LEGISLATURE NEAR FINISH

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

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

First of the key measures to win the endorsement of the weary lawmakers was a $71,377,500 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 the

Mideal 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 absolute 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 peacetime positions at the last, the day before the special session of the UN assembly was to begin. The revised version was not expected to be voted on Friday.
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 commuters to Nashua, Manchester, and Concord had a little party. It was sad party. One young serviceeman, PFC Richard Gosselin of Weare passed around more. One young serviceeman, PFC Richard Gosselin of Weare passed around more. The other run that was discontinued yesterday, little party.

Like a Wake

It was almost like an Irish wake. One or two people wandered unaware that anyone had died. One young serviceeman, PFC Richard Gosselin of Weare passed around more. The other run that was discontinued yesterday, little party.

The ticket agent at North Station didn't ask anyone if they wanted a round trip.

Some said it was the last 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, Maine, 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 1940s. 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 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.

As he here was Thomas Lenthall, a 96-year-old consultant from Cambridge, Mass. The train service to Concord could have been saved, Lenthall said. It did not have to die.

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

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."

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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.

B&M Passenger Train Makes Its Farewell Run in N.H.
James reached the home yester-
day. The structure was situated
in the remote Deer Valley
section of the town, about three
miles from the nearest tele-
phone.

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 1 1/2-story wood frame
structure was one of the oldest
houses in the area.

The Bradford Fire Depart-
ment sent a tanker and 30 men
to the scene. The loss was
officially estimated at from
$20,000 to $30,000.

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

More

Loading

(Continued from Page One)

Two Claremont
Offices Enter ed

CLAIREMON T — Police are
investigating break-ins 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. Ta-
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.

B LAST

(Continued from Page One)

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

This way, he said, the traffic
would 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 McAtee of Franklin
would too. Moran has 28 years
of service with the railroad, 13
years of it on the Boston
Concord run. McAtee 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 pas-
engers. Goodbye, they said, good-
bye.

Then one of the Buddliners
was unhitched for some
reason, and the other one, now
empty, was hauled south again
along the beautiful Merrimack
where a gull's perched on
stones, past the dams and
power plants, through Manches-
ter, through Nashua, into Mass-
achusetts, never to return.

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

Out now, and being dis-
tributed, is a summary of this
action, which is not aimed at
listing every proposed change,
but does it describe all the
listed changes in every tech-
nical detail. The proposed order
language must be studied for
these purposes, Aplin advises.

However, after the Federal
Register is ready and available.

TRAIN

(Continued from Back Page)

Cites Assurance

Stafford said he had the
assurance of Highway Commissi-
nioner John O. Morton that the
Manchester-Hooksett section
would be under construction by
"early 1959." He warned that
placing this section at the top of
the list now would bring to an
immediate and "screamingly"
half 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
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 1963, Rep.
Stafford said that the High-
way Department was fully
aware, at that time, of the "eco-

nomic stagnation" that would
develop in the North Country
and that they projected the need
to make their plans on a
"need basis," including an
"economic need.

"Manchester has not suffered
one bit under the interstate
system," Chairman Stafford
clarified, as he predicted that the
state's largest city would not
suffer when the state builds
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
this amendment, if a motorcy-
clist does not have a windshield,
the operator must wear eye-
goggles or a face shield.

Biggest Floor Fight

One of the biggest floor fights
in the House yesterday did
not bring a Senate-approved
bill that would have given

the Executive to the Interstate Highway section
from the Manchester bypass to the
toll station in Hooksett.

It sparked a lively fight
between "North Country inter-
estists" and those of the south
sections of the state. Rep.
W. Stafford (R) of Laconia, chairman of the House
Public Works Committee, and
Rep. Malcolm J. Stevenson (R) of Bethlem, carried the torch
for North Country elements and
urged the House to let the Dep.
Public Works and Highways
handle priorities and not "at-
tempt interference" with these
plans.

The House overwhelmingly
did kill the bill, with the Man-
chester delegation being virtual-
ly alone in trying to win its
passage.

Back To Farming

The milk battles that have
carried the torch from the M!lnchesler bypass to
Manchester, and engme-

ergers, to the_ scene .. The loss was the
commuters asked. own backyards

 instanceof a "priority'' to the completion of
the toll station m Hooksett.