

UP Train Derailed West of La Grande

La Grande - Twenty-two cars of an eastbound 90-car Union Pacific freight train were derailed 14 miles west of here early Sunday. There were no injuries. A spokesman for Union Pacific said a broken axle was the cause of the derailment.

The derailment occurred on the railroad's main line. The line was reopened today. The westbound City of Portland and the eastbound Portland Rose were held at La Grande and Pendleton. Passengers were taken off the trains by buses.

Senate Hearings Net Favorable Climate for Seashore Proposal

By A. ROBERT SMITH
Mail Tribune
Washington Correspondent

Washington - Senate hearings on the Neuberger bill to create an Oregon Dunes National Seashore have caused a favorable climate for approval of the legislation, but probably in modified form. Members of the Senate Interior committee want to tramp up and down a few dunes before they cast their votes on the bill, but this is routine procedure which strengthens the arguments of the committee when they send new park bills to the Senate and ask for their passage.

The only major decision the committee will probably confront is whether to chop off the last nine miles of the park proposed by Sen. Maurine Neuberger south of Ten Mile Creek. This sector has never been included in previous bills and has met with criticism from industrial interests in the Coos Bay area.

The idea for including this disputed strip came from the National Park Service early this year when Mrs. Neuberger was redrafting her compromise bill. The senator has no strong conviction that it is vitally necessary to the concept of a seashore park. It may become a bargaining point in later discussions on

reconciling differences between her bill and that of Rep. Robert Duncan. **One Obvious Question** Beyond that uncertainty, the hearings left only one obvious question mark about who stands for what with respect to this controversy: the middle of Sen. Wayne Morse's position.

Morse failed to appear at the hearings held last Wednesday or Thursday. He was given routine permission to file a statement of his position, but when the hearings closed it had not been filed. Reportedly he wants to review transcript of testimony before presenting his own views.

Morse's attitude toward the dunes park concept has been enigmatic ever since it was first suggested by the late Sen. Richard L. Neuberger four years ago, possibly because at that time the two senators were engaged in a searing personal feud and they appeared to welcome more occasions to disagree than to agree.

After Dick Neuberger's death in 1960, a group of his Senate colleagues quickly introduced a dunes park bill which would name the park as a memorial, the Richard L. Neuberger National Seashore. Morse did not join in that movement of tribute.

He opposed, he said, the provision in the early Neuberger bill giving the Secretary of the Interior right to condemn residential property in the area.

Others Approve When the Kennedy Administration took over and Secretary Stewart Udall put steam behind the idea of adding new seashores to the national park system, Congress approved bills for seashore parks at Cape Cod, Mass., Point Reyes, Calif., and Padre Island, Tex. But Udall set Oregon Dunes aside for tactical reasons.

There were three reasons for the delay. One was Forest Service hostility to letting the Park Service bite into their territory, but Udall worked out an agreement with Agriculture Secretary Orville Freeman earlier this year to eliminate this obstacle. Another was the opposition of the congressman from Oregon who represented that coastal area during 1961 and 1962, Republican Edwin R. Durno. The 1962 elections brought a new congressman, Duncan, who favors the park idea, but with a bill including less private landholdings than would be involved in the Neuberger bill.

Finally, during last year Sen. Morse privately opposed any administration action on the dunes issue because he was running for reelection and didn't want to have to take sides on this touchy question at that time. Udall kept the proposal on ice, and Mrs. Neuberger accommodated her senior colleague by not pressing the issue until this year.

Jackson's Idea About 10 days ago Morse privately told Mrs. Neuberger and Duncan he would support some kind of park bill. But Glenn Jackson, chairman of the state highway commission, said Morse told him he liked the idea of a state dunes park. Organized conservation groups are urging Morse to support a federal park.

Mrs. Neuberger observed during the hearings that those who objected to giving the federal government condemnation power over private

Student Collapses Near Mt. Hood Summit

Portland - UPI - A Lewis and Clark college student was reported in satisfactory condition today after collapsing near the summit of Mt. Hood Sunday.

Jim Lathrop, 20, Oregon City, was administered oxygen en route back to Timberline Lodge and was taken to Providence hospital here for observation overnight.

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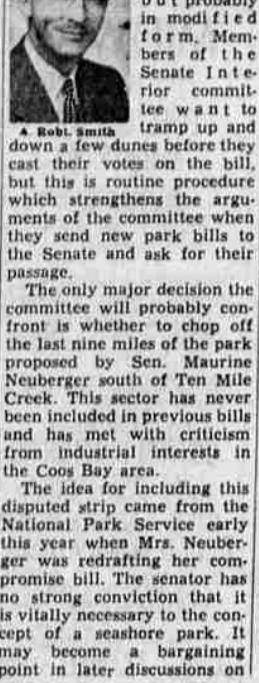
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Small Worlds Around Us

By LYNN M. WATKINS
(Register and Tribune Syndicate, 1963)

Time and Tide Wait for Neither Man Nor Mollusk

Many of us, standing at the very edge of the sea and looking out over the water, often experience a feeling of awe and unreality as we watch the draining away of the water from the tidal flat.

Actually, we detect little shallowing of the water, but by careful observation we can see the water at our feet is lessening. We concentrate our attention elsewhere for a brief time, then look back at the beach, and the difference in the tide line is noticeable.

More of the muddy shore is exposed. Tiny rivulets of water are hurrying seaward, draining some small depression. The water is running home to its mother.

Small marine animals, submerged by sea water but a short time ago, become alarmed when the warming influence of the sun strikes them. They hurry to catch up with the ebbing tide. Some of them seem surprised that the friendly blanket of sea water has been withdrawn.

The inhabitants of the tidal flat live in an area of constantly changing environments - hours of total submersion followed by hours of no water coverage at all. To survive during low tide they must bury themselves in the mud or crawl or scamper into the receding sea.

The changing of the tidal depth means periods of readjustment. Creatures must follow the water out, later follow it in, always trying to keep about the same water depth above them.

In the tidal flat there are, of course, any number of slow movers - mollusks and other forms of marine life too slow to follow the falling tide. They must resort to other methods; as the water runs out they begin to burrow into the mud. To them the bottom ooze is a friendly place, always dark, wet and reasonably safe. The lower the tide falls or the longer it remains away, the deeper in the mud they dig, following the water line down.

They are not alone in the mud. Usually thousands of others of their kind are there, separated from one another by the mud-cushion. Yet by some strange sense perception, they seem to know where the other is, and how far away.

All of them will wait; all will feel the surge of the incoming tide, and all will know just the right time to start the short upward migration. They carefully time their arrival at the surface of the mud, arriving by the time the water covers the tidal flat.

The water sweeps in, and the mollusks crawl to meet it. For several hours they crawl or feed or search for a mate, while the tide builds up above them. But always, they will be conscious of the tidal change, the periods when the surge fails, remains still and then slowly drains away.

All these brainless, legless and silent tidal animals react to the sluggish stirring within their tissues, instilled there by countless generations of ancestors.

We, who stand by the ocean's edge and watch the tide recede from the shore, fail to see the teeming life of the lesser creatures. But they, too, like man himself, must know that "time and tide" waits for neither man nor mollusk.

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- Learn to read your tires. If tires show uneven or one-sided wear, chances are your wheels are out of alignment—and that wears out tires fast. If your tires show extra wear on both edges, they're probably underinflated. Extra wear in center of tread means overinflation. So check your tires. If you notice any unusual wear, ask your Shell dealer to correct the cause—for longer tire life and a lower cost of driving.
- Give your car a lift. All cars, even the brand new ones, need periodic inspection—to catch small troubles before they lead to big damage. So ask your Shell dealer to put your car on his lift soon and take a look. That's the best way to spot leaking brake fluid, a loose connection, or anything else that needs fixing. **WORTH KNOWING:** Shell dealers give free bumper-to-bumper inspection with Shell lubrication.
- See your Shell dealer if you see black smoke. Black smoke means your engine's getting more fuel than it can handle—and sending some of it out the exhaust only partly burned. That's wasteful—but not too hard to fix. Ask your Shell dealer to check your carburetor and automatic choke. **OTHER SMOKE SIGNALS:** Blue smoke signals an "oil burner"—and could mean you need a ring job. White smoke is normal—just engine moisture going out as steam.
- Fill your family into the car and head for the open road this weekend. The usual weekday diet of short-trip, stop-and-go driving is bad for any car. The engine stays relatively cool. That's when combustion deposits are most likely to build up—reduce engine efficiency and lead to poor mileage. But many of these deposits will fly right out the exhaust when you hit the open road—a splendid way to help restore engine performance.

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by Marjorie Martin

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