

OUT OUR WAY



OUR BOARDING HOUSE with MAJOR HOOPLE



2 young French women give views on U.S. after trip

By Gay Pauley UPI Staff Writer NEW YORK (UPI)—Two young French women who have dripped their way through an 18-week, 15,000 miles auto tour of the United States concluded that: —The hamburger is an American classic but doesn't deserve to be, the way it's cooked. "except in major cities, your food is terrible." —"There's a big difference in motorists in the East and West. "They're wilder in the west." —Women, especially plump women, should not travel in Bermuda shorts or slacks. —The hospitality and friendliness of the U.S. are unbounded. —American men are less flirtatious than the French. —American tourists should appreciate American sights.

CARNIVAL



"Please take care of all my friends, and help to take care of those that aren't!"

STEVE CANYON

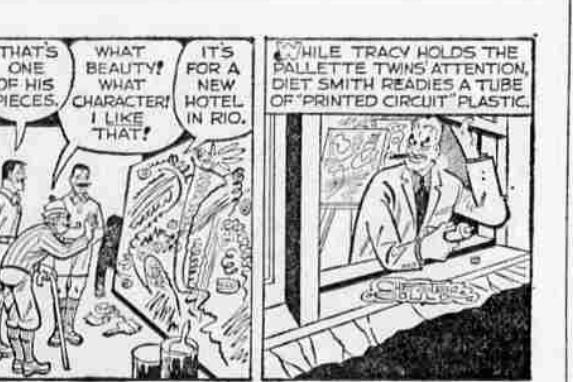


The two are Princess Pauline Murat, 31, Paris-born, and Floriane Brossette, 33, of Lyons. Miss Murat, a small brunette, is the granddaughter of the Marquis De Chasseloup-Laubat, one of France's first race drivers, and is a descendant of Joachim Murat king of Naples, who was the Emperor Napoleon's brother-in-law. She has logged more than 50,000 driving miles through Europe, Asia and Africa, and says she is the first woman to have driven from Paris to Moscow. That trip was in 1938 after the route through Czechoslovakia and Poland had opened. Miss Brossette, a blue-eyed blonde, is a former Red Cross ambulance driver and has toured Europe and Africa by sports car. The two shared the driving on the 33-state tour. The trip was partly for pleasure, partly pure business. They made movies for a documentary on U. S. sights and people, the princess made lecture appearances before women's groups to talk of the changing role of the French woman and will now write her impressions of America for a French magazine, Realities. And the 15,000 mile trip was a test one for the Renault car. The two kept a budget. In an interview, the princess said their average motel bill per night was \$7 to \$9; meals ran \$14 to \$15 each day for both, their other expenditures were for fuel, film, souvenirs, a few gifts and now and then a wardrobe replacement as wash-and-wear wore. The Americans may have the image of the French woman always in a bikini, but that, said the princess is strictly for the international set lolling on the Riviera. "And a French woman wouldn't think of traveling in Bermuda shorts or slacks." In France, the two said, if a couple of girls travel alone they are subject of whistles and offers of company from the men. Only one such incident occurred in the whole U.S. trip, she said. The vastness of the United States and the ever changing scenery from New England to the Pacific Northwest to the desert to the Rockies to the bayou country impressed them. "You could see a million pictures of the Grand Canyon and still not catch its grandeur," said Miss Murat. "I wonder why so many of you holiday in Europe when you have so many beautiful things here."

Capsule recoveries running 70 per cent on West Coast

WASHINGTON (UPI)—A specialized Air Force unit has been retrieving 70 per cent of the capsules launched from the West Coast in a space age catch game involving rockets, secret satellites and transport planes. After more than a year of silence, the Air Force Sunday released sketchy details on the secret launches of the satellites into polar orbits and the "routine" recovery by a Hawaii-based squadron of capsules ejected from them. The meager details were made public in connection with the presentation of the "outstanding unit award" to the 6593rd Test Squadron at Hickam Air Force Base, Honolulu, in recognition of "its record in the development and application of aerial techniques for the recovery of space capsules returned from orbiting satellites." The first U.S. recovery of a man-made object from space was accomplished Aug. 11, 1960, when the Air Force's Discoverer 13 satellite ejected a capsule. It floated down through the atmosphere and into the Pacific Ocean where it was fished out by Navy divers. A C119 airplane of the Hickam-based squadron made the first aerial recovery of a space capsule Aug. 19, 1960, grabbing it and its parachute out of the air over the Pacific. However, early last year, the Defense Department imposed Discoverer and other military satellites under a secrecy curtain. Ever since, there have been announcements on launchings from Vandenberg Air Force Base and adjacent Point Arguello, Calif., but nothing has been said of what was launched.

DICK TRACY



Ex-president of Westinghouse taken by death

PITTSBURGH (UPI)—Mark W. Cresap Jr., 53, former president and chief executive officer of the Westinghouse Electric Corp., died Sunday in Presbyterian-University Hospital. Cresap, who resigned from the firm only last July 15, was credited with streamlining the company's products divisions to give each more autonomy and closer access to markets. Cresap underwent surgery July 17 for a gastric hemorrhage, and hospital officials last week said he was recovering well and appeared to be out of danger. However, his condition worsened Saturday, and he died the following day at 3:15 a.m. Cresap began his career in the management field in 1934 when he joined the Chicago consultant firm of Booz, Allen and Hamilton. He joined the John B. Stetson Co., Philadelphia, in 1939 and remained with the firm until he entered the U.S. Army in 1942. Cresap and two friends formed the management consultant firm of Cresap, McCormick and Paget in 1946 following his discharge, and the new company did a considerable amount of work for Westinghouse which he joined in 1951 as a vice president and assistant to the president. He was named president Jan. 1, 1958, and the board of trustees named him chief executive on April 1, 1959.

Rider threatens redevelopment plan in House

WASHINGTON (UPI)—A proposed anti-discrimination rider threatened today to wreck plans of House leaders for early enactment of President Kennedy's two-year-old area redevelopment program. Rep. Robert Taft Jr., R-Ohio, said Kennedy's general civil rights bill now before Congress was not broad enough to insure Negroes access to all the privately owned facilities to be built with federal aid under the \$453 million anti-recession bill. Taft proposed an equal accommodations clause as an amendment to the Senate passed bill. He said if the House Banking Committee turned down his proposal, he would offer it again on the House floor. Chairman Wright Patman, D-Tex., pressing for a final committee decision on the bill late today, said if Taft's amendment were approved, the bill might not clear the banking group and certainly would not get through the rules committee. By inference he accused Taft of using the civil rights amendment as a device to kill the bill. This and other charges and counter-charges turned Monday's committee hearing into a day-long wrangle. Republicans charged Patman with trying to rush the bill through committee without adequate study. They said this confirmed their suspicions that a "deal" had been made by which it was hoped to pass both the area redevelopment measure and a controversial cotton subsidy bill. Patman denied that any "deal" had been made. As for his efforts to limit the hearings to a single day, he said the committee previously had heard all the arguments, for and against, and members already knew where they stood. Under Republican pressure, Patman later relented to the extent of continuing the hearings today but he said they would be ended at noon so the committee could consider amendments and act on the bill.

LIL ABNER



Lucifer proves he wasn't too mean to die

RALEIGH, N.C. (UPI)—Some folks said Lucifer was too mean to die. He proved them wrong Monday. In the last act of defiance, the big diamondback rattlesnake, called the "orniest critter" in the state Agriculture's Department Museum of Natural History, died of hunger—refusing to eat. Forced feeding had prolonged the life of Lucifer when he went on a hunger strike in the past, but this time the five foot, three and one-half inch snake apparently lost the will to live. Lucifer was a favorite of museum visitors and received some press notoriety because of his viciousness. He would strike against the walls of his cage whenever anyone approached him. Museum officials already have found a replacement for Lucifer, a five-foot, six-inch diamondback named Lucifer II. But observers say he just doesn't seem to have the vinegar of old Lucifer. MOSS MAKES IT LONDON (UPI)—Stirling Moss, formerly one of the world's top auto racing drivers, passed his motor scooter driving test Monday on the second attempt.

REX MORGAN, M.D.



CAPTAIN EASY



MARY WORTH



ALLEY OOP



Advertisement for Eddie's Sales & Service. It features a man in a suit standing next to a large chart showing various car parts. The text reads: 'NEW FOR 1963 Our 5-YEAR, 50,000 MILE Warranty Protects All These Power Train Parts! YOU DON'T PAMPER A '63 CHRYSLER! This chart tells the story — proof of the toughness and dependability of Chrysler Products for '63! All these power train parts are protected under warranty for five years or 50,000 miles! That's a long time, and a lot of miles. No other automobile manufacturer has been able to offer such sweeping assurance of satisfaction. See Eddie now for the car that needs no pampering! MORE AND MORE HAPPY BUYERS ARE DISCOVERING EDDIE CAN MEET OR BEAT ANY DEAL IN THE STATE EDDIE'S SALES & SERVICE Wall at Greenwood Phone 382-3561'