

Herald and News

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JAMES MARLOW

Associated Press News Analyst

WASHINGTON (AP)—An influential Senate group has given President Eisenhower a blank check in deciding whether to support the idea of a United Nations conference to consider changes in its charter.

After many hearings, this group—a subcommittee of the Senate Foreign Relations Committee, headed by Sen. George (D-Ga)—said yesterday Eisenhower should be free to suit himself on backing the conference.

Even if he did, that wouldn't necessarily mean there would be any charter changes. The United States could block any it didn't like. This is the background on the problem:

When the founding nations created the U. N. in 1945 they knew they had not established a perfect organization and that time and experience would probably show a need for changes. They provided for that in the charter itself.

They said in Article 109 that if by 1965 no changes had been made, then this year the General Assembly should have the question of charter changes on its list of problems to be considered at its meeting next month.

The 60 nations in the Assembly could squint at the charter-change problem and forget it. Or, they could set up a U. N. conference to consider changes. They wouldn't have to put the conference to work in 1955. They could let it start later.

There could be no changes unless:

1. Two thirds of the conference approved.
2. Two thirds of the parliament of the 60 U. N. nations approved.
3. The Big Five—the United States, Russia, Britain, France and Nationalist China—also approved.

In short, even though two thirds of the U. N. members approved, any one of the Big Five could block any changes simply by its parliament or congress saying no.

In the case of the United States, there would be no approval unless two thirds of the Senate gave their blessing.

Any change in the charter in the foreseeable future is unlikely. There is no world clamor for it. Far from it. Russia already has expressed opposition to changes at this time. That in itself, unless the Russians have changed their mind, kills any chance of revision.

As long ago as 1953 the Eisenhower administration, principally through Secretary of State Dulles, was on record in favor of a conference to consider changes. But that, as pointed out, is a long way from actually approving any changes.

By this time the administration may have had second thoughts on a conference. Former Presidents Truman and Hoover last spring both said they thought there was small chance of revisions in the charter now.

A fight within the U. N. itself on changes might not only damage the organization but wreck it, particularly if the United States and Russia, which have been getting along better lately, wound up in a slugger match.

HAL BOYLE

By ED CREEGH
(For Hal Boyle)

GETTYSBURG, Pa., (AP)—One thing this proud but friendly battlefield town means to do: It is doing its best to take in stride its eminent part-time resident, Dwight D. Eisenhower.

You'll hear this determination stated by many of the town's 1,500 people who have found themselves neighbors to the President. Mostly they put it something like this:

"We're glad to have him living here — delighted, in fact. We're proud he picked Gettysburg, out of the whole country, as the place to buy a farm. And, if you come right down to it, it looks as if he's going to be good for the tourist business."

But don't forget that Gettysburg was on the map long before any of this happened. We had a battle here — remember? And, much as we like him, Ike is not the first President to honor us with his presence.

And of course he isn't, although others haven't spent as much time here.

Gettysburg — and the country — will not forget the November day in 1863 when the lean, melancholy figure of Abraham Lincoln descended from a train at the gray-painted station still standing here and delivered a few words:

"Four score and seven years ago..."

Other presidents have come to Gettysburg — every one since McKinley, in fact.

But Eisenhower is the first chief executive to take up residence here. He lives — all this week and

Back To School Dance Plans Gain

Elaborate preparations for the "back-to-school" dance Friday night are being made, Mary Bruner, chairman for the affair, announced.

Open to the public free of charge, the dance will be held at the armory from 8:30 to midnight. Starlighters' orchestra will provide music for the dance which will celebrate the return to school after the summer vacation of Klamath County's thousands of school children.

It is being sponsored by the city recreation department under the direction of Bob Bonney.

GALES

SYDNEY, Australia (AP)—Windy gales swept New South Wales and Victoria Tuesday as southeast Australia recorded its worst blizzard of the year. The storm left huge snowdrifts in the southern Australian Alps.

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By Jimmy Hatlo

GOOD TO SEE YOU—BUSY? NOW THIS IS SLOW—WE HAD SIX HUNDRED PEOPLE IN HERE YESTERDAY—I FIGURE I'VE MADE MY PILE SO I MIGHT AS WELL RETIRE—

THAT AIN'T WHAT HONEST JOHN TOLD THE TAX MAN—HE WAS CRYING THAT THE JOINT WAS A MORGUE—

YEAH—BUT THIS GUY IS A PROSPECTIVE BUYER AND THE OTHER PEOPLE HERE ARE JUST BUS-SITTERS TO MAKE THE JOINT LOOK ALIVE—

THERE HASN'T BEEN SIX HUNDRED PEOPLE IN THE WHOLE BLOCK SINCE LAST FOURTH OF JULY PARADE—

RETIRE? POLITICAL PARTY GOT HIM A JOB IN THE SEWER DEPT.—HELL BE RIGHT AT HOME—

SHILLING FOR THE BISTRO OWNER WHO'S TRYING TO UNLOAD THE JOINT—

THANKS AND A HAPPY TIP TO LOWELL J. MYERS, JOE W. BELMONT, CHICAGO, ILL.

Langlie Tells Of His State's War On Highway Deaths At Governor Meet

CHICAGO (UP)—Gov. Arthur B. Langlie of Washington told the 47th annual Governors' Conference today how his state saved an estimated 200 lives by "declaring war" on highway slaughter.

Langlie's report on Washington's campaign was a highlight of the conference's discussion of how to improve highway safety. The subject is one of the most important being considered by the meeting of 46 governors.

Langlie gave newsmen a preview of his special report yesterday.

He said that in 1953 he decided "this nice stuff" was not solving the safety problem. Washington officials therefore issued a "declaration of war" against highway accidents.

"We decided whether they liked it or not, we were going to enforce the law," Langlie said.

An intensive publicity campaign was waged, to let people know of the "war" on accidents.

"Our auto loan delinquencies are at an all-time low," says F. R. Wills, president of General Motors Acceptance Corp.

Universal C.I.T. Corp. reports that since the war Americans have financed \$4 billion dollars to buy cars and have so far repaid \$2 billion. It thinks 10 million car buyers will complete payments this year — and be driving debt-free cars.

But others aren't so sure. The Federal Reserve Board, for example, is nervous about the total debt in all fields. Corporate debt has been going up, and bank loans to business have grown at a season when they usually drop. The Federal debt creeps higher, and state and local indebtedness swells at a faster rate. The home building boom has been fed by easy mortgage terms.

The National Automobile Dealers Assn. swears its 30,000 members "There's nothing smart about loan liberal credit terms. Right now, it's up to dealers to put a stop to crazy credit, and start back on the road to sanity."

Court Sets Trial Cases

SAN FRANCISCO (UP)—In an effort to insure a uniform decision and avoid possible conflicting rules involving illegally obtained evidence, the California Supreme Court will hear 16 cases transferred from district courts of appeal.

All 16 cases were affected by the high court's April 27 ruling that evidence obtained by listening devices or defective search warrants is inadmissible in criminal trials. Enforcement officers maintain that lower court judges have misinterpreted the ruling.

Supreme Court Clerk William I. Sullivan announced that the cases will be set for argument as soon as possible and may be consolidated on the same calendar. The high court, by hearing a large number of cases directly and eliminating usual appeal procedures, was expected to give a ruling that will clarify the issue.

Mine Workers Eye Contract

SAN FRANCISCO (UP)—The International Union of Mine, Mill and Smelter Workers today worked on details of a tentative agreement to end a 40-day-old strike against 12 American Smelting and Refining Co. plants but no back to work move was in sight.

Maurice Travis, the union's committee chairman, said a "substantial agreement" was reached last night.

Asked when work could be expected to resume, Travis said, "It will be a few days yet. We're in no hurry."

Douglas H. Soutar, company representative at the talks, said the tentative settlement was "some kind of agreement."

No details were released. Final agreement will be subject to union ratification.

The union struck the company's plants here, at Selby in Contra Costa County and 10 others across the nation to back demands for a 20-cent hourly pay raise and fringe benefits. Some 7,000 workers were affected.

EXTENSION

WASHINGTON (UP)—President Eisenhower officially put the Small Business Administration back in business yesterday, signing into law a two-year extension of its authority to help small business.

Snake River Projects Draw Okay

SALEM, Ore. (AP)—The Oregon Hydroelectric Commission granted a preliminary permit Wednesday to the Pacific Northwest Power Co. for the proposed Pleasant Valley and Mountain Sheep hydroelectric projects on the Snake River.

These permits will enable the power company to make investigations to determine the feasibility of the projects.

The projects are in Wallawa County, Ore., and Idaho County, Idaho.

The Federal Power Commission already has granted similar permits to the company.

Projects are downstream from the three Snake River dams for which Idaho Power Co. was granted a permit by the FPC.

The Pleasant Valley Project, using 25,000 cubic feet per second of water, would develop 1,042,613 theoretical horsepower under a head of 367 feet. The power house would have 600,000 kilowatts of generating capacity.

The reservoir behind Pleasant Valley Dam would be 34 miles long, backing water to the Hells Canyon site of Idaho Power Co.

The Mountain Sheep Dam, 29.6 miles below the Pleasant Valley site, would use 25,000 cubic feet per second of water, and develop 460,227 theoretical horsepower under a head of 162 feet. The power house would have 250,000 kilowatts of generating capacity.

There would be no storage involved in the Mountain Sheep plant.

The commission said the transmission lines of the two projects would join the Northwest Power Pool. The energy would be distributed upon the order of the Portland General Electric, Pacific Power & Light, Washington Water Power and Montana Power companies.

These are the companies which joined to form the Pacific Northwest Power Co.

The commission estimates the cost of the two projects at \$39 million dollars, not counting transmission costs.

Clues Studied In Mystery

PONCA CITY, Okla. (UP)—Two meager clues in the disappearance of wealthy Mrs. Lydia Marland, widow of former Gov. E. W. Marland, revived a three-year search today.

State Crime Bureau Agent Sid Wilson sought to identify a partial dental plate and a Bulova wristwatch found on an unidentified body in an Oregon river.

Description of the body matches that of Mrs. Marland, 56-year-old oil millionaire, Wilson said. Mrs. Marland, who formerly lived in Ponca City, has been missing since March, 1953.

"A reporter on the Portland Oregonian gave us the first tip about the Oregon body," Wilson said. "It was pretty badly decomposed and apparently Oregon officers did not make much of an investigation. They just buried it."

Wilson said the Oregon body had a partial upper plate and a Bulova wristwatch.

"We are calling all dentists here to see if any did Mrs. Marland's dental work," he said. "We are also asking jewelers if they sold her a wristwatch."

Transient Killed By Train Wheels

MERCED (UP)—William Turner 38, a transient, was injured fatally last night when he fell under the wheels of a moving Southern Pacific freight train eight miles north of here near Atwater.

The coroner's office said the victim was riding on top of a freight car when he apparently slipped and fell. He was taken to a Merced hospital, but died four hours later.

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SAM DAWSON

NEW YORK (AP)—Those hordes of shiny, brilliantly hooded cars flashing by you on the highway — are they running people too much in debt?

The unusually large stocks dealers' hands as the 1955 model year nears the close — will they be sold at a profit, or at big discounts and dangerously liberal payment terms?

It's one of the hottest debates today.

Never before have auto makers turned out so many cars. Never before have Americans bought so many. Never before has outstanding automobile credit been so huge.

Before World War II Americans owed 11 billion dollars on their cars. This summer they owe 12 1/2 billion.

Auto makers and finance companies say there's nothing to worry about. National income has gone up steadily. The loan isn't too heavy for prosperous Americans to carry, they say, and besides — much of the present prosperity is due to credit buying.

For proof they point to the low rate of repossessions, to the American habit of meeting payments

even when things tighten up a little.

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