

Plans for Modified UMT Program Called Good Reserve Setup

Washington — (U.P.)—President Eisenhower said Saturday night the administration's modified UMT plan is an effective and economical way of producing "a ready reserve which is in fact ready, available and well-trained."

He appealed for support of his controversial reserve program, now pending before a not-too-enthusiastic Congress, in a message to the national council of the Reserve Officers Association. Sen. Strom Thurmond (D-S.C.), president of the association, read the presidential message at a council banquet.

Congressmen Lukewarm

Congressmen of both parties have been lukewarm, and some openly hostile toward the plan

which calls for admitting about 100,000 youths annually to a special corps which would receive six months basic training and then go into the ready reserves for 9½ years. Youths between 17 and 18 could volunteer for this training in lieu of serving two years active duty through selective service. If there are not enough volunteers, the Defense department would induct enough youths 18½ to 19 years of age to fill out the quota.

Mr. Eisenhower described this as a "fair and democratic" plan to operate alongside the regular draft, which he asked Congress to extend for four more years.

He told the reserve officers the nation has an "urgent need to strengthen our military reserves" and urged them to give "most serious consideration" to the administration's proposals.

House Democrats conceded meanwhile that they have no hope of reversing Mr. Eisenhower's decision to cut the active manpower strength of the armed forces.

Will Keep Issue Alive

However, they made it clear they will keep the issue alive in an effort to pin responsibility clearly on the President in event the nation is caught unprepared in an emergency.

Mr. Eisenhower firmly reiterated this week his intention to stand by his order to cut Army strength from 1,170,000 men to 1,025,000 by June, 1956.

That decision was supported Saturday by Fred A. Seaton, assistant Defense secretary who will take over in a few days as an administrative assistant to Mr. Eisenhower.

Seaton told a University of Nebraska graduating class at Lincoln that even when the Army is cut down to 1,025,000 men it will be a "very powerful force" with 80 per cent more personnel than when the Korean war started.

Ship With Cracked Hull Believed Safe

Seattle — (U.P.)—The Edgar F. Luckenbach, an 8,170-ton freighter which has developed a crack across its deck and about 12 feet down one side, was making normal progress and was expected to be in the strait of Juan De Fuca Saturday, the Coast Guard reported.

The ship radioed its agency that it developed the crack Friday. However, the captain did not request aid and said the ship was continuing at its normal speed of 15 knots.

The Coast Guard said the cutter Klamath was dispatched from the Port Angeles, Wash., station Friday, but it had not yet rendezvoused with the Luckenbach at 7:30 a. m. Saturday.

A crew of 48 men is aboard the Luckenbach, the Coast Guard said. The freighter left Pusan, Korea Jan. 23 and was scheduled to call at several Pacific coast ports.

Atomic Flight Declared Possible Within 10 Years; New Developments Come Rapidly

By JOSEPH L. MYLER
United Press Staff Writer

Washington — (U.P.)—The atom may take wings sooner than even the optimists thought possible a few years back.

Dr. Willard F. Libby of the Atomic Energy commission said this week that "prospects for nuclear flight have been considerably brightened."

There had been previous indications of giant strides toward the time when airplanes will be able to fly non-stop around the world at supersonic speeds on the energy supplied by a few pounds of uranium.

Because of the difficult engineering problems involved—such as perfecting a suitably compact atomic reactor and reasonably light radiation shielding—it was believed by many as

recently as 1953 that nuclear flight was at least a quarter of a century away.

Within 10 Years

But something happened that cut the forecast down to a decade, and now the official word is "within 10 years"—with stress on the word "within." At least one well-informed source has said he believes an atom-powered plane will be in the air five years from now.

An official speaking candidly but not for attribution told the United Press recently that the men doing research on atom aircraft engines "make breakthroughs every few days in one aspect or another of their problem."

Indications are that shield research at Oak Ridge, Tenn., has established conclusively that the atom plane of the future will

not have to be any heavier or bulkier than the big conventional planes of the present.

There have been other hints that reactor technicians are in shooting distance of a tightly-packed atomic "furnace" that will supply energy at a temperature high enough to be used efficiently by turbo-prop or turbo-jet aircraft engines.

Spending Scheduled

The government already has committed itself to spend millions on atom plane engine development at a plant to be built near East Hartford, Conn. It also has tied up additional millions on a testing facility in Idaho.

When all the development projects already far advanced begin suddenly to dovetail, as they are expected to do, actual construction of a prototype engine and an exhaustive testing program for it will follow quickly.

So encouraging are the prospects that the Air Force already is projecting an atom-powered intercontinental bombing fleet. Gen. Nathan F. Twining, Air Chief of Staff, said so 10 days ago.

There would be no distance barrier for such a fleet. It would be completely independent of overseas bases. Its range would be limited only by the nature of its military mission and the endurance of the crews. Because the atom engine needs no oxygen it could operate at extremely high altitudes.

President Eisenhower himself is committed to nuclear flight. He announced in his budget message for fiscal 1956 that the Atomic Energy Commission and the Defense department in the coming year "will expand and accelerate research on atomic powered aircraft."

Dr. Libby told the Senate-House Atomic Energy committee Tuesday that progress to date has been such "that increased optimism is warranted." He said "there is good reason to believe" this progress will continue "at an accelerated pace."



NEW RUSS DEMAND—During United Nations session, Nationalist China's delegate to the UN, Dr. Tingfu F. Tsiang (left), goes through his papers after hearing the Soviet UN delegate, Arkady A. Sobolev (right), demand that he, Chiang Kai-shek's UN representative, be ousted from the UN meeting.

Ex-Diplomat Takes License Number of Sniper at Consulate

New York — (U.P.)—A gunman crouched on a nearby rooftop fired six rifle bullets into Egypt's Park avenue consulate Saturday, and former diplomat John J. McCloy, watching through field glasses, got the license number of the sniper's getaway car, police reported.

No one was injured in the shooting, which McCloy watched from his apartment only a few doors away.

McCloy, chairman of the board of the Chase National bank and former U. S. High Commissioner for Germany, was late to a luncheon in honor of the Shah of Iran because of the shooting.

At about 12:30 p.m. McCloy was getting ready to go to lunch at the home of Gov. Averell Harriman, police reported, when he heard several shots. He ran to a window and saw a man kneeling on the roof of a building and firing at the consulate.

McCloy said the man was dressed in a trench coat and possibly a beret.

Church To Have Last Word On Mixed Marriage Problem

Washington — (U.P.)—American officials indicated Saturday the Catholic church will hold the final word on mixed marriages involving U. S. citizens in Spain.

Reports of a prospective U. S.-Spanish agreement along this line recently prompted sharp criticism from Protestant groups in the United States. They argued that such an agreement would violate the constitutional guarantee of "free exercise" of religion for Americans.

State and Defense departments immediately clamped tight wraps on the subject pending outcome of the negotiations.

But officials noted Saturday that the United States is in Spain as a guest of that nation. Thus, they said, Americans there must comply with Spanish laws just as Spaniards here have to abide by U. S. regulations.

In Spain, which is almost entirely Catholic, the church law is regarded as law of the land. This canon law forbids marriage of Catholics and non-Catholics unless the Protestant involved promises to abide by the church law.

Dead line Sunday Classified in at noon Saturday; 10 a.m. Monday for Monday; other days 5:30 previous day.

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ALL ARE WELCOME

GREATER LOVE—Hastings, Neb. — (U.P.)—The photographer was getting ready to shoot a male choral group in which all but one member appeared in a white shirt. To get a uniform picture, the photographer gave the "shirt off his back."

Royal Navy 'Copter Takes Line to Ship Drifting Near Reef

London — (U.P.)—A Royal Navy helicopter bucked gale-force winds Saturday to carry a towline from a rescue tug to a British warship with 52 men aboard drifting helplessly near jagged reefs off England's southwest coast.

The 19,600-ton submarine depot ship Montclare was towed clear of the menacing reefs off the Scilly Isles by the straining tug, ending a dramatic battle against sea and wind.

Wallowed 30 Miles

For 15 hours, the Montclare, without engine power, had wallowed some 30 miles in a gale that drove her steadily toward the reefs. An assorted fleet of Royal Navy tugboats, planes and warships had pursued the Montclare since it broke loose Friday night from tugs in winds up to 90 miles an hour.

Three times during the chase tugs fired rocket-propelled harpoon lines aboard the drifting converted ocean liner, and three times the lines snapped under the pounding of the seas and the driving gales.

Near Reefs

The Montclare was within 7½ miles of the Seven Stones lightship guarding the reefs when the tiny helicopter buzzed out from the Cornish coast to the rescue.

The whirlybird squatted down over a tug, secured an end of the spooled line and clattered over the angry seas to the Montclare. The ship's crewmen grabbed the helicopter's end of the line, made it fast and then relaxed for the first time since 10 p.m. Friday night while the tug towed her out of danger.

Safely Underway

Other lines were secured and the admiralty announced at 3 p. m. that the Montclare was "safely underway" to Portsmouth harbor.

The Montclare was torn loose from its tugboats Friday night while being towed from its reserve berth in the Clyde river to Portsmouth for "de-storing" and restoration to fleet service.

Dixon-Yates Pact Defense Plotted By GOP Senators

Washington — (U.P.)—Senate Republican strategists were planning Saturday to step up the pace in their defense of the controversial Dixon-Yates power contract.

Sen. Barry M. Goldwater (R-Ariz.), said he expects other senators to take the Senate floor to applaud the administration's handling of the power contract. Goldwater made such a speech Friday.

Circulate Memo

The Senate Republican Policy committee, it was learned, has circulated a memorandum stating the case for the contract. That is the standard technique when the group wants to present the administration's side of a controversial question to its party spokesmen.

Indications that Republicans will be more vocal in support came as Senate Democrats set up what they hoped would be a booby-trap for the contract.

Sen. Lister Hill (D-Ala.), was assigned chairman of a highly unusual sub-committee of the Senate Appropriations committee to deal with budget requests of the Atomic Energy commission and the Tennessee Valley authority.

To Sell Power to AEC

Under terms of the contract, the Dixon-Yates group which includes Middle South Utilities Inc., and the Southern Co., will build a \$107,000,000 steam generating plant in West Memphis, Ark., and sell power to the AEC. The power will be delivered to TVA to replace power supplied by TVA to AEC installations at Paducah, Ky.

Hill promptly told newsmen he opposes spending "a single penny" to further the Dixon-Yates contract. He said he will oppose giving TVA money "for transmission lines or anything else" connected with the contract.

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