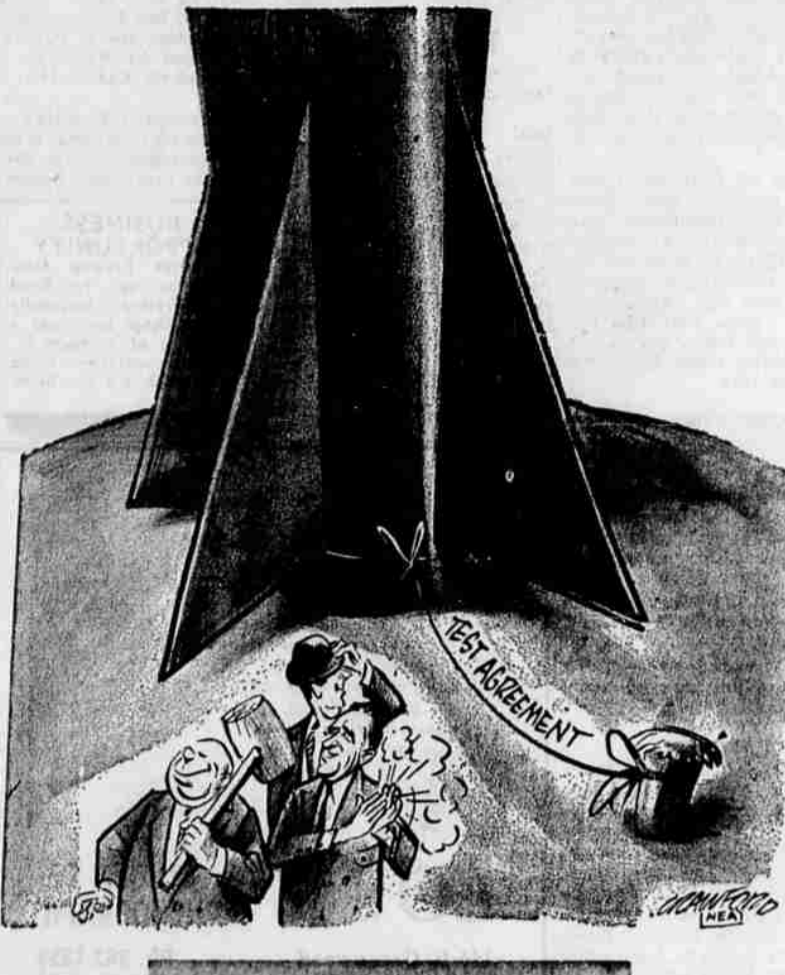


'There!'



West Coast is taking us rubes in Central Oregon for a ride, slowly

Us rubes in Central Oregon are losing the battle with West Coast Airlines. The battle, that is, to keep some semblance of decent North-South service.

The latest round went to West Coast without question. And it may have meant the battle too, for West Coast has fixed it up so they can't possibly expect much passenger business out of Central Oregon. This would mean closing down the Bend-Redmond stopover point, something the airline has apparently wanted to do for some time.

Readers may or may not have noticed a three paragraph story with a Redmond dateline which appeared in The Bulletin earlier this week. The whole story was there. It said that West Coast, effective August 1, has increased the time going to San Francisco by about three hours and to Portland by about a half hour.

Specifically, here is what has happened:

Instead of leaving Bend-Redmond at 10:02 a.m. with a stop in Klamath Falls and arrival in San Francisco at 1:35 p.m., you must now leave at 7:40 a.m., stop at Roseburg, Medford, and Klamath Falls and ... arrive in San Francisco at 1:05 p.m. This is a flight of just about three hours longer, if we figure correctly.

Flying to Portland, West Coast has added a stop at Corvallis to its Salem stop and this will increase time by about a half hour.

That isn't so bad except that it

NATO's tank troubles

At the outset of the fighting in Korea in 1950, the United States had no tank in the Far East capable of engaging the obsolescent Russian T-34. South Korean units, in fact, had no tanks of any description because the United States was determined to show the world that its intentions in Korea were nonaggressive. The heavily-armed fist of the North Korean invaders smashed through the ROK lines challenged only by suicide squads with satchel charges. Soon what the Germans call "panzer fever" seized the defenders. Whatever chance the numerically superior ROK army had of handling the invasion without help from American troops was ended. The rest is dismal history.

Armor could hardly prove decisive in any European ground war. Even so, more than usual significance attaches to the current development of tanks by France and Germany. Five years ago the two nations joined to develop a "Europa" tank capable of facing the Russian T-54. Experts from each country worked on their own models separately. But when the time came to combine the best features of the two, the disagreement on its specifications became irreconcilable. France recently displayed its model, called the AMX, a 32.5-ton model capable of 43 mile-an-hour speed. Now the Germans are preparing

is virtually impossible to fly to Portland one day, transact business and fly back the next, because of arrival and departure times. (And there was a time in this modern high-speed age when we thought it would be nice to be able to fly to Portland and back in the same day, but that didn't work out).

Passengers will arrive in Portland about 2:30 p.m. or later. It takes anywhere from 30 to 50 minutes to get to downtown Portland, depending upon the mode of transportation. After that there isn't much time to see business contacts before offices close at 5 p.m.

The morning flight back to Central Oregon doesn't leave any time to transact business, so there you are.

West Coast officials said the latest change was made to "increase business."

This may be true for planes stopping in Roseburg, Medford or Corvallis, we don't know. But it certainly won't increase boardings at Bend-Redmond airport. Like as not, fewer and fewer people will fly and more and more will drive their cars or take bus transportation.

And this will lend substance to West Coast's yearly argument that it should be allowed to quit its Central Oregon stop because there is no need for it.

West Coast, as another Oregon newspaper said recently, is taking all of us rubes for a ride, but slowly.

to unveil, probably early in August, their 40-ton, 40-mile-an-hour model, called the Standard Panzer. Bonn is expected to put the tank into production no later than September. German industrialists are happy at the prospect of a \$500 million order necessary to replace, at \$250,000 apiece, the 2,000 outmoded U.S.-made M-47s and M-48s the Germans now have.

Meanwhile, the United States is in the process of equipping its forces in Europe with the 50-ton M-60 tank. But the New York Herald Tribune directs attention to reports that West Germany may provide the United States with Standard Panzers to be turned over to other NATO allies. Almost lost in the turmoil over Franco-German manufacturing rivalries and the possible impact of the tank competition on U.S. balance of payments is the question of which tank of the three is best capable of halting Communist armor.

Quotable quotes

I wish to take this opportunity on behalf of the Chinese people to express our resolute support of the American Negroes in their struggle against racial discrimination and for freedom and equal rights. — Communist Chinese leader Mao Tse-Tung, in a statement issued by the New China News Agency.

Capital Report

United States now trying to catch up with Russia in undersea explorations

By A. Robert Smith
Bulletin Correspondent

(Editor's Note: This is the second in a series by our Washington correspondent on the intense rivalry between the United States and Russia in the newly expanding field of oceanography because of its military as well as peaceful utility.)

WASHINGTON — Soviet Russia's oceanography fleet, deployed to learn the vital secrets of the world's oceans, is more than twice as large as the American oceanography fleet.

But the United States has embarked upon a shipbuilding program as part of the Kennedy administration's quiet but determined effort to overcome the Soviet lead in undersea research and exploration which has certain military importance and peaceful economic significance of uncertain dimensions.

While the race to land a man on the moon has captured worldwide attention, both powers have simultaneously entered a race to get to the bottom of the seas to unlock the treasure house of scientific knowledge which the oceans have guarded from man ever since he pushed off from shore in ancient times.

The Soviet oceanography fleet consists of 158 ships, according to U.S. Navy estimates. The American oceanography fleet consists of 76 vessels, and most of these are over-age ships converted from some prior use or taken from the "mothball fleet" to conduct oceanic research on a make-shift basis.

But during the past year the first three brand new American ships, designed and built specifically for modern oceanographic research, have put to sea. This is the first installment on a construction program which a high Navy official says we "desperately need." The administration's 10-year oceanography plan calls for 120 oceanography ships by 1972.

Government officials say Russia has 75 ships operated by its Navy and 83 non-Navy ships. Some of these are modern, well-equipped vessels assigned to basic research. Their best known research ships include the 6,000-ton Mikhail Lomonosov, built in 1957 with 16 oceanographic laboratories and space for about 75 scientists aboard; the 12,000-ton Ob, built in 1953; and the Svernyanka, a research submarine.

Some Russian vessels combine oceanography data collection with military intelligence and commercial fishing not far off the American coast, both East and West, in international waters.

While the comparative sizes of the fleets provide an index of the Soviet and American oceanography efforts, Rear Admiral E. C. Stephan points out that more than mere ships are required for an

effective program. The ships collect a large amount of data about the oceans, but this data must be processed and reduced to usable form for various military and civilian purposes. In this vital area American officials believe they are ahead of the Russians.

"Their oceanographic program is hampered by lack of precise positioning capability, lack of modern precision instrumentation for data acquisition and by the lack of modern data processing equipment for rapid handling of survey research data," said Admiral Stephan, director of oceanography under the chief of naval operations.

"There is every indication that the Russian oceanography fleet has a data acquisition capability that has far outstripped their ability to analyze and process this data into a usable form. They probably are better equipped to do oceanography in support of fishing operations than they are to do the more precise and complicated military oceanography."

To solve its own data analysis problem, the U.S. Navy created the National Oceanographic Data Center, located in an abandoned naval gun factory in Washington, D.C. With modern computers, the Navy expects to analyze raw data transmitted from ships at sea; then the processed data will be transmitted back to the ships where scientists aboard will be able to determine whether their oceanographic research has been adequate in that area and they can move on to another part of the sea.

This Data Center is but one of the new functions of an old line Navy agency, the Hydrographic Office, which a year ago was renamed the Naval Oceanographic Office, to suggest its expanded functions. Previously, it was limited to producing the navigational maps and charts that guide every vessel, large and small, on the oceans or coastal and inland waters.

Today the Oceanographic Office is hard at work mapping the bottom of the oceans, determining wave conditions which affect shipping and naval operations, and researching sub-surface temperatures and currents — all of which has immense military value in this age of deep diving, long range nuclear-powered missile-firing submarines. It is presumed the Soviets are doing similar work for similar reasons.

The cost of keeping an oceanographic research ship at sea is about \$2000 per day. Each temperature reading of the oceans at different seasons and varying depths costs about \$20 when taken from a ship. To cut this cost, the Navy has developed buoys equipped with thermistors which cut the cost to about 75 cents per measurement.

Washington Merry-go-round

American businessmen of Greek origin American Marshall Plan of their own

By Drew Pearson

ATHENS — The most dangerous part of any jet flight out of Idlewild Airport comes about sixty seconds after your plane has left the ground. It occurs a hundred times a day and it's the fault of government red tape.

About sixty seconds after leaving the ground, your jet is ordered to throttle down. Passengers have an eerie sensation that the engines have failed and the plane is about to make a forced landing. There is a moment of breathless silence. Then the power comes on again.

When I talked to the pilot about this I found that every jet leaving Idlewild is ordered by the New York Port Authority to cut down power at about 600 feet altitude.

"We get a five-second countdown from the tower," explained the pilot, "and at the count of zero we have to cut back our engines no matter what. The passengers don't know it, but it's the most dangerous part of their flight to Europe. It's called 'noise abatement.' I suppose some local politician put the pressure on, I don't know. All I know is that at that particular point in the flight we have no power to maneuver. If we had to get out of the way of another plane or some emergency arose, we'd be out of luck."

Politix, a New Yorker, who served in Greece with the U.S. Air Force and was a hero of the Ploesti raids, established a small plastics company here in 1946 which now employs 450 workers and next year will double that. He

has developed a revolutionary new kind of plastic container and is now producing half a million yogurt containers a day, a quarter of a million milk containers daily, also vinegar containers, and will soon start manufacturing plastic bottles for olive oil.

Papiss's factory features air cooling, modern toilet facilities, and a profit-sharing plan. Other Greek industrialists complain that he's spoiling the workers, but he continues to set American standards for Greek workers.

By far the most ambitious private aid for Greece is being launched by Tom Pappas, former Republican National Committee man from Massachusetts, former ambassador to Uruguay, and one of the big money - raisers for Ike in the 1952 and 1956 elections. Pappas is raising around \$160,000,000 to build an oil refinery, a petro-chemical plant, and a steel mill in the Salonika area — projects which will revolutionize that important part of Greece. And he has enlisted the support of Standard Oil of New Jersey. And whereas the United States government put up \$150,000,000 in loans and grants to build a steel mill in Turkey (after Turkey hired Tom Dewey as attorney), Pappas is raising the \$160,000,000 on his own.

It is doing fairly well, thanks to Greek ingenuity and enterprise. But some far-sighted Americans have gambled their time and money to help out, ranging from Zanos, the Dayton, Ohio, confectioner who has established the most famous ice-cream kitchen in Athens, to Charles Politis, the plastics manufacturer, and Tom Pappas, the Boston financier.

What has happened is that all international passengers are the victims of the growing controversy which has arisen between those who live on the ground and those who fly over the ground near air-

"We are ahead of everybody in this field," declared a Navy oceanographer.

Mapping the ocean floor is the major function of the ocean survey effort, which also includes ascertaining the magnetic and gravity properties of the deep sea, the physical, chemical and biological characteristics of the water, the geological characteristics of bottom sediments, and the meteorology of the overlying atmosphere.

The Navy is aided by the Coast and Geodetic Survey and the Bureau of Commercial Fisheries in this effort. A new Navy ship, designed just for this purpose, is scheduled to start operations next year.

Today the only manned vehicle for exploring the bottom is the Navy's Trieste, which has only a two-mile horizontal range. The Navy is considering building more advanced vehicles for cruising along the ocean floor at depths ranging from 5000 to 20,000 feet, which would take care of 90 per cent of the bottom, and two other vehicles capable of descending to 36,000 feet for deep trench investigations.

Ocean surveys and bottom mapping are crucial to the operations of the Navy's expanding fleet of Polaris submarines which today cruise assigned stations at sea as an effective deterrent to Soviet aggression.

Speaking of the Polaris sub, Rep. Daniel Flood, D-Pa., a member of the House subcommittee on defense appropriations, said in recent hearings: "here we have this fantastic weapons system about which we are all excited. We are grinding them out like pancakes. Everybody tells us they will protect the free world from this and that, and they are not worth very much without oceanography."

Congressman Flood said the Navy, with congressional sanction, wants to place a circle of Polaris subs around the Communist-held land mass within four years. Admiral Stephan said the oceanography program is geared to meet such a time-table.

Before each Polaris sub takes its assigned station at sea, the Navy makes an ocean survey of the area. Currently the Navy has 11 Polaris subs in the fleet of 28 atomic - power submarines. The goal of 68 nuclear subs by the end of the decade is divided about equally between Polaris subs which could fire at inland targets thousands of miles away, and attack subs used against foreign submarines.

To clear their watery stations far at sea, the Navy must continue to step up its quest for deep sea secrets, locating unknown sea mounts, charting the courses of raging deep sea rivers.

(Next — Capitol Hill skin-diving.)

Civil rights march starts to take shape

By United Press International

Integrationists picketed city halls, supermarkets, department stores, a Brooklyn hospital construction site and locked themselves in chains in one city Thursday in the nationwide civil rights drive.

And across the country a massive "freedom flight" of buses, trains and airliners began to take shape for the August 28 civil rights march of an estimated 100,000 persons on Washington.

Dozens of chanting teen-age demonstrators locked themselves together with chains strung out across a busy street in Elizabeth, N.J., and then tossed away the key.

Several girls fainted in the noisy demonstration in the mid-day heat. Police had to cut the chains from the demonstrators. Traffic was stalled about an hour. A 33-year-old woman was arrested on disorderly conduct charges.

The Southern Education Reporting (SER) service said the largest number of school districts in Southern and border states to racially integrate classrooms since 1956 would mix white and Negro pupils beginning in the fall school term.

SER said about 113 districts were scheduled to desegregate, raising to 1,092 the number of integrated districts in the 17-state area. Of these, 95 plan to integrate voluntarily and 18 submitted to federal court orders.

The so-called "freedom fleet" was expected to include more than 2,000 buses, 14 chartered trains and five airliners to bring the marchers to the nation's capital.

The Hollywood March Committee announced it would send two plane loads of stars to participate in the march.

One historian said the march may be the largest in U.S. history.

Skinner back on U.S. soil

NEW YORK (UPI) — Lowell D. Skinner, a former American prisoner of war who chose to remain in Communist China at the end of the Korea War, stepped onto U.S. soil today for the first time in more than nine years.

A flight from Tokyo brought the former GI into New York International Airport early today. He was greeted by neither relatives nor friends when he stepped from the airliner. Only a few newsmen and an immigration official were on hand when the turncoat debarked.

Skinner, 32, was shaven and neatly dressed. He said, "I definitely have plans," but refused to say what they were. He read a telegram from his mother, Mrs. Brady D. Skinner of Akron, Ohio, and said it indicated a job was waiting for him at home. He gave no details.

Skinner, traveling alone, was met at the airport by an official of the Immigration and Naturalization Service. He was traveling on a certificate of identity issued him by U.S. officials in Hong Kong in lieu of a passport.

Skinner confirmed he was remaining in New York overnight, but refused to reveal his plans, other than to say he would go to Akron "as soon as possible."

FIRE ON CIVILIANS

TIBERIAS, Israel (UPI)—Syrri troops opened fire on Israeli civilians three hours after Premier Levi Eshkol visited the area Thursday, Israeli officials said.

No casualties were reported in the salvo of automatic weapons fire on farmers working the fields of the Haon settlement, where a similar outbreak of gunfire occurred Thursday, the officials said.

My Nickel's Worth

"When men differ in opinion, both sides ought equally to have the advantage of being heard by the public." — Benjamin Franklin.

Danger vote could averse accreditation

To the Editor:

As a citizen of the Redmond community I urge everyone to vote in favor of the bond issue which will be put before the voters on August 15th for enlarging the Central Oregon District Hospital.

I am a former director of Central Oregon District Hospital and I am quite familiar with the operation of the hospital.

The hospital was fortunate to receive accreditation this summer, but this was granted with the understanding that steps will be taken to relieve the crowded conditions and provide more adequate facilities for the various departments of the hospital. Accreditation will not be renewed unless this is accomplished.

Please don't let the board of directors down when you go to the polls on August 15th. Yours truly, Friday B. Holmes Redmond, Oregon, August 7, 1963

It's Another World

Student writer says language needs attention

By Elizabeth Cehnaweth

Language is one of the most important parts of our life. Without language we couldn't communicate with each other.

In the musical comedy "My Fair Lady," one of the song stars "Why can't the English teach their children how to speak?" It goes on to say "In America they haven't used it for years," referring to English. I am inclined to agree and add "Why can't the Americans teach their children how to speak?"

It seems that in the mad race of time many people tend to regard language as unimportant.

In school English is stressed, but even there a lot of teachers shouldn't be allowed to open their mouths.

The problem is many parents don't care what they say or how they say it. Remember like father like son. After a time of hearing people speak English any way they want to, it is hard to remember which way is correct.

People should be proud of the American language. They should try to speak it correctly, and pass it on to their descendants. Many times a person is judged by his speech.

Remember to recollect that there ain't no tongue talking that is any better than this here American talk no how!

Barbs

The careless season is when it's the pheasants, ducks and quail that are supposed to be shot.

A Kansas girl of 17 said she got married because she got tired of working at home. What a rare sense of humor!



If you're planning to let a teenage son paint your house this fall be sure to buy enough paint to cover part of his clothes.

Sit-down strikes are quite often due to conditions the workers can't stand for.

Foodstuff

ACROSS
1 Cottage —
4 Foodstuff for poultry
8 Parker House
12 City in Oklahoma
13 Operatic solo
14 Nautical term
15 Brythonic sea god
16 State of destination
18 Monoplane
20 Chairs
21 Atmosphere
22 Ripped
24 Plant
26 Genus of amphibians
27 Snail
30 Each
32 Calm
34 Tautened
35 Number
38 Mariner's direction
37 Log float
39 From himself
40 Judicial sentence
41 Small tumor
42 Pigeon
45 Emblem of Scotland
49 Satisfied
51 Acurie
52 Trestle wine measures
55 Go by aircraft
54 Abstract being
55 Harp's straine
56 Nautical gangplank
57 Seine

ANSWER TO PREVIOUS PUZZLE
ACROSS
1 COTTAGE
4 CHICKEN
8 WINDMILL
12 OKLAHOMA
13 OPERA
14 SQUAD
15 MERMAID
16 ALABAMA
18 MONOPLANE
20 CHAIRS
21 ATMOSPHERE
22 RIPPED
24 PLANT
26 GENUS OF AMPHIBIANS
27 SNAIL
30 EACH
32 CALM
34 TAUTENED
35 NUMBER
38 MARINER'S DIRECTION
37 LOG FLOAT
39 FROM HIMSELF
40 JUDICIAL SENTENCE
41 SMALL TUMOR
42 PIGEON
45 EMBLEM OF SCOTLAND
49 SATISFIED
51 ACURIE
52 TRESTLE WINE MEASURES
55 GO BY AIRCRAFT
54 ABSTRACT BEING
55 HARP'S STRAINE
56 NAUTICAL GANGPLANK
57 SEINE

THE BULLETIN

Friday, August 9, 1963

An Independent Newspaper

Robert W. Chandler, Editor

Glenn Cushman, Gen. Manager
Phil F. Brogan, Associate Editor
Loren E. Dyer, Tech. Sup't.

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As for Pappas himself, he says: "I have one son. I've made plenty of money. All I have left in life is to make a good name for my family."

The big refinery, steel mill and chemical plant on the plains of Macedonia should be a unique monument to an immigrant with vision.