

The Weather
Cloudy, Warm
(Details on Back Page)

MANCHESTER



UNION LEADER

"There is nothing so powerful as truth"
—DANIEL WEBSTER

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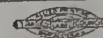
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LEGISLATURE NEAR FINISH

An Editorial No More Free-Loading

The reason why we will shortly have a rooms and meals tax, as has been pointed out before, is because the general public is not organized and the special interests, who want to spend more money, ARE organized.

What especially annoys this writer is the hypocrisy of the businessmen who are always shouting about high taxes and how horrible it is that those darned politicians spend so much money. Yet all have their special projects and all go down, with their hands out, to Washington, D. C., for a subsidy of some kind or another.

This writer has just finished testifying before the Postal and Civil Service Committee of the House, dealing with the matter of increasing mail rates. For years the U. S. Postoffice has operated a multi-million dollar deficit which is made up by the taxes everybody pays.

This writer sees absolutely no reason why the people who use the Postoffice shouldn't pay what it costs, instead of asking for a handout from the rest of the population.

In the early days of the Republic on the frontier, when the spreading of knowledge and information was especially important, naturally special concessions were made to newspapers, magazines, books and other periodicals throughout the nation. This was in order to spread learning.

Today we are not on the frontier any more. The large magazines, which are the worst free-riders of the Postoffice, are huge, multi-million

Both Chambers Adopt Budgets Near Deadline

By WARREN HASTINGS
CONCORD — An exhausted Senate and House last night adopted a \$110,980,031 operating budget for the next biennium just hours away from the final gavel which will end the 1967 legislative session sometime today.

Also gaining Senate approval was the oft-revised capital budget—\$21,780,375.

A deficit in the operating budget of \$1,879,428, assuming final passage of all money bills, was erased when some \$2.4 million was restored to the plus side of the ledger, with the death of the teachers' pay raise bill.

Question of Cushion

However, there is some question of just how much of a cushion will be left, but it is certain not to be the \$1 million as suggested by legislative budget assistant Remick H. Loughton.

A House bill providing some \$1.77 million in aid to medically needy persons, including the blind, the aged and dependent children also won approval at yesterday's long session.

The measure is expected to soar in cost to some \$20 million per year in about eight years. Presently some 11,000 persons in New Hampshire will benefit by the law in its present form.



LAST FAREWELL is given the Boston & Maine's 7:40 p. m. Boston to Concord Buddling, as it pulls out of the Manchester station Friday evening marking the last of passenger service in the state. Waving to friends who came to make the trip from Manchester to Concord are Mr. and Mrs. Charles Nims,

right, of Manchester. Heading towards the camera, back turned from the departing Buddling, as it pulls out of the Manchester station Friday evening marking the last of passenger service in the state. Waving to friends who came to make the trip from Manchester to Concord are Mr. and Mrs. Charles Nims,

(Staff Photo by Naum)

Clear Key Measures To Pave Way for End Of Session by Tonight

By D. FRANK O'NEIL

CONCORD—The 1967 session of the Legislature is expected to end sometime late today after yesterday's meeting when major budgetary step toward adjournment were taken by the House and Senate.

First of the key measures to win the endorsement of the weary lawmakers was a \$21,375,000 capital budget which furnishes the funds for a variety of long-term repairs and improvements at state facilities, under a bonding program.

Biggest change in the capital budget recommended by a House-Senate conference committee, and endorsed by both branches, was the restoration of funds for a new vocational-technical institute in Nashua, at an overall cost of \$2,177,500.

The Senate had previously eliminated the funds for the building itself, and left only enough for the purchase of a site and the site development, but the conferees agreed to put it all back in the budget.

Major Change

Another major change in the final report was the addition of \$1,200,000 for a new Supreme Court building.

Earlier, only enough funds for purchase of the land (\$200,000) had been approved, but the

Mideast Debate Ends, Censure Vote Deferred

UNITED NATIONS —UPI—The General Assembly yesterday finished a two-week debate on the Middle East war and began consideration of specific resolutions to deal with the lingering crisis.

The non-aligned sponsors of a 16-power resolution calling for Israeli withdrawal from Arab territory sought, with Soviet backing, an immediate vote on the measure, but voting was not expected to begin until next week.

The non-aligned sponsors revised their resolution Friday to call for Israel's withdrawal to positions it held June 5, the day

Soviet Claims Ship Bombed Near Hainan

N.H. Ready To Mark Fourth of July Holiday

Your country will observe the 101st birthday of the

Many Mourn Passing Along Boston-Concord Route as an Era Ends

By HARVEY DODD

An era died yesterday as the last Boston and Maine passenger train pulled into Concord.

As with many funerals, there were hundreds of mourners along the route who had only a nodding acquaintance with the deceased before death.

The last taps was a volley of torpedoes, railroad warning signals, just outside the Concord station.

The train was the last Boston and Maine passenger service in New Hampshire, and the last interstate train out of Boston's North Station. It had left at 5:40 p.m., about ten minutes after the last train to Dover, the other run that was discontinued yesterday.

Like a Wake

It was almost like an Irish wake. One or two people wandered unaware that anyone had died. One young serviceman, PFC Richard Gosselin of 76 Sunapee St., Newport, returning on leave from Aberdeen Proving Ground, Md., took the train for the first time yesterday, and hadn't known it was also the last.

The ticket agent at North

Station didn't ask anyone if they wanted a round trip.

Some said it was the last train passenger service in New Hampshire. But it isn't. The Canadian National runs a train on Saturdays only from July 1 (today) through Aug. 12 every year, from Montreal to Portland, Me., mostly for people who are going or coming from the seashore. It stops in Berlin and Groveton.

But train buffs said that southern New Hampshire had had passenger train service since the 1840s. Yesterday it ended.

Really, yesterday was only the burial. Thursday was the wake, when the 80-odd regular commuters to Nashua, Manchester, and Concord had a little party. It was a sad party.

One said that the regulars had signed hundreds of petitions over the years asking that train service be retained. Yesterday, Harold J. Delamater of North Weare passed around two more. One asked the N.H. congressional delegation to support a moratorium on railroad service abandonments, and an investigation of railroad service.

Ask For Phones

The other asked Highway Commissioner John O. Morton for emergency telephones on Rte. 93, which many of the commuters will be using come Monday.

There were few on hand besides the regular hundred Friday commuters to see the last train off at North Station. There, it was only one of scores of trains.

There were only a few newsmen, and perhaps a dozen railroad fans.

Also there was Thomas Lenthall, a traffic consultant from Cambridge, Mass.

The train service to Concord could have been saved, Lenthall said. It did not have to die.

The Boston and Maine says it loses \$25,000 a year on it, he said. But it could have been made a paying run by integrating it with an MBTA train to Lowell that leaves Boston a few minutes later. For 50 miles out of the 150-mile round trip, he said, the two trains run on the same track. The service to

TRAIN

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July 4 Participation Urged at Exeter

EXETER — Town selectmen have issued an Independence Day proclamation urging citizens to take part in July 4 ceremonies commemorating the 194 years the United States has lived as a free nation.

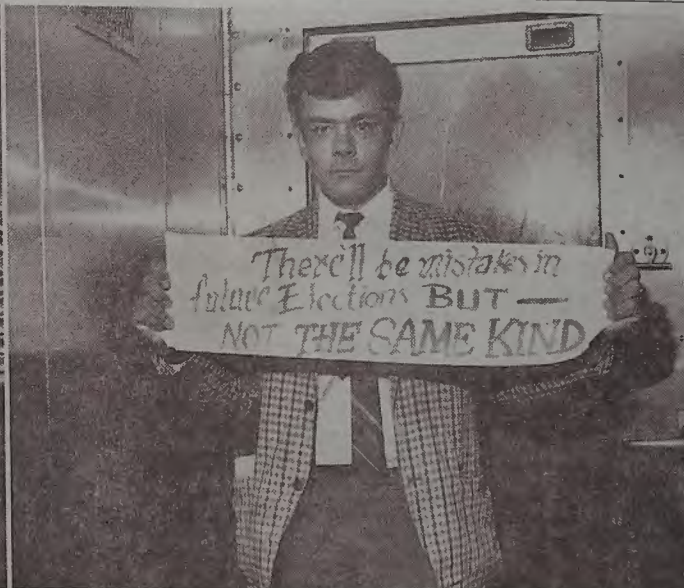
The proclamation points to those who seek to divide the American people with "manifestations of protest" against government policy in Vietnam, stressing the country is again committed this year in Vietnam to a "policy designed to defend the national integrity of those who harbor deep and abiding love for freedom."

The town during the Revolutionary era exercised a predominant and influential role in the activities which led to the Declaration of Independence.

MANCHESTER (N. H.) UNION LEADER — Saturday, July 1, 1967



AN ERA ENDS as the last train between Boston and Concord leaves North Station. At left, trainman Thomas J. Moran of Manchester shakes hands with conductor Floyd F. Sanborn



of Tilton. At center, commuter Paul Delamater of North Weare is angry because he thinks the state of New Hampshire didn't try hard enough to save the run. At right, Conductor Sanborn

starts the train on its way into history. The Boston-Dover train also ended yesterday, leaving a few minutes before the Nashua, Manchester, Concord train. New Hampshire is now without

any railroad passenger service except a Canadian National Saturday-only train that stops at Berlin and Groveton for six weeks in the summer. (Harvey Dodd Photo)

B&M Passenger Train Makes Its Farewell Run in N.H.

The Latin Americans did not immediately submit their resolution to the assembly.

The Western measure—if and when it is submitted—was certain to include a call on Israel and the Arabs to drop their state of belligerency.

The Arabs opposed this when action by the Security Council was under consideration early in June.

All resolutions now under consideration called upon the Security Council to take up the remaining Mideast political and economic questions, which include the right of innocent passage through the Gulf and the Suez Canal, and settlement of the question of Palestine refugees.

BLAST

(Continued from Page One)

James reached the home yesterday. The structure was situated in the remote Deer Valley section of the town, about three miles from the nearest telephone.

The victims suffered second and third degree burns of the head, neck and extremities, according to a New London Hospital spokesman. All were in "fair" condition last night.

The 1½-story wood frame structure was one of the oldest houses in the area.

The Bradford Fire Department sent a tanker and 30 men to the scene. The loss was unofficially estimated at from \$20,000 to \$30,000.

Fire Department officials described the blast as "a gas explosion."

SINGAPORE — Hospitals in Singapore will hire more help.

More Loading

(Continued from Page One)

an end to the businessmen's fight for subsidies from the government and to reduce the spending and the tax burden in the nation most sub-

Sh
Publisher

Two Claremont Offices Entered

CLAREMONT — Police are investigating breaks at the Francis I. Dupont Co. and the office of Atty. William Nolin, both at 31 Pleasant St.

Entry was made sometime Thursday night through the Dupont office, police said. Taken from the Dupont office were 35 Kennedy half-dollars and \$8 worth of postage stamps.

Missing from Nolin's office were about \$140 and some pennies.

TRAIN

(Continued from Back Page)

Concord could have been continued as a separate train from Lowell north, with a two instead of three-man crew, he said.

This way, he said, the traffic could have supported four trains a day.

No Shortage

Yesterday, there was no shortage of passengers. There was a small crowd at Nashua, and a larger one at Manchester. About 50 persons got on at Manchester to make the last lap to Concord.

"Where were all these people when we needed them," one of the commuters asked.

Conductor Floyd F. Sanborn of Tilton, 30 years with the B&M, said he will go on working for the railroad, and that trainman Thomas J. Moran of Manchester and engineer Matthew McAteer of Franklin would too. Moran has 28 years of service with the railroad, 13 years of it on the Boston Concord run. McAteer has about 25 years of service.

At Concord, there must have been more than a hundred on hand to greet it. The regular crew got off, shaking hands with their friends among the passengers. Goodbye, they said, goodbye.

Then one of the Buddliner cars was unhitched for some reason, and the other one, now empty, headed south again, along the beautiful Merrimack where seagulls perched on stones, past the dams and power plants, through Manchester, through Nashua, into Massachusetts, never to return.

The word slogan originated as a war cry or gathering cry of the Scottish clans.

Out now, and being distributed, is a summary of this action, which is not aimed at listing every proposed change, nor does it describe all the listed changes in every technical detail. The proposed order language must be studied for these purposes, Aplin advises.

However, after the Federal Register is ready and available, a period of 20 days from the date of publication will be provided, he states, for the filing of exceptions to the USDA recommendations.

This means that after the exceptions are filed, and the expectation is there will be many of them, lengthy, and in detail, and with accompanying recommendations for change, that the USDA team that handles these complicated legal matters must have time, and find time to study all this, and issue a finding on it.

Back To Farming

The milk battles that have been numerous, costly, heated, long, complicated and bitter at times, then will be a thing of the past. The expectation is, and possibly the farmers, whose pocketbooks have been well drained, and often, in legal battles, lost working time, and competition from milk which they insist doesn't belong in their competition, may be able to devote all their time to better alfalfa fields, more modern barns, and the problems of their own backyards in general.

Grand Chapter Official Feted

PETERBOROUGH — Peterborough Chapter Royal Arch Masons held a public reception for member John A. Fitzgerald, newly installed grand high priest of the Grand Royal Arch chapter, at the Peterborough Congregational Church, with about 200 present.

Several grand officers of the grand chapters of Maine, Massachusetts, Vermont and this state were among those attending.

Fitzgerald was installed by Most Ex. Hiram W. Johnson of Antrim at the recent convocation in Concord.

He also is grand commander of the Grand Commandery, Knights Templar, of New Hampshire and long has been active in all the York Rite groups.

'Biggest' Floor Fight
One of the biggest floor fights in the House yesterday developed over a Senate-approved bill that would have given "priority" to the completion of the Interstate Highway section from the Manchester bypass to the toll station in Hooksett.

It sparked a lively fight between "North Country interests" and those of the southern sections of the state as Rep. George W. Stafford (R) of Laconia, chairman of the House Public Works Committee, and Rep. Malcolm J. Stevenson (R) of Bethlehem, carried the torch for North Country elements and urged the House to let the Dept. of Public Works and Highways handle priorities and not "attempt interference" with their plans.

The House overwhelmingly killed the bill, with the Manchester delegation being virtually alone in trying to win its passage.

Cites Assurance

Stafford said he had the assurance of Highway Commissioner John O. Morton that the Manchester-Hooksett section would be under construction by "early 1969." He warned that placing this section at the top of the list now would bring in an immediate and "screaming" halt four other major Interstate projects that the department is now pursuing, most of them in the northern part of Interstate 93.

When he was reminded by Rep. Robert E. Raiche (D) chairman of the Manchester delegation that the Highway Department had promised in 1956 that this vital section of the interstate system would be under construction by 1961, Rep. Stafford said that the Highway Department was not fully aware, at that time, of the "economy stagnancy" that would develop in the North Country and that they proceeded to make their plans on a "need" basis, including "economic need."

"Manchester has not suffered one bit under the interstate system," Chairman Stafford declared, as he predicted that the state's largest city would not suffer when the state gets around to building a major East-West highway artery.

Given final approval yesterday, after a conference report was HB 672, which sets up standards for motor cycle equipment and operators. Under an amendment, if a motorcycle does not have a windshield, the operator must wear eye-glasses or goggles or a face shield.