

15 KILLED IN RAILROAD CRACKUP

In The Day's News

By FRANK JENKINS
GOVERNOR SNELL suggests that Sunday (day after tomorrow) be observed in Oregon as National Bill of Rights Day, thus giving recognition to "one of our principal guarantors of freedom."

IT'S a good idea—a GRAND idea—but it brings up something unpleasant.

Some time ago the University of Denver's National Opinion Research Center (a sort of high-brow Gallup poll) asked grown people of various ages, from various income groups and occupations in various parts of the U. S. what they knew about the Bill of Rights. The answers were startling, to say the least. 31% had never heard of the Bill of Rights.

36% had heard of it, but had no faintest idea what it is. 12% were fuzzy. Some thought it was woman suffrage. Some said prohibition. And so on.

Only 21% of those questioned had a reasonably accurate idea of what the Bill of Rights is. 21% is about one out of five.

SUPPOSE the question had been:

"What combination WINS THE JACKPOT ON A SLOT MACHINE?"

One suspects that "reasonably accurate" answers would have been supplied by far more than 21% of those questioned.

Such are the results of modern education. In this supposedly most enlightened nation on earth.

SUPPOSE you test YOURSELF on this Bill of Rights business. One easy place to find the answer is in the World Almanac, which you will find in almost any library.

COL. W. B. GREELEY, vice president of the American Forestry Association, said in Salem yesterday that in the United States new trees are growing only two-thirds as fast as old ones are being cut or burned. Our present annual cut, he said, is 54 billion feet and annual growth is 36 billion feet.

That is to say, we are eating into our wood capital pretty fast.

SO far, trees are Oregon's and Washington's most valuable raw material. We now make lumber of them. Lumber is the world's most satisfactory building material. The English, who have nearly always lived in stone and brick houses, WANT WOOD HOUSES—like you have in America," they tell Americans.

But lumber isn't all we make out of trees. Cellulose comes from them, as well as from other sources. Quick-growing trees produce cellulose more cheaply than other presently known sources. MANY things, in this modern world, are made of cellulose. Rayon, for example, Oregon and Washington can't afford NOT to save their trees (by "saving" meaning keeping up the supply.)

FOR years forestry experts have been telling us that fire and insects DESTROY about as much growing timber as we process industrially. Up to now, we have been letting this statement go in at one ear and out of the other.

It's getting about time to pay serious attention to it.

THE other day the Oregon state tax study commission, which has been wrestling with the problem for a couple of years, brought in a report recommending INCREASED taxes, as well as some new forms of taxation.

The report was greeted with NO enthusiasm—which isn't surprising. We're FOR new forms of government spending, but AGAINST taxation to raise the money.

Many people asked WHY the state of Oregon needs more money. George Aiken, state budget director, supplies the answer today. Here it is, in a nutshell:

State activities got \$30,891,000 this current biennium (a "biennium" is two years.) These same activities say they need 49 MILLION DOLLARS for the next biennium.

THIS is the point:

If we insist on having music, we must PAY THE PIPER.

Workers Dig Bodies Of 21 Dead From Tenement Ruin
NEW YORK, Dec. 13 (AP)—Weary workers who dug the bodies of 21 persons from the wreckage of a collapsed tenement house in a slow, grim procession of death gave up hope today for the lives of 15 others believed buried under tons of rubble.

Bodies of a 16-year-old girl and 60-year-old man were carefully extricated from the ruins. Police said they planned to set three steam shovels to work on the ruins of the building in which more than 30 were injured. Workers had previously carefully dug by hand because they feared heavy machinery would cause more crashes.

Herald and News

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Heavy Weather Slows Plane Hunt

Buying Peak May Be Hit On Saturday

Saturday should see the peak of holiday buying here, but whether or not the day's sales volumes will hit last year's record for the corresponding day was the source of speculation, with some buyer resistance reported through the business district.

The number of customers demanding better than war-time quality goods is rising, according to a check in the shops this week. Men and women approaching a clerk for a substantial purchase make certain in their demands that quality is one of the prime factors.

There is also a reported tendency to make purchases of essential merchandise, rather than luxury items for Christmas gifts.

While business generally is running in high volume, some business houses report a drop in sales below last year at this time. Some unusual conditions may affect certain lines in this way. One clothing merchant recalled that the deactivation of the Marine Barracks about a year ago resulted in a tremendous run on civilian suits that boosted volume up to an abnormally high figure.

It was no secret along Main street that the storekeepers too, were getting tired of merchandise which did not meet their pre-war standards. Reconversion was evident and the first normal readjustment is appearing in women's goods although cottons still remained almost inaccessible.

War bonds, for a number of years indicative of the way money is being handled were held this holiday season as in no holiday season the past five years. There was little cashing in of bonds to spend on Christmas gifts.

A decided increase in credit sales was noted here this past several weeks. This may be attributed, it was pointed out, to the fact that a number of long-payment items are appearing on the market such as washing machines, radios, refrigerators, stoves and even cars.

Several merchants remarked on the trend toward buying sturdy and practical goods and a lack of interest in the luxury items. This may be a "spotty" observation as other stores may be doing a whopping business in the luxury line. As a whole, however, it appeared that Klamath folks were asking for dollar value this Christmas.

Klamath Man Gets Jail Term

LA GRANDE, Dec. 13 (AP)—James W. Hylton, Klamath Falls, drew a four-year prison sentence in circuit court yesterday because Judge R. J. Green is "fed up" with car thefts and burglaries in this area.

Hylton pleaded guilty to entering a garage with intent to steal, but said he was intoxicated at the time. He added that he had served four years in the army and had planned to reenlist.

The judge said something had to be done as "a warning to others who may think they can get by with crime in Union county," and sentenced him to the penitentiary.

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The building at 2515 Amster-

Silver Beavers Awarded For Outstanding Boy Scout Service



Harold B. Ashley, superintendent of county schools, receives the Silver Beaver certificate from A. B. Hood, member of the Modoc area council's executive board, as K. G. Klahn, council president and also a Silver Beaver recipient, looks on. The awards were presented to the two men for distinguished service to boyhood and Scouting at a Modoc area council meeting Thursday evening. Their wives, standing with them, received large sheafs of roses.

S. 6th Event Plans Ready

Saturday will be a big day for residents and businessmen of the S. 6th area, when a day-long celebration will get underway tomorrow morning officially opening S. 6th street. At 10:15 a. m. George Conner, chairman of the South Sixth Street Improvement Association, will cut the ribbon opening the street at the traffic island in front of the Tower theatre.

Free movies will be shown all day at the Tower theatre, and from 10 to 12 noon, there will be free skating at Skateland.

The community Christmas tree at the intersection of Altamont and S. 6th will be lighted at 7 p. m. and carols will be sung. The thoroughfare will be lined with smaller Christmas trees adding a holiday touch. Closing the festivities will be the giving of gifts at the Tower theatre at 9 p. m.

Additional details concerning the big improvement project will be found on page 9.

Oregon Floods Not Serious

PORTLAND, Dec. 13 (AP)—Floodwaters of northeastern Oregon rivers still held the threat of potential damage today and there was some lowland flooding in the Willamette valley, but the weather bureau said it was "bothersome but not serious."

Continued mountain rains might put the Umatilla and Walla Walla rivers to a new crest tonight, but they were receding today without having caused more than slight damage.

In the Willamette valley, the Santiam river was expected to reach a crest of 19 feet at Jefferson today. Flood stage is 13 feet. Little damage other than erosion was expected, the weather bureau reported.

The main stream of the Willamette is expected to stay within its banks everywhere except at Harrisburg. There it is being forced up by high waters in the McKenzie river and the middle and coast forks of the Willamette, and likely will crest tomorrow at 14.5 feet—2.5 above flood stage.

Clothes Model Walks Out

PORTLAND, Dec. 13 (AP)—Samuel E. Everidge of the U. S. navy is looking today for a girl about the size of his sister.

Not just any girl that size. He wants the same one he picked up yesterday as a model when he set out to buy Christmas clothes for the sister.

Shopping being what it is these days, Everidge and the girl decided \$100 later that they had better stop off in a tavern. Then the girl, wearing the clothes because "they feel so fine," excused herself for a moment.

The minute lasted three hours and Everidge finally called in the police.

Renewed Floods Looked For As Washington Rivers Rise

SEATTLE, Dec. 13 (AP)—After brief recessions, western Washington's worst floods of a decade were swelling back to higher levels today and wire communications out of Seattle were snarled by storm damage.

The Pacific Telephone and Telegraph company reported 75 per cent of its circuits between here and Longview, some 125 miles south, were silenced at 10 a. m. by unknown causes.

Council Meet To End Today

Members of the Klamath Tribal council, in session throughout Thursday at the council house at Klamath Agency, failed to complete their business of giving instructions to tribal delegates, and resumed their session early Friday morning. They are expected to wind up their affairs and instructions late today.

The two delegates to Washington, D. C., Boyd J. Jackson and Wade Crawford, heard instructions discussed and as several controversial matters arose before the council, the instructions were far from complete when time came to close the meeting late Thursday afternoon. Jesse H. Kirk, head of the business committee of the council, represented that group. Seldon H. Kirk, president of the council, presided at the session attended by 183 members of the Klamath tribe.

Two Will Face Grand Jury

Two persons indicted by the grand jury last week are scheduled for arraignment in circuit court tomorrow morning at 10 o'clock. Both are charged with taking and using an automobile without consent of the owner.

Carl Edgar Vaughan is alleged to have taken a car owned by H. C. Milligan from the Lombard garage on October 18, and Donald Gordon Roberts is supposed to have taken a truck belonging to the Bend Portland Trucking company on October 18.

Both were named in secret indictments brought in by the grand jury last week.

Tulelake List On Page Ten

Names of 1305 veterans of World War II—including half a dozen women—who have qualified for participation in the Tulelake homestead drawing, will be found on Page Ten today. Publication of the names, together with numbers assigned to each, was handled in response to request by veterans groups, and at no cost to the government.

Most of the women veterans who are in on the drawing are ex-service nurses. Here is a statistical breakdown of the accepted applications:

Oregon 612, from 144 towns. Klamath Falls, 102; Malin, 45; Merrill, 40; Bonanza, 17; Grants Pass, 10; Medford, 10; Corvallis, 19; Ashland, 13; Lakeview, 15; Eugene, 12.

California 354, from 212 towns. Tulelake, 135; San Francisco, 15; Shafter, 10; Alturas, 13.

Washington 35, from 35 towns. Other states: Arizona, 8; Arkansas, 2; Idaho, 24; Illinois, 2; Indiana, 2; Iowa, 6; Kansas, 10; Minnesota, 1; Missouri, 5; Montana, 7; Nebraska, 9; Nevada, 5; New Mexico, 3; Ohio, 2; Oklahoma, 7; South Dakota, 2; Texas, 4; Utah, 2; Virginia, 1; Wyoming, 1; Washington, D. C., 1.

WEATHER

Max. (Dec. 13) 44 Min. 40
Precipitation last 24 hours .Trace
Stream year to date .843
Last year 4.50 Normal 3.47
Forecast: Mostly cloudy today, tonight and Saturday, intermittent rain.

Three Trains Involved In Ohio Wreck

MANSFIELD, O., Dec. 13 (AP)—A pile-up of the Pennsylvania railroad's crack "Golden Triangle" and two freight trains killed at least 15 persons today and caused injuries to an estimated 50 or more.

Nine hours after the wreck at Coulter, 12 miles southeast of here, seven of the dead had been identified and seven more bodies had been found in the wreckage.

Rescue crews with torches still were cutting through the mass of twisted steel and splintered wood in search of other victims.

Approximately 150 of the passengers were soldiers en route from Fort Dix, N. J., to Chicago for a 12-day Christmas furlough before departure for Japan. Seven of the known dead were soldiers.

The 13-car train ploughed into the wreckage of two east-bound freight trains which had derailed just a few minutes before at about 2:45 a. m. (EST).

One freight train had stopped because of a broken air hose and was rammed by a second freight.

A spokesman for the Pennsylvania railroad said at Pittsburgh that L. Petoskey, engineer of the second freight, failed to heed an "approach signal" two miles west of the accident and thus was unable to apply his brakes in time when a stop signal showed 600 feet from the accident.

The Pennsylvania spokesman said the "approach signal" meant the engineer of the second freight should slow down to 30 miles and be prepared to stop the train. Petoskey was not injured.

The "Golden Triangle," traveling west on a parallel track, customarily passed that point at 70 miles an hour, railroad officials said.

As the Triangle's two locomotives crashed into the wreckage, the second coach back broke in the middle and fell over a 30-foot embankment. The dead were pinned beneath four overturned coaches. Eight coaches remained upright on the rails.

H. R. Williams, Pennsylvania railroad agent here, said at least 70 of the 150 troops on the passenger train escaped injury and were placed aboard a special train and moved into Chicago.

Pvt. Chester Harp, 17, of Kenosha, Wis., who received back injuries, said that steam rushing into the first coach back of the engine was "a most terrible thing" and burned many of the 75 soldiers in the car.

Some of the passengers were trapped in the wreckage. Rescue crews with torches cut through twisted steel to reach the victims.

"The seats were twisted and turned every which way," Sheriff Frank Robinson of Richland county said of the overturned coaches.

Physicians and nurses from surrounding communities climbed into the wrecked cars to administer aid to the injured.

The scene was one of terrible havoc, Sheriff Robinson reported.

"The rails were badly twisted," he added; "cross ties were splintered and torn from the road bed."

Pvt. Kenneth Compton, 17, of Superior, Wis., a passenger on the Pittsburgh-to-Chicago train, gave this description:

"I had just lit up a cigaret when I felt the brakes slam on. I yelled 'hit the floor' and dropped into the aisle. There was a terrific crash and glass and steel flew everywhere. I was thrown outside the car somehow and landed under the wreck on the next track.

"I ran back inside, hollering for my pals. I couldn't find them and came here on the first ambulance."

The accident was caused by the breaking of an air hose on an eastbound freight train, Sheriff Robinson said he was informed by a Pennsylvania representative.

"The first freight then stopped," he related. "Then another eastbound freight train rammed into it and both locomotives overturned.

"Just then the westbound passenger train came along and ploughed into the two wrecked freights."

Pvt. Robert Radtke, 18, of Hustisford, Wis., said he was asleep in the second car behind the double-header train.

"I fell off the seat and awakened with duffel bags all around," he related. "I couldn't see very well because of steam but I figured something awful must have happened.

"I saw a hole in the side of the car and jumped out."

He said many of the passengers piled out through windows.

Search N. Y. Blast Ruins

Firemen, aided by a big mobile crane (boom at right) dig through the ruins of a tenement which was wrecked by an explosion in an adjoining building, an ice house (debris in foreground) in New York. At least eight persons were killed and nearly two scores were believed missing. —AP wirephoto

9 SHOPPING DAYS LEFT

BUY CHRISTMAS SEALS