out to be incorrect, or at least premature. State Department and Canadian officials said no reply had been made.

Ottawa—UPI—Canada views as "an extremely serious matter" a proposal by President Kennedy that this country place voluntary quotas on its lumber exports to the United States.

Finance Minister Donald Fleming said Friday.

"These sales are a very important element in our

exports and consequently in our balance of payments position," he said. "I can't over-estimate their importance."

Fleming made the statement to newsmen following a cabinet committee session at which it was believed Kennedy's proposal was discussed.

But it was no secret that Canada was cool to the idea. Nor was it any secret that congressmen from the Pacific Northwest which have been steadily losing lumber markets to Canadian mills, were thinking in terms of import quotas and tariffs.

"We have an obligation . . . to do all we can to protect the economies of our . . . states from this unfair competition," Sen. Wayne Morse (D-Ore.) told the Senate.

Morse said that if the Canadian government turned down the negotiations request, the lumber industry problems would come up during debate on Kennedy's trade bill.

Magnuson, chairman of the Senate Commerce committee, told UPI later that among the possible legislative proposals were: Giving the President authority to set import quotas without Tariff Commission action, and direct imposition of a tariff by Congress.

Morse charged that the situation was "a crisis created by Canada" because of Canadian subsidies to British Columbia lumber mills.

He said the United States loaned Canada "many millions of dollars" last month when Canada needed foreign ex-

change to bolster its balance of payments.

"I regret that we loaned Canada a thin nickel," Morse said. "I regret that we loaned anything if that is going to be the attitude of the Canadian government."

Kennedy's negotiation proposal was one of six he made to aid the ailing Pacific Northwest lumber industry.

Other steps included: Revision of U.S. shipping laws, which lumbermen charge give Canadians the advantage of cheaper transportation; a "Buy American" policy in defense and other federal purchases of lumber, and steps to make more lumber available and help the industry get government-backed loans.

Western lumbermen said that Canada has increased its share of the U.S. softwood timber market from the traditional 10 per cent to 15-17 per cent of lumber carried by rail and about 70 per cent of lumber carried by sea—a total of more than \$250 million.

Three Drivers Are Cited After Crashes

Three drivers were cited for traffic violations Thursday as a result of three separate vehicle collisions in Medford, according to city police. No injuries were reported.

Martin Charles Moore, 24, Hayward, Calif., was cited for improper lane usage after the car he was driving collided with a vehicle operated by David Albert Hofmann, 18, of 3008 Biddle rd., about 6:35 a.m. at Court st. and McAndrews rd.

Vehicles operated by Daniel Lee Coghill, 19, of 1289 Coghill lane, and J. D. Connor Jr., 36, of 1001 Queen Anne ave., collided about 7:10 p.m. on Crater Lake ave. near Spring st. Connor was cited for improper lane usage.

About 12:45 p.m., vehicles operated by Marvin Dennis Kantz, 31, of 916 Grant ave., and James Alexander Muncie, 44, San Mateo, Calif., collided on East 10th st. near Central ave. Kantz was cited for failure to yield the right of way, police said.

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