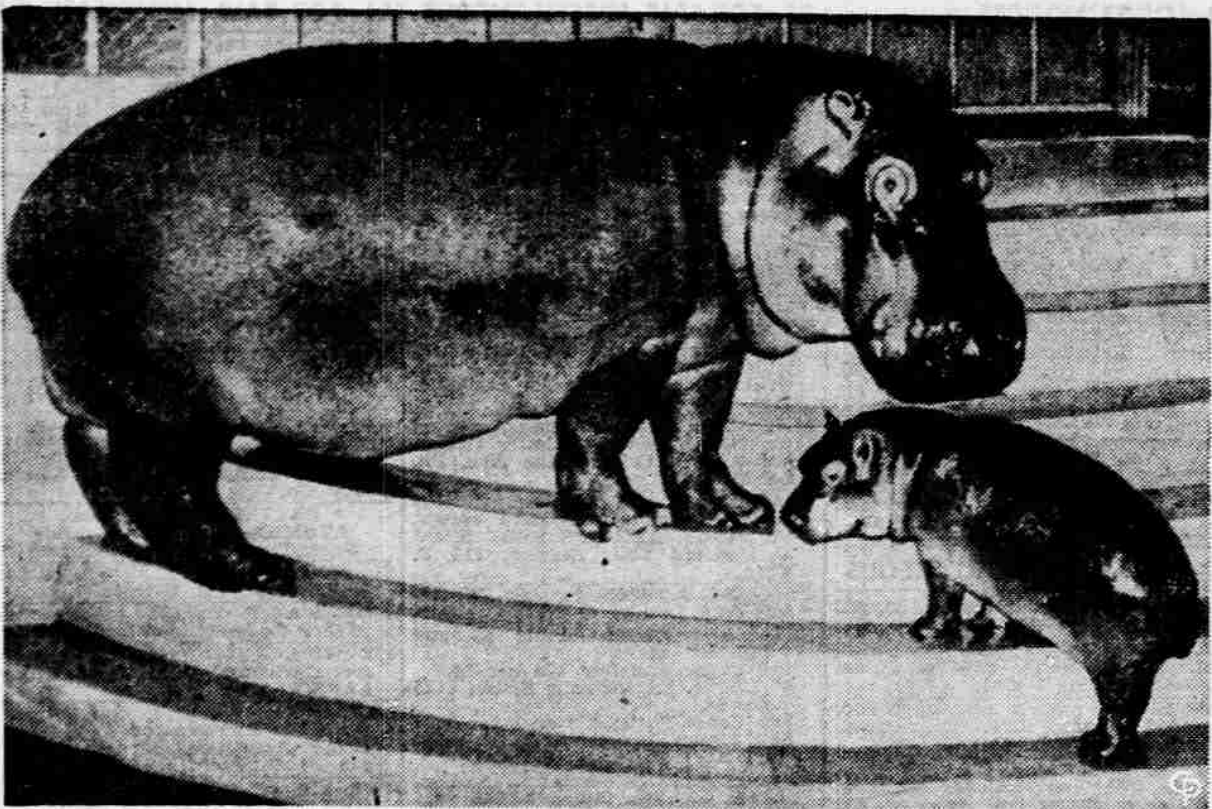




FIRST SWIMMING LESSON is about to be given Bubbles by proud mama, Marie, at Philadelphia Zoo. Marie, 3, was child bride at time she married Jimmy, 19. (International Soundphoto)

Omitting Title May Cause Hard Feelings in Vienna

Vienna — (U.P.) — When you step into a Vienna taxicab, you'll receive a bow and be greeted respectfully as "Doctor" or "Baron."

It confuses tourists at first. Americans are apt to mutter something like, "You've got the wrong man, chum." But gradually they grow used to it, for this, they learn, is a city where everyone has a title.

Even those Viennese engaged in the lowliest occupations address each other as "Herr Kollege" — meaning "Mr. Colleague." The Viennese, schooled in courtly courtesy from ancient Hapsburg empire days, take their titles seriously.

Everyone who has been to a university is "Herr Doctor" (or "Frau Doctor.") If he's only a business school man, it's "Herr Diplomkaufmann." If he has two university degrees, he's "Herr Doktor, Doktor," written as "DDR" before his name. If he's an engineer, call him "Herr Ingenieur." And so on.

You risk hard feelings by omitting the title. And in cases where someone has more than one title, you must take care to use the highest.

A Vienna University student addressed his professor unthinkingly one day as "Herr Professor," which is a notch above "Doctor." It was a terrible mis-

take because the professor really ranked as "Herr Court Councilor."

"Next time you'll be addressing me as plain Otto," the professor said coldly. "Leave the class!"

Taxi drivers and waiters go to extremes to avoid giving offense. The drivers' form of address depends on whether or not you are wearing eyeglasses—"Herr Doktor" if so, "Herr Baron" if not.

Waiters usually use the safe "Herr Chef," meaning "Mr. Chief."

In return, you address the waiter as "Herr Ober," or "Mr. High One." In the old days this was reserved for head waiters only, but inflation has hit the Viennese title field like everything else. Head waiters nowadays rate the grander-sounding "Herr Oberkellner," though it really means about the same as "Herr Ober."

On newspaper staffs, things have reached the point where ordinary reporters greet each other as "Mr. Chief Editor."

Probably the longest and grandest title in Austria is the one reserved for Danube River steamship captains. It is (take a deep breath) "Donaudampfschiffahrtsgesellschaftskapitän." And, if he's a university man as well, don't forget to add the "Doctor."

Or go by train.

Ireland Village Boasts of Church 'Within Church'

Moneen, Ireland — (U.P.) — Many a town can boast a fine church, but this village in County Clare has a "church" within a church.

To the casual visitor, the inner "church" is just a rough wooden box 11 feet long, nine feet wide and eight feet high, with windows on either side of a door.

But to the local people who know the history of the 102-year-old curio, it is the "Little Ark," a symbol of faith that triumphed over obstacles.

The "Little Ark" was first used for mass in 1852 after a landlord had refused Father Michael Meehan, the then parish priest of Kibaha, a site for erection of a proper church. Father Meehan used farmers' houses to celebrate mass, but the farmers were warned that they would be evicted if they allowed the priest to continue. An abandoned house was converted into St. Patrick's church, but the landlord took eviction proceedings, and the house was torn down.

Seaside Worship

It was then that Father Meehan took to saying mass on a makeshift altar by the roadside, but he was threatened with summonses for "obstruction."

So the kindly people of the nearby village of Carrigaholt got their carpenter, Owen Collins, to build the "Little Ark" which was carried down to the seashore and erected in a "no-man's-land" between the high and low watermarks on the strand. It was at this seaside "church" that Father Meehan continued to say mass, baptize children and conduct funeral and wedding ceremonies.

Publicity given by Irish and English newspapers to the landlord's attitude forced him to give a site for the church which was built with funds raised in Ireland, England and the United States.

In 1857 the "Little Ark" was brought up from the seashore for the last time and reverently placed in a wing of the newly opened church here. There it is still preserved while nearby the house of the landlord stands in gaunt ruin against the sky.

Guatemala Launches Huge Highway Building Program

Guatemala City — (U.P.) — President Carlos Castillo Armas has launched a vast road-building program designed to open the long-blocked Pan American Highway within a year and erase "unknown territory" from the Guatemalan map.

Within two days after the United States granted \$6,425,000 in economic aid, this Central American nation resumed work on the final 20 miles of the highway—left unfinished because the former Communist regime sought to prevent a flood of tourists from the north.

Castillo Armas, planning to spend \$3,000,000 this year and a total of \$21,000,000 to complete the intercontinental road link, said it will be open and passable within 12 months, and paved within 24.

The 20 miles which the Reds refused to complete cross jungle country between the Mexican border village of El Ocotal and a spot "somewhere to the north" of Guatemala's Huehuetenango.

Guatemalan road crews also will improve the highway in the south, where a 100-mile trip from the El Salvador border north sometimes can take up to 12 hours because of the poor present condition of the road.

Castillo Armas believes the most important steps he has taken since he ousted Guatemala's Communist government and became president.

"We can progress only when there is a easy communication with all parts of the nation," he said. "At present, there is no

highway, rail or airplane communication with many areas of Guatemala. During their nine years in power, the Communists did nothing to improve the situation because they were trying to sabotage the country. Now we must build—and rapidly."

Completion of the highway will make it possible for tourists to drive from Alaska to Costa Rica as early as next year and eventually to Panama to reach the South American section of the projected continental-linking automobile artery.

Other Road Work

The east-west Pacific Highway, roughly paralleling the Pan American along the Pacific Coast, will be opened to traffic within two years at a total cost of \$15,000,000. The transcontinental Atlantic Highway, from the Caribbean port of Barrios to Guatemala City, will take three years to finish, with about

\$14,000,000 needed to push through jungles and mountains. A highway to the almost-unknown northern territory of Peten and cross-connecting link running across northern Guatemala to the Pan American Highway are expected to open rich forest areas to development for the first time.

Work on country and feeder roads also will proceed, but at a slower pace.

Much of the funds for financing Guatemala's extensive road program will come from loans by the United States.

United Starts Non-Stop Seattle-Chicago Flight

Chicago — (U.P.) — Civic leaders and press representatives from Washington, Oregon and Canada will preview United Air Lines, new non-stop flight service from Seattle to Chicago today.

Regular DC-7 non-stop service between Seattle and Chicago will begin Jan. 9.

Among those aboard the preview flight today will be Mayor Fred L. Peterson, Portland, Mayor Arthur R. Meehan, Spokane, and Mayor H. J. Tollefson, Tacoma.



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\$3.50 and \$6.50

Eisenhower Draft Seen by Hagerty

Washington — (U.P.) — White House secretary James C. Hagerty believes the Republicans must draft President Eisenhower to run in 1956.

He thinks any other course would be "foolhardy" because Mr. Eisenhower is "the man best suited, at this time in our history to guide the affairs of our nation."

Hagerty expressed these views during an interview on the Mutual Broadcasting System's "Reporters Roundup" last night and emphasized he was voicing his own personal opinion. He said his words should not be interpreted as indicating "what the President is going to do."

Some time-makers have up to 6,000 different molds for various tire sizes and types.

Government Larders Loaded With Whey After Price Propping

Washington — (U.P.) — The government, like Little Miss Muffet, has its hands full of whey. And it wonders why.

No one dreamed just seven short months ago when they became the government's newest venture in price propping that a whopping 41,000,000 pounds of the by-product of cheese making would end up in federal larders.

Although the \$2,500,000 tied up in whey is chickenfeed compared with the close to \$7,000,000,000 tied up in all price support operations, it's considerably more than the "little or nothing" officials expected the program to cost them.

Began With Milk Surplus

It all started last spring when the government wanted to unload some of its mountainous stocks of dried milk at cut-rate prices for livestock feed. The whey people figured that was unfair competition since whey is fed to the animal population.

So after much deliberation the department announced that any whey makers who were hurt by the dried milk program could sell whey to the government. They did.

Now the department is plagued with unloading the whey as well as the dried milk.

Sales Made at Loss

So far it has been able to sell about 14,800,000 pounds of the piled up whey, but selling it for export at about half the price it paid for it. So far the sales have meant about a \$518,000 loss. If the 20,000,000 remaining

pounds are sold at the same rate, losses would total a cozy \$1,428,000.

Meantime, the dried milk for livestock feed program went great guns. The department has unloaded about 580,000,000 pounds of the item that started the vicious circle.

The cut-rate price for which it sold it has meant about a \$73,000,000 loss.

It still has, however, about 105,000,000 pounds of the dried milk piled up in storage.

Now, the whey buying has ground to a halt along with the dried milk for feed program and the department is almost right back where it was last spring, minus a few million dollars.

BOY SCOUTS

Troop 1

Troop 1 members spent last week end in the sunshine at the Jim Miller ranch cabin at Dead Indian. Twenty-one Scouts participated led by Scoutmaster Jim Baumer, assisted by George Davy. Miller furnished transportation and had a pickup truck standby for emergency use. Several Scouts completed their second class hike of five miles.

Arnold Depner, Scribe.

The longest railway bridge of any kind in the world is the 12-mile Lucin Cutoff, a wooden pile structure carrying the Southern Pacific tracks over Great Salt Lake in Utah.



Go Refreshed

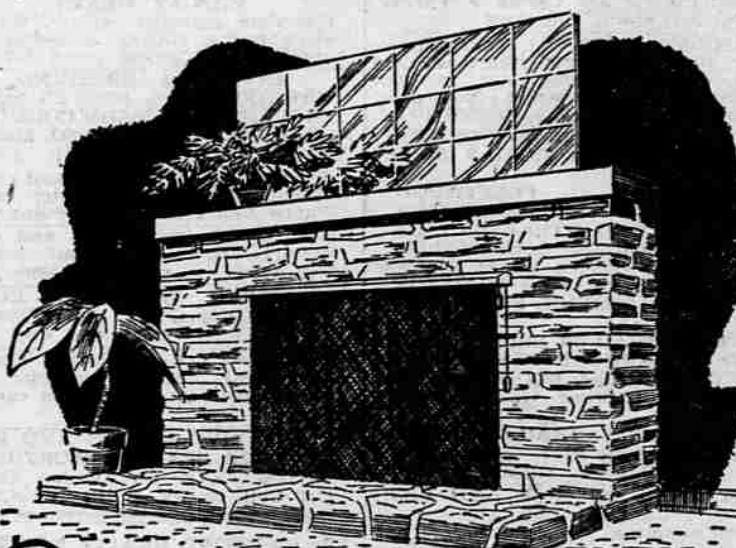
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