



TUBES TRANSPORTED — A vehicle patterned after a Russian "T-34" tank transports two 16-ton 18 meter metal tubes at the construction site of a sulphuric acid shop of the Chimkent lead plant in Kazakh Republic, Soviet Union, recently, according to the Soviet News Agency Tass. The plant is scheduled to be in operation this month, Soviet sources said. (UPI)

Studebaker Plans To End U.S. Automotive Operation

DETROIT (UPI)—Studebaker Corp. will shut down its U. S. automotive assembly lines Tuesday, ending more than 61 years as a major automotive producer, it was learned today.

However, there were indications Studebaker would continue car production in Canada and market the cars in the United States.

The company is not dead. Studebaker recently has lost money on its automotive operation but 12 other divisions are operating at a profit, company sources said. They will continue.

Studebaker President Byers A. Burlingame and top company officials were in New York today for a Board meeting.

The executives met in South Bend, Ind., with United Auto Workers union officials over the weekend to discuss the fate of about 5,000 workers who will lose their jobs as a result of the move.

Burlingame was expected to announce the demise of Studebaker's auto operations Tuesday. The company has a rich transportation history that traces its roots all the way to covered wagon days.

Burlingame was unavailable for comment in New York as were other top executives in South Bend. However, reliable sources here said the announcement would be made in New York Tuesday.

Reduces Auto Firms

The demise of Studebaker will reduce to four the number of major auto firms—General Motors, Ford, Chrysler and American Motors.

The automotive division of the company has been a money loser since 1959. That was its best year when it got the jump on the rest of the industry with a compact car and the corporation earned \$28.5 million.

However, Burlingame, in his first statement of policy since taking over the company, said early this month the other 12 divisions of the highly diversified corporation are operating at a profit this year.

Studebaker finished 1960-61-62 in the black but the automotive division operated at a loss. Last year, Studebaker posted earnings of \$2.56 million on sales of \$365.45 million.

During the first nine months of the current year, sales totaled \$302.6 million, up from \$250.9 million during the same period last year. However, net losses for the first nine months of the year totaled \$9.83 million.

Bids To Be Called On Recreation Road

The Forest Service has called for bids for construction of a recreation road in the Lake of the Woods area, and for surfacing to be placed on the Aspen Point Campground.

The project was announced recently by the Office of the Regional Forester in Portland. Bids will be opened in Portland Dec. 18.

Interested bidders will have an opportunity to see the job. A Show-Me trip will be conducted by forest officers Wednesday, Dec. 11. Those wishing to view the area should meet at Lake of the Woods Ranger Station at 1 p.m.

The proposed road projects are an extension and further development of the recreation facilities at Lake of the Woods. The road construction job involves improvement and relocation of the road along the east side of the lake, which serves the campground, resort and airport areas. The surface rock to be placed in the Aspen Point campground is in preparation for ultimate blacktop surfacing, forest officials explain.

Keating Bill Would Offer Veteran Benefits

WASHINGTON (UPI)—Sen. Kenneth B. Keating, R-N.Y., plans to introduce legislation to provide medical benefits for U.S. residents who served in the armed forces of Allied nations during World War II.

Keating said Sunday his measure would limit the benefits to those veterans who have been lawful residents of the United States for at least 10 years.

City Police Check Two Accidents

Two collisions were investigated Sunday by the Medford police, one involving two automobiles and the other an automobile and a horse. No injuries were reported.

Vehicles operated by Robert Jerome O'Sullivan, 45, of 370 N. Barneburg Road, and Alva Edwin Cook, 63, Gold Hill, collided at Main and Ivy Streets, police said. No citations were issued.

At Oregon 62 near Delta Waters Road, a car operated by Robert Beard Berryman Jr., 21, Eagle Point, collided with a horse owned by George McUine, 1158 Court St. The animal was not injured, officers said, and no citation was issued.

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Christy Finch Is Crowned Queen

Christy Finch, Medford High School student, was crowned Snow Queen by Rogue Snowmen Saturday night. Miss Finch is a daughter of Mr. and Mrs. Richard Finch, 223 Bradford Way.

The Snow Queen's court is made up of Sue and Nancy Elmgren, Christine Barker and Mary Cheney. About 400 attended the Snowmen's event, a ski movie, showing of ski clothing and the coronation.

Rogue Snowmen and the Medford Junior Chamber of Commerce are cooperating on plans for a ski school to be held in the near future. Snowmen will serve as instructors, and George (Buck) Martin, winter sports director for Mt. Ashland, will make professional instructors available.

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These gift certificates are good at any Central Point store. Drawings will be held Dec. 14 on the Paulsen & Gates Appliance parking lot and Dec. 21 on the Faber's Market parking lot. No purchase necessary to participate, you need not be present to win. Winners names will be posted in all stores and gift certificates must be picked up by the following Wednesday at 6 p.m. or another name will be drawn.

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THE Lighter Side... BY DICK WEST

Story of Capitol Omits Some Features

United Press International WASHINGTON (UPI)—What is described as "the first full-color picture story" of the U.S. Capitol came off the presses a few days ago and was an immediate best seller.

The last time I checked, orders for the book, published by the Capitol Historical Society, were coming in faster than it could be printed.

Titled "We, the People," it is part history and part guidebook. I thought the text and illustrations were excellent. This does not mean, however, that the book is perfect.

In my opinion, it would be much more interesting if its scope had been expanded to embrace not only the Capitol but the adjacent congressional office buildings.

Senate in Action

For example, the photographs include the first official portrait ever made of the Senate in action. One can only regret that it does not offer, as a companion piece, a color shot of the senators' private swimming pool in the Old Senate Office Building.

The book tends to stress the monumental or museum side of the Capitol at the expense of its other role as a "living" institution.

It could have struck a better editorial balance had the camera recorded a couple of senators in bikini-length togas indulging in aquatic sports.

I also feel that the book omitted several important features in a cutaway drawing that locates, for the benefit of tourists, some of the chief points of interest.

It is so happens that my desk in the House Press Gallery is situated by a door that opens onto a corridor leading to the public galleries.

Consequently, I am in frequent contact with tourists who stick their heads in the door and ask directions.

Main Inquiries

Judging from the inquiries I hear, I would say that the three main things most visitors want to know about the Capitol are:

1. Where is the nearest rest room?
2. Where can I find a drinking fountain?
3. How do I get out of here?

The historical society's book is remiss on all of these points. Had it included a schematic diagram designating all of the public comfort stations, water holes and exits, it would have rendered a valuable service—to me, if not to the tourists.

Finally, the East Front of the Capitol overlooks a so-called plaza, which is actually a parking lot.

In view of the prominence of this facility, it would have been appropriate to have devoted a few lines to the background of the parking lot, which is steeped in history and grease spots.

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