

# Break In Dike Blamed On Old Trestle Going

VANPORT, Ore., June 1 (AP)—What caused the Vanport disaster? An almost-forgotten fact on the dikes there came to light today.

The protective wall believed the strongest was the one that let go. It was the railroad fill carrying tracks of the Spokane, Portland & Seattle railroad to the west of Vanport.

Roy Taylor, assistant maintenance engineer of the Portland housing authority, which had charge of Vanport, said the fill was constructed about 1918 by covering an old trestle with dirt. It was not intended for a dike.

He theorized that rotting timbers allowed the dike to shift, then give way to the pressure. A wall of water shot into Vanport.

Army engineers said the dike appeared strong. It had little seepage. They said they expected any breakthrough to develop slowly, allowing ample time to evacuate the city.

They had no comment on Taylor's theory that a hidden weakness allowed the wall of water to burst upon the city.

Albert B. Wittich, of Vancouver, Wash., an engineer with the railroad when the trestle was built, said, however, that he doubted that the trestle would have caused the break.

# New Business Building Opened



This new business building has just been completed at 1717 Main street, representing further development in the business district just east of the underpass. This structure was erected to house Bob's Self-Service laundry, operated by Bob Friesen, and was constructed by the Friesen family.

# Roads Into Vancouver Cut

OLYMPIA, June 1 (AP)—The state patrol reported today that flood waters had cut all roads leading to Vancouver, Wash., except the north bank Columbia river highway from the east.

Travel on that road was subject to restricted speed and one-way traffic.

The Vancouver-Portland interstate bridge was closed. The Union and Denver avenue arteries in Portland had washed out and water was across the Vancouver approach to the bridge.

Pacific highway traffic was being routed over the Columbia river toll bridge at Longview to Rainier, Ore., and then into Portland over U. S. highway 30. That road had one-way traffic with detours in places. The only other highway access to Oregon from Western Washington was the Megler-Astoria ferry.

Except for detours and one-way traffic in places, highways from Western to Eastern Washington were open.

The Yakima valley highway was closed between Benton City and Pasco with a detour provided over a county road to Kennewick where the Kennewick-Pasco bridge was closed.

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# Methodist Confab Ends Sunday

MALDEN, Mass., June 1 (AP)—The 152nd annual conference of the New England Methodist conference ended Sunday.

Transfers ordered by the conference included the Rev. Raymond T. Matteson, U. S. army chaplain, from Alaska to Danvers, Mass., and

the Rev. Raymond A. Whitney Jr., from Danvers to Willamette university, Salem, Ore.

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# Lewis Refuses To Bargain In The South

WASHINGTON, June 1 (AP)—John L. Lewis argued today that he is not required to bargain with the "hostile, arbitrary" Southern Coal Producers association.

This was his reply to the government's motion for a Taft-Hartley act injunction to compel his United Mine Workers to seek a contract with the association.

Lewis' lawyers filed a motion to

dismiss the injunction suit brought by Robert N. Denham, general counsel of the national labor relations board.

The Taft-Hartley law requires unions and employers to bargain in good faith with each other's chosen representatives. Lewis has refused to bargain with the southern group on the ground it did not take part in previous contract talks, and national negotiations for a new

soft coal contract have collapsed as a result.

The union, in moving to dismiss the suit, filed a long affidavit, Mr. Lewis himself attacking the southern group and explaining why he won't deal with it.

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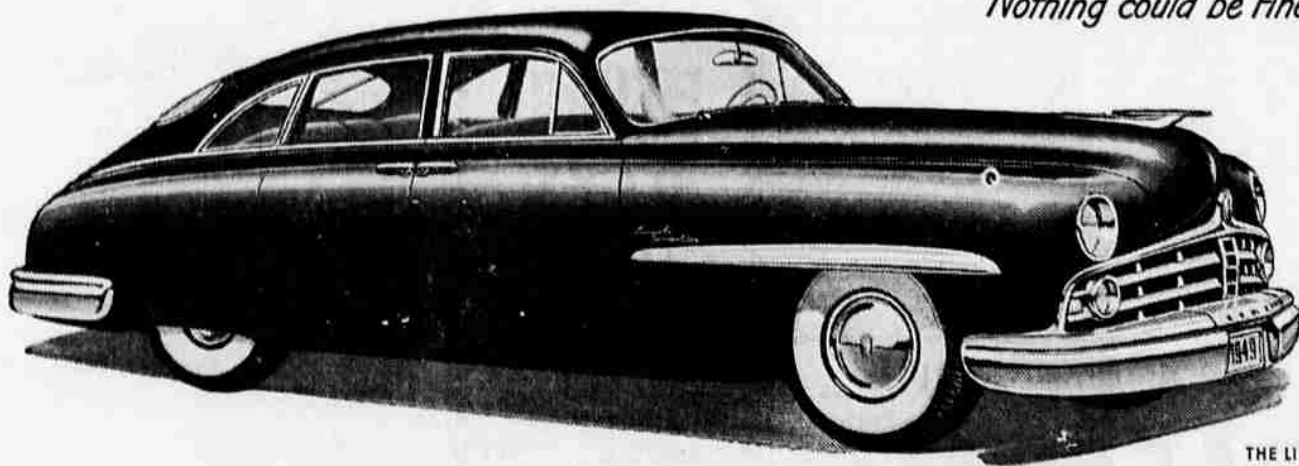
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