

Juniper Scout Council Approves Consolidation

Project 10, the plan for Girl Scout council consolidation, was approved with a unanimous vote at the Juniper Council Girl Scouts annual meeting last Friday at the Peace Memorial Presbyterian Church.

The plan calls for the consolidation of the five major councils and one unorganized area into one council, with professional headquarters to be located in Eugene. In operation, Project 10 would decrease administrative work and provide professional staff people to conduct leader training, program, and publicity.

All camps now maintained by the separate councils would also be open to all girls within the boundaries of the new enlarged council. This would give Klamath Basin Girl Scouts the opportunity for summer camping on the ocean as well as the mountain camping now available.

The five major councils involved in the consolidation are Juniper Council (Modoc, Klamath, Deschutes, and Crook counties); Lake County Council; Rogue Valley Council (Medford and Ashland area); Western Waters Council (North Bend and Coos Bay area); and the Three Rivers Council (Eugene area). To go into effect, the plan must be approved by three of the five active councils.

The unorganized area which

will operate in the new council is the Jefferson County area, now under Juniper Council jurisdiction.

If Project 10 is accepted, Klamath Falls will maintain a service center with resource materials. The professional staff will come to this area to conduct training, programs and provide resources to the Community Association, which will function like the present board.

At the annual meeting, presided over by Mrs. Adrienne Norris, Juniper Council president, the Project 10 plans were explained by Mrs. Wilson Mulheim, a regional committee member from Eugene.

The program was opened with the flag ceremony led by Troop 118 of Altamont Junior High School, followed by the invocation by the host, Rev. Laing Sibbet. A highlight of the meeting was the presentation of year pins, for service to the Girl Scouts, to several council members.

The committee in charge of luncheon arrangements was composed of Marcia Forsythe, Rita Backa, Irene Dotson, Violet Messner, and Grace Bradbury. Esther Johnck and Estelle Lunde made up the table decorations, centerpieces, and name tags with the theme, "We Change Hats," illustrating the new council plan.

Senate Okay Predicted On Water Research Bill

WASHINGTON (UPI) — Sen. Gordon Allott, R-Colo., waged an apparently losing fight today to cut a bill to authorize federal outlays of up to \$20 million a year for water resources research.

Senate backers were confident the bill would pass without substantial change. It would provide assistance to public and private groups to encourage research in water conservation.

The Senate also was ready for final action on legislation that would help clear the way for sale of surplus public power in the Pacific Northwest to areas as far south as Los Angeles.

Under a prior agreement, debate on all amendments to the water resources bill was limited to one hour each, with one hour for general debate before final action.

The administration-endorsed measure would authorize outlays of up to \$100,000 per state each year to set up research centers at land-grant colleges.

It also calls for up to \$5 million a year in federal matching grants to states to conduct research projects, and an additional maximum of \$10 million a year to the Interior Department for grants or loans to public or private water research organizations.

Allott proposed that the total outlay be limited to \$11 million a year, and the program be re-

stricted to five years, instead of being left open end.

Other congressional news: Claims: Chairman J. William Fulbright, D-Ark., sought quick approval by the Senate Foreign Relations Committee of his move to overhaul the Philippine War Claims Act to block fat fees for American lobbyists.

Medical: Democratic leaders anticipated easy House passage of President Kennedy's plan to spend taxpayer funds to build more classrooms to train doctors and dentists. But there was a strong possibility the administration would lose on one major feature of the program — government loans to needy medical, dental and osteopathic students.

Fuels: Industry representatives told a House space subcommittee that unless the United States starts a full scale program toward developing high energy fuels it will suffer in the space race with Russia. They said this type of propellant will be the key to success of missions after the moon is accomplished.

Census: The House passed and sent to the Senate a bill to move the national economic census up one year beginning in 1968. The economic census, conducted every five years, is next scheduled for 1964. The bill passed today would provide for another economic census in 1968 and every five years after that. The change in dates was sought by the Census Bureau to permit it to spread out its work more efficiently.

Northern California: Mostly fair through Wednesday, few snow flurries north mountains. The Dalles and Hood River:

PRIZE WORTH MORE STOCKHOLM, Sweden (UPI)—This year's Nobel Prize winners will get a record \$53,000 each, the Nobel Foundation announced Monday.

Last year's award winners for literature, medicine, chemistry, physics and peace got \$51,400.

HERALD AND NEWS Klamath Falls, Oregon Published daily (except Sat.) and Sunday Serving Southern Oregon and Northern California by Klamath Publishing Company Main at Esplanade Phone Tuxedo 4-1111

Entered as second-class matter at the post office at Klamath Falls, Oregon, on August 28, 1964, under act of Congress, March 3, 1879. Second-class postage paid at Klamath Falls, Oregon, and at additional mailing offices.

Carrier 1 Month \$1.75 6 Months \$10.00 1 Year \$18.00 Mail in Advance 1 Month \$1.75 6 Months \$10.00 1 Year \$18.00

Carrier and Dealers Weekly, Copy 10c Sunday, Copy 13c

UNITED PRESS INTERNATIONAL AUDIT BUREAU OF CIRCULATION Subscribers not receiving delivery of their Herald and News, please phone Tuxedo 4-1111 before 7 p.m.

Jacoby On Bridge

NORTH 23			
Q 832			
632			
Q 10			
J 852			
WEST (D) EAST			
None		K 765	
J 105		Q 984	
K 3878		53	
K 1074		Q 93	
SOUTH			
A J 1094			
A K 7			
942			
A 6			
No one vulnerable			
West North East South			
1 Pass 1 Pass 1 Pass 1 Pass			
2 Pass 2 Pass 2 Pass 2 Pass			
3 Pass 3 Pass 3 Pass 3 Pass			
Opening lead—K			

Entry Seen Tough Job

By OSWALD JACOBY

Newspaper Enterprise Assn.

Probably the toughest hand in the intercollegiate is one in which North and South must stop below game in spades and then play the hand to make nine tricks. The bidding will not be difficult if East and West stay out of the bidding, but West is going to open the bidding and while East is supposed to respond one heart, there is some chance that he might bid one spade in which case he can steal the suit from North and South.

Playing at three spades South watches West cash the ace and king of diamonds and continue with the jack. South's correct play is to discard a heart from dummy.

This ensures South an entry to dummy for a trump finesse. Assuming that West shifts to a heart South will take his ace and king and ruff a heart low. Then he should lead dummy's queen of spades. If East covers South's worries are over. If East plays low, South must drop his nine of spades in order to lead the eight from dummy and leave the lead there for a third spade play if East still refuses to cover.

If he has bid correctly and makes all these plays South will have acquired a well deserved par.

For more expert advice on play of the cards, order your copy of "Win at Bridge With Oswald Jacoby." Just send your name, address, and 50 cents to: Oswald Jacoby Reader Service, c/o this newspaper, P.O. Box 489, Dept. A, Radio City Station, New York 19, N.Y.

Q—The bidding has been: South West North East

1 Pass 1 Pass 1 Pass 1 Pass

4 Pass 5 Pass

You, South, hold: A A Q 5 V K J 3 4 Q 8 8 A K 6

What do you do?

A—Bid six spades. This is a slight overbid, but five spades is inadequate.

TODAY'S QUESTION

Instead of bidding one spade your partner bids two clubs over the diamond overall. What do you do now?

Answer Tomorrow

Q—CARD Sense

Q—The bidding has been: South West North East

1 Pass 1 Pass 1 Pass 1 Pass

4 Pass 5 Pass

You, South, hold: A A Q 5 V K J 3 4 Q 8 8 A K 6

What do you do?

A—Bid six spades. This is a slight overbid, but five spades is inadequate.

TODAY'S QUESTION

Instead of bidding one spade your partner bids two clubs over the diamond overall. What do you do now?

Answer Tomorrow

Q—CARD Sense

Q—The bidding has been: South West North East

1 Pass 1 Pass 1 Pass 1 Pass

4 Pass 5 Pass

You, South, hold: A A Q 5 V K J 3 4 Q 8 8 A K 6

What do you do?

A—Bid six spades. This is a slight overbid, but five spades is inadequate.

TODAY'S QUESTION

Instead of bidding one spade your partner bids two clubs over the diamond overall. What do you do now?

Answer Tomorrow

Q—CARD Sense

Q—The bidding has been: South West North East

1 Pass 1 Pass 1 Pass 1 Pass

4 Pass 5 Pass

You, South, hold: A A Q 5 V K J 3 4 Q 8 8 A K 6

What do you do?

A—Bid six spades. This is a slight overbid, but five spades is inadequate.

Tangle Of Railroad Regulations Ups Freight Costs

Editor's Note: Many of the federal and state laws and rules affecting railroads date from decades ago when the rails dominated the nation's transportation system and piled up large profits. Times have changed, but most of the regulations have not. NEA reporter Ray Cromley describes in this second of five articles how government control affects the railroads' struggle for survival—and the prices you pay.

By RAY CROMLEY

Newspaper Enterprise Assn. NEW YORK (NEA) — The mishmash of federal and state laws and regulations governing railroads, trucks and barges costs you and me heavily.

A railroad president I questioned said rail rates "are held at unnecessarily high levels by government regulation." He stated his road "would be furnishing

its transportation services at much lower cost to the public if the laws of this country would now permit us to do so." He said he would make bigger profits on bigger volume with lower prices.

A New York expert on railroad finances, Vice President Hunter Holding of the Equitable Life Assurance Company, says bluntly the public pays "billions of dollars more than necessary" because the "hodgepodge" of laws and regulations has "increased transportation costs" and limited "efficiency of the transport companies."

Says Holding: the hodgepodge "restricts competition" and "divides transportation into the regulated and unregulated, the subsidized and the unsubsidized, and as to right of way, into the taxed and untaxed."

Take one example of the hodgepodge: Barge men can change their rates at will on 90 per cent of what they carry, truckers on two-thirds of their cargoes.

A railroad that wants to cut any of its rates to meet competition must post its new rates 30 days in advance. Its competitors can protest the new rates, hold them up in the Interstate Commerce Commission and the courts for months or years. The ICC may turn down the cut. Even if the rates are finally okayed it may be too late; competitors may have won the business.

James Easter, president of the small Baltimore and Annapolis line, tells me the story of one of his good customers, a firm that takes sizable shipments of concrete blocks. One day a trucking firm offered to do the job a little cheaper than the B and A. Easter figured his expenses, decided he could meet the competition. He filed with the ICC for lower rates, asked his customer to hold off "for 30 days" until the new rates took effect. The customer agreed. Months have gone by. Easter doesn't know how long the man will wait. Easter thinks there are other rates he might profitably change to win back business his line has lost to the trucks in recent years. But he isn't sure the ICC fight would be worth it.

A short while ago, I was in the Chicago office of a young, hard-driving railroad executive, Ben Heineman, chairman of the Chicago and Northwestern. In a few short years he has pushed his road up from near bankruptcy into a sound position.

But Heineman has problems. Private truckers had cut heavily into his rail freight business. For example, he says these private truckers ship iron and steel goods from the Midwest to California and bring back vegetables for cut rates, barely more than the cost of the gasoline to run the trucks.

Heineman figured his costs, decided he could cut his rates on iron and steel goods and win back a big piece of the business. Winning this outbound business would also gain him back a hunk of the return-haul agricultural trade, too. If the trucks didn't have the profitable haul out, they couldn't cut rates for the trip back.

But the ICC said no. The commission didn't question that he

could carry the iron goods profitably at the lower rates. But it did figure a cut in the Chicago and Northwestern's rates would "upset the balance," give shippers from cities on the North Western routes an advantage over iron and steel goods shippers on other rail or truck routes which charged higher comparative rates.

Caught in this "hodgepodge," Heineman complained: "I would like to ask... what incentives there are to a railroad management for the exercise of ingenuity and resourcefulness in the development of new cars or new techniques, if, when they seek to pass the benefits through lower rates on to the public, the Interstate Commerce Commission denies them the right on the grounds this will transfer business from another mode of competition?"

"I had thought that what competition was aimed to do was to transfer business, lawfully, properly and reasonably. I had thought non-discriminatory competition was designed to transfer business from other modes of transportation or, indeed, from other railroads."

I went to see ICC men. They said lowering all rates the railroads want to lower would hurt the trucking and barge lines.

"We have to preserve the transportation system balance," one commissioner told me. But another commissioner says that under these regulations the common carriers—railroads, trucks and barges—"have lost 60 to 70 per cent of the intercity traffic to private, exempt or illegal carriers." So they're all hurt.

The new transportation bills the Kennedy administration has proposed to Congress would cut some of these regulations. They would permit railroads, trucks and barge lines to cut rates on about 90 per cent of what they carry without ICC interference. The ICC would retain its power to control price increases on all railroad rates, on a third of truck cargoes and on 10 per cent of barge cargoes.

There is, however, in Congress a strong feeling against partially

loosening the regulation for railroads to produce freer competition. Instead, there's pressure to give the rails a better break by adding to regulations which would put truck and barge lines under the same stringent rules as the railroads.

So we may end up with more regulation, not less.

(Next: Bill Broshan and the Southern Railway.)

Trust This TRUSS for True SUPPORT

OTC Trusses are made by experts... experts who have been making body appliances for more than 60 years. They are comfortable, well fitting, sure holding, and you get expert fitting here.

BRODERICK'S PHARMACY 2212 So. 6th TU 2-4683

OPEN 8 a.m. to 10 p.m. Every Day!

GIGANTIC 2-DAY

FREE DRYING!

Yes! DO ALL YOUR CLOTHES DRYING FREE, no matter how much wash you bring in. But hurry! Offer good Tuesday and Wednesday only!

J. W. KERNS

NORGE LAUNDRY AND CLEANING VILLAGE

734 So. 6th Phone TU 4-4197

Special savings start today! Join the

TRADE PARADE to RAMBLER!

AMERICA'S LOWEST PRICE—American 220 2-Door Sedan—family room for 6, Rambler quality and famous gas economy!

\$4034* PER MONTH

WE'RE TRADING HIGH!

CONVERTIBLES—American 440 is America's lowest-priced convertible with power top standard.

\$5122* PER MONTH

NO OTHER CAR OFFERS YOU ALL THIS! Styling and engineering leadership that won Motor Trend Magazine's "Car of the Year" Award.

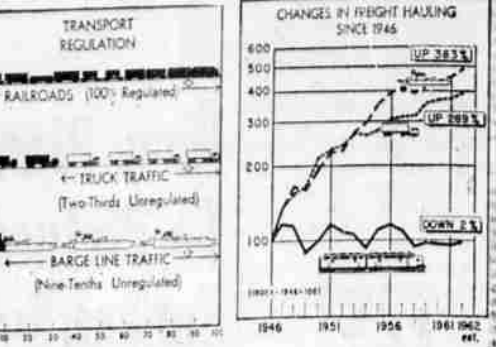
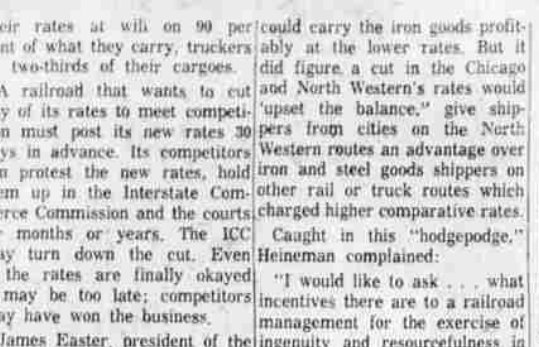
Most miles per gallon of all cars in all classes in '63 Pure Oil Economy Trials and '63 Mobil Economy Run! (American 440)

Scores of extra-value features like Double-Safety Brakes, Advanced Unit Construction, Ceramic-Armored muffler. America's lowest prices! Special savings start today at your Rambler dealer.

*Monthly payments based on manufacturer's suggested retail price with down payment of \$1,000. All dealers. See your dealer for complete details. Excludes taxes, license, title and local charges.

RAMBLER 6 OR V-8

ECCLES MOTOR CO., 606 So. 6th St., Klamath Falls, Ore.



INEQUITIES NOTED — The Association of American Railroads, which provides the above charts, finds a direct relation between inequities in transport regulation and the galloping gains of freight volume moved by highway and waterway in postwar years.

loosening the regulation for railroads to produce freer competition. Instead, there's pressure to give the rails a better break by adding to regulations which would put truck and barge lines under the same stringent rules as the railroads.

So we may end up with more regulation, not less.

(Next: Bill Broshan and the Southern Railway.)

Trust This TRUSS for True SUPPORT

OTC Trusses are made by experts... experts who have been making body appliances for more than 60 years. They are comfortable, well fitting, sure holding, and you get expert fitting here.

BRODERICK'S PHARMACY 2212 So. 6th TU 2-4683

OPEN 8 a.m. to 10 p.m. Every Day!

GIGANTIC 2-DAY

FREE DRYING!

Yes! DO ALL YOUR CLOTHES DRYING FREE, no matter how much wash you bring in. But hurry! Offer good Tuesday and Wednesday only!

J. W. KERNS

NORGE LAUNDRY AND CLEANING VILLAGE

734 So. 6th Phone TU 4-4197

Special savings start today! Join the

TRADE PARADE to RAMBLER!

AMERICA'S LOWEST PRICE—American 220 2-Door Sedan—family room for 6, Rambler quality and famous gas economy!

\$4034* PER MONTH

WE'RE TRADING HIGH!

CONVERTIBLES—American 440 is America's lowest-priced convertible with power top standard.

\$5122* PER MONTH

NO OTHER CAR OFFERS YOU ALL THIS! Styling and engineering leadership that won Motor Trend Magazine's "Car of the Year" Award.

Most miles per gallon of all cars in all classes in '63 Pure Oil Economy Trials and '63 Mobil Economy Run! (American 440)

Scores of extra-value features like Double-Safety Brakes, Advanced Unit Construction, Ceramic-Armored muffler. America's lowest prices! Special savings start today at your Rambler dealer.

*Monthly payments based on manufacturer's suggested retail price with down payment of \$1,000. All dealers. See your dealer for complete details. Excludes taxes, license, title and local charges.

RAMBLER 6 OR V-8

ECCLES MOTOR CO., 606 So. 6th St., Klamath Falls, Ore.

TOWER PHONE TU-4-8484 Deers Open Tanite 6:45

ROBALD RUSSELL

Natalie WOOD

KARL MALPEN

GYPSEY

A MERVYN LEROY PRODUCTION

ESQUIRE TU-4-4567 Deers Open Tanite 6:45

DO NOT DISTURB

SPECIALIST at work!

Doctor in LOVE

AND

It's The 3-R Fun Hit Of All Time!

ROWDY! RIOTOUS!

CARRY ON Teacher

UNITED PRESS INTERNATIONAL

AUDIT BUREAU OF CIRCULATION

Subscribers not receiving delivery of their Herald and News, please phone Tuxedo 4-1111 before 7 p.m.

UNITED PRESS INTERNATIONAL

AUDIT BUREAU OF CIRCULATION

Subscribers not receiving delivery of their Herald and News, please phone Tuxedo 4-1111 before 7 p.m.

UNITED PRESS INTERNATIONAL