

Reds Build Up Pressure on Hanoi Area

By FORREST EDWARDS
HANOI, Indochina (U) — Viet-minh units squeezing their pincers on Hanoi built up pressure on the northwest and northeast Sunday, hitting the French Union defenses in scores of small fights.

The Communist-led rebels smashed a Vietnamese militia post less than a mile north of Son Tay, important garrison town only 25 miles northwest of Hanoi.

French Union forces scored some gains on the northeastern sector. They reopened roads between Sept Pagodes, Phu Lang Thuong, and Bac Ninh, 30 miles from Hanoi, reestablishing communications lines and repairing demolished bridges connecting three towns.

Those towns form a protective triangle against Vietminh regulars massed just north of the area.

Most of the pressure up to now has been south of here, where French troops being withdrawn were closely followed by rebel fighters.

Throughout Saturday French warplanes unloaded nearly 150 tons of high explosives on rebel guerrilla bases inside the shrinking Red River Delta defenses. Some of the bases attacked are less than 20 miles from Hanoi.

CAP Locates Target During 2-Day Event

Oregon's Civil Air Patrol found their "downed" aircraft at 1:20 Sunday afternoon, culminating a two-day search exercise that involved 135 personnel and 48 planes.

Ideal flying weather Sunday aided the search, with Capt. Owen Patrick Moses of Portland, assistant operations officer for the Oregon CAP Wing, spotting the yellow tarp target in wild and rugged country five miles south of Grange Ronde.

The simulated search started Saturday after an Air Force team from McChord Field, Wash., had set up the target. The flight of the quarry "plane" was listed as between Portland and Eugene. The last CAP knew of it, the target had been turned back at Albany by weather. From that point on, the CAP searchers received 18 leads from here and there, as set up by directors of the exercise.

Col. Russell Graham of Portland, operations officer for the Oregon CAP and in charge of the search, was highly pleased with the results. A report now goes to Washington, D. C., where a grading of the operation will be made on a percentage basis.

The only mishap in connection with the ambitious two-day pursuit of the target was a broken propeller received by an L-16 Aeronca Chief when it nosed over in a soft spot at McNary Field Sunday. No one was injured.

The area of the search covered the Willamette Valley from Eugene to Portland and from the Cascades west to the coast.

Terrorists Kill Six in Tunisia

FERRYVILLE, Tunisia (U) — Two terrorists sprayed a cafe terrace and a packed bus with sub-machine gun fire here Saturday night, killing 6 persons and wounding 16.

Pro-nationalist violence has been increasing in Tunisia in recent months as the Independence Party has protested the exile of its leader Habib Bourguiba to a French island in the Atlantic.

Kansas Boxer Best Dog at Salem Show

(Picture on Page One)

A Wichita, Kans., woman's boxer was named best entry among a field of approximately 500 in the annual Salem Lions Club Dog Show, held Sunday at the State Fairgrounds.

The honored dog was Champion Rockmont's Glamour, owned by Bessie Stark. Rockmont's Glamour also top dog in the Working Breeds class.

In the class for sporting breeds, judges gave top nod to Champion Maloyd's Avalon Joe, a black cocker spaniel owned by Lloyd and Mae Cronant of Tillamook. The non-sporting breeds class first place choice was a miniature poodle, Champion Estid Snow Storm, owned by Mrs. Marguerite Tyson, Charlottesville, Va.

In the toy breeds division, No. 1 honors went to a miniature pinscher, Champion Patzie V. Mill-Mass, the property of the El-domar Kennels of Beverly Hills, Calif. First place in the terrier breeds class was given to a miniature schnauzer, Champion Hit Parades Blacksmith Blues, owned by Mr. and Mrs. Glenn Fancy, Burbank, Calif.

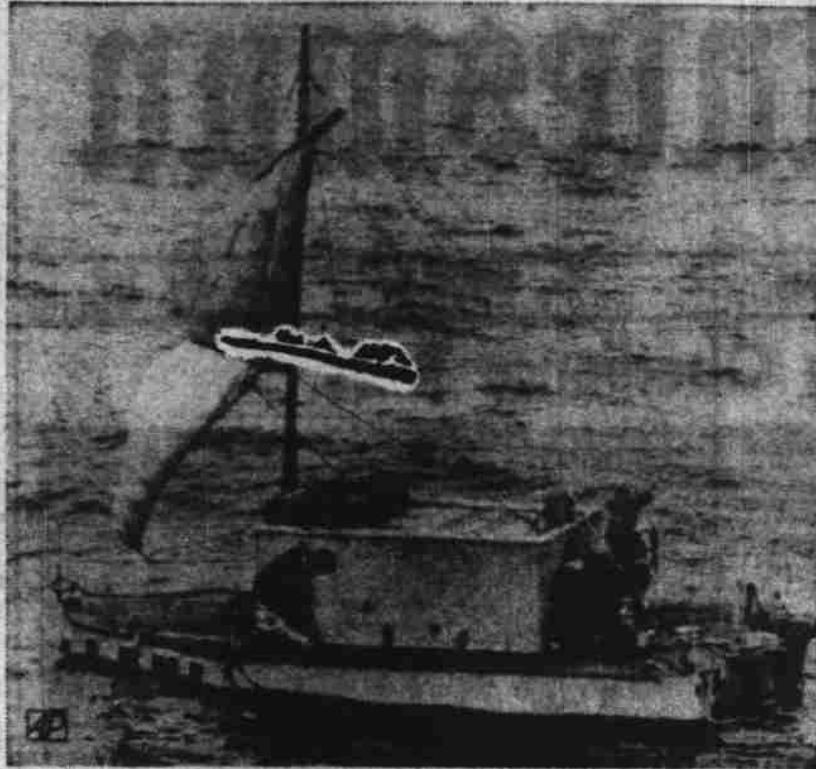
Tops in the division for hound breeds was a dachshund, Champion Forever Golden Antonio, owned by Margaret Taylorson, Ross, Calif.

Large crowds were in attendance all day long at the show. Serving as judges were Walter Reeves, Clarkson, Ont.; Louis J. Murr, Spring Valley, N. Y.; Dr. Frank Miller, Los Angeles; Reginald H. Livsey, Milwaukee; and Dr. Edward N. Gregg, Richmond, Calif.

Second and third choices in each division included: Working breeds—Champion Rogue of Ger-Hall, doberman, owned by Mr. and Mrs. F. R. Davis, Beaverton, Ore.; Bonnydale Black Magic, collie, owned by Julia F. Finnegan, Kent, Wash.; Hound breeds—Champion Top Notch of Barbee, dachshund, owned by Virginia LaMonte, Springfield, Ore.; Champion Mathes Quercus C. D., basenji hound, owned by Paul N. Mountcastle, Raymond, Wash.; Toy breeds—Champion Goliath of Golden Glen, pug, owned by Mrs. Clyde Ritchie, El Monte, Calif.; Am. and Can. Champion Hunt's Gold Boy II, pomeranian, owned by N. E. Kniesel, Portland, Ore.; Terrier breeds—Am. and Can. Champion Mountcastle's Blue Flame, owned by Paul N. Mountcastle, Raymond, Wash.; Champion Sierradale Squaw, airdale, owned by May P. Pridham, Glendora, Calif.

Non-sporting breeds—Eng. and Am. Champion Wyloo of Wistonia, Keeshonden, owned by Flakkel Kennels, Beverly Hills, Calif.; Mardo of Coachlane, dalmatian, owned by Mrs. Lewis D. Clark, 785 Boxwood Lane, Salem. Sporting breeds—Champion Monalos Sports Final, cocker spaniel, owned by Mr. and Mrs. J. H. Willett, 885 Kingwood Dr., Salem; Champion Windridge Copper Citation, ascot cocker, owned by Windridge Kennels, Monterey, Calif.

Food for Drifters



SAN FRANCISCO (U) — One of the five crewmen aboard the raft Lehi holds up a fair size fish caught in the Pacific. The Lehi left San Francisco July 9 enroute to Hawaii. The foodless and waterless craft has been tossing about on the ocean waves outside of San Francisco's Golden Gate on her "drifting voyage" to Hawaii. (AP Wirephoto to The Statesman).

Rescuers Fail to Locate Raft Lehi in Heavy Seas

SAN FRANCISCO (U) — Five hungry and thirsty men aboard the small raft Lehi battled heavy seas and a rising wind Sunday night as a rescue boat returned to port after failing to locate the craft.

The raft is somewhere west of Half Moon Bay, between 15 and 30 miles offshore and about 40 miles south of San Francisco, on its projected 2,300-mile drift to Hawaii. The rescue boat—a chartered boat—postponed until Monday its attempt to deliver radio equipment and gasoline to the raft and tow it farther westward to catch more favorable currents.

Amateur radio operators throughout the Bay Area kept a vigil on the progress of the raft, which has its own short wave transmitter aboard and has been

sending in Morse code. Some reports located the Lehi south of Santa Cruz, about 50 miles south of here, but these were unconfirmed.

The five-man crew of the 32-foot craft seemed determined to go through with the attempt despite hunger, thirst and fatigue.

They were still trying to find a westerly current.

A boat out of Santa Cruz fixed the raft's position.

The expedition is being sponsored by Dr. Arthur B. Fearon, University of San Francisco professor and father of Joe Fearon, one of the crew members. It began Friday with a tow out of the Golden Gate.

Fearon hopes to prove that humans can live indefinitely off the sea and that strong currents can carry a powerless craft to the Hawaiian Islands.

The Mormon skipper of the craft hopes later to prove that a raft can drift from the Persian gulf to the South American continent, as mentioned in the book of Mormon.

A new effort to reach the raft with a relief boat to tow it farther out to sea and equip it with a new radio transmitter and gasoline for its two outboard motors was in the works.

No West Progress
The raft apparently made no westward progress during the night as coastal currents and winds moved it south.

Skipper De Vere Baker, 38, radioed that his crew had had no food since Saturday and that they made only one quart of drinking water from a solar still. The crew had expected to live off the sea, subsisting on sea life and rain water.

The relief ship under the direction of Dr. Fearon planned to tow the Lehi 100 miles out. He hopes this will take the raft out of the south moving coastal currents and into the southwestern currents which supposedly would take them to Hawaii.

Fearon hoped to take a doctor along for the Lehi's radio operator, Don C. Smith of Santa Rosa. Smith radioed from the craft that he was "very sick with a bad cold and needed a drink of water."

Ex-Con Claims Knowledge of Girl's Slaying

MIAMI, Fla. (U) — Walter Lee Yow, paunchy, 44-year-old ex-convict who told police he witnessed the brutal rape-slaying of little Judith Ann Roberts here last Tuesday, was flown to Miami from Georgia Sunday night for further questioning.

Georgia police were inclined to doubt Yow's story because of its vagueness and many discrepancies, but Miami detectives Charles Sapp and J. I. Whitman said it was sufficiently consistent to warrant returning him to Miami.

Judith Ann, 7-year-old daughter of James Roberts, Baltimore lawyer and labor leader, was stolen from her bed in the home of her grandparents, raped, beaten and strangled. Her body was found several hours later in bushes just off fashionable Bayshore Drive.

Yow, arrested at Marietta, Ga., Saturday on a vagrancy charge, told Atlanta police he was with a man who kidnaped and killed the girl.

Detective A. L. Bagley Jr. of Marietta said the balding Yow has a long criminal record, including convictions for larceny and assault on a female, and said he told officers he had been in a North Carolina hospital for criminally insane.

"We want him to take us to some of the places he mentioned," Sapp said after the two Miami detectives had questioned Yow in Atlanta. He said Yow signed a waiver of extradition.

Sapp said Yow told the detectives he met a man in a Miami bar and on the night of the killing the man told him: "I've got a friend from Maryland I've got to see." Sapp said Yow related that he waited outside while his companion went in after the little girl.

Yow stated at first that he saw his companion rape the child, then smash her head with a rock, Sapp said, but later he insisted he was waiting in the car some distance away.

Still later, he said he had been told that Georgia officers would "bash in his head" if he fell into their hands and he made up the story to get out of Georgia and back to Florida.

Sapp said there is "some consistency" in Yow's story.

Heat Covers Central U.S.

By THE ASSOCIATED PRESS
Blistering temperatures of 100 degrees and higher Sunday scorched a wide area stretching from Texas through Kansas, Nebraska, the Dakotas, Wyoming, Colorado and Utah.

The Weather Bureau said no immediate relief is in sight.

Casper, Wyo., established an all-time high with a sizzling 103. Denver soared to 102.

At Burwell, Neb., the mercury hit 114. Other Nebraska highs were 113 at Norfolk, 112 at Platt, 110 at Imperial and Lexington, and 107 at Omaha, Scottsbluff and Sidney.

A comparatively cool spot in Nebraska was Valentine — 101 degrees.

Kansas City had a high of 108. Wichita, Kan., reported 110. In South Dakota it was 102 at Philip and 101 at Pierre and Huron.

Jet Airliner Crashes Due to Metal Fatigue

LONDON (U) — The Sunday Express said Sunday experts have decided that "cabin compression fatigue" caused the series of jet Comet airliner crashes that killed 99 persons.

The paper said the decision came when the cabin of a Comet immersed in water and subjected to six weeks of strain finally blew up last week at the royal aircraft establishment at Farnborough.

These tests, it said, were conducted under water to minimize the effects of the expected explosion.

The Express story said scientists suspected from the first that metal fatigue caused by constant expansion and contraction of the pressurized cabins might explain the disastrous crashes.

There was no immediate confirmation of the Express story either from government sources or the DeHavilland Aircraft Company which makes the Comets.

Pumps Going As Columbia Rises at Trail

TRAIL, B. C. (U) — Downtown residents of this southern interior British Columbia city kept pumps throbbing Sunday as the Columbia River climbed another six inches in 24 hours.

The rise brought the river level here close to the 41-foot mark but still far short of the 1948 and 1950 peaks. The danger level is 45 feet.

Along the Fraser River, the 100-mile dike system was still in good condition despite seepage.

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