

Organization Aims At Protection of Mexican Enterprise

Mexico City —(U.P.)— A new organization designed to protect Mexican enterprises from encroachment by foreign capital has been formed here.

Known as the Asociacion de Empresarios Mexicanos, its purpose is to encourage capital to move in where it will benefit Mexico, prevent foreign capital from moving in if it will hurt Mexico industries. It has two presidents.

One of these is a banker-industrialist, O. L. Longoria Jr., head of many firms operating chiefly in Mexico's cotton-producing sections. His co-president is Antonio Ruiz Galindo economy minister during the administration of former President Miguel Aleman. Ruiz Galindo now heads a firm that manufactures steel and wooden furniture.

"Our plan is to get membership throughout Mexico," Longoria said, "such as is done by chambers of commerce. The association will act as spokesman to ask our government to protect us when we feel it is justified."

Longoria expressed a fear that foreign interests will invest so heavily that they will displace national capital in the same lines of business.

"We favor investment of foreign capital only when it creates new channels of business by

Reynolds Valuation Reduction Ordered

Portland —(U.P.)— The State Tax commission has ruled that the assessed valuation of Reynolds Metals Company's Troutdale plant should be reduced by more than \$2,000,000 on the 1953-54 Multnomah County tax roll.

The commission ordered county sheriff Terry Schunk to reduce the company's assessed valuation from \$8,305,785 to \$6,054,600. The figure included the buildings, machinery and equipment and land at the Troutdale operations.

The order came on a long-standing appeal by the company to Assessor Wiley W. Smith's assessment. The Multnomah County Board of Equalization had upheld the assessor's figure, but the tax commission ruled that Smith had not properly applied a ratio of 44 per cent of true cash value in assessing the Reynolds plant.

erecting new industries, or by granting credits," he added.

"I am sure that if this is not done, investment of foreign interests will become so great that within a short time our government will have to take radical steps.

"These could include expropriation of similar measures so that the bulk of business enterprises would return to the hands of Mexican nationals.

"We will never have any freedom, economically or politically as long as we depend on foreign concerns," he said.

He said the association aims to protect Mexican capital from invasion of foreign interests that are taking over Mexican concerns by outright purchase, by buying control or by creating similar businesses that normally eliminate Mexican capital.

San Francisco —(U.P.)— A final inspection of the guard with ruffles, flourishes and a 15-gun salute marked farewell ceremonies Thursday for Lt. Gen. W. G. Wyman, who leaves the Sixth Army Command to become deputy commander of the Continental Army Command at Ft. Monroe, Va.



REGAL SMILE — Donna Schurr, 18, of Santa Ana flashes a beautiful smile after being crowned Miss California at Del Mar for the Miss Universe contest. She is a neat 36-24-35.

Permanent Route Authorization for Southwest Sought

Washington —(U.P.)— Southwest Airways argued yesterday for permanent authorization to serve most of the 30 California and Oregon cities and towns it now serves on temporary authority.

The argument was presented at a two-hour hearing before Civil Aeronautics Board Examiner Herbert Bryan. It was the first hearing under a new law which instructs the board to give permanent routes to 14 local service airlines — including Southwest—now operating temporary routes.

Medford to Long Beach Southwest's routes extend from Medford, Ore., to Long Beach, Calif. The airline is asking permanent authorization to serve all its current points except six in California—Ukiah, Red Bluff, Yreka, Stockton, San Luis Obispo, and Paso Robles. An attorney for the CAB's Bureau of Air Operations argued against Southwest's proposal to serve San Luis Obispo and Paso Robles through the Paso Robles airport.

Have Weather Problem Southwest is now serving San Luis Obispo through the San Luis Obispo airport, and service to Paso Robles has been suspended. The airline wants to provide service for both towns through the Paso Robles airport because the San Luis Obispo airport is often closed in by fog and low clouds.

The bureau lawyer said Southwest should continue to serve San Luis Obispo through the airport there. He also argued that the suspension of service at Paso Robles should be continued until the board has decided another case involving the airline.

New York — Almost 100,000 American children suffer eye accidents every year, and some of them can result in partial or total blindness, the records show.

Cats' Upward Hearing Range Three Times That of People

By DELOS SMITH United Press Science Editor New York—(U.P.)—The noises which cats hear better than people are the high-pitched noises. For low-pitched noises, people don't have to feel inferior to cats. People hear them just as well, perhaps better.

Oddly, there was no precise information before. Here science is entering a new world of knowledge. Cats, it now can be said with finality, hear sounds pitched at frequencies of 60,000 cycles per second.

But people have very keen ears if they hear sounds pitched at 20,000 cycles per second. Anything above that they simply do not hear at all. So the upward hearing range of cats is three times that of people.

Where cats hear best, is at 8,000 cycles per second. However, their hearing remains mighty sharp all the way up to 40,000 cycles per second. People hear best the noises which are pitched between 2,000 and 4,000 cycles per second. Above 4,000 CPS, their hearing sensitivity falls off very rapidly and reaches its extreme limits at 20,000 CPS.

But for low-pitched sounds—from 62.5 CPS to 2,000 CPS—cats and people are even-tempered. Indeed, said the scientists who made the studies, "There is some suggestion that for the very low frequencies below 500 CPS the cat may not be as sensitive as man."

William D. Neff and Joseph E. Hind, who were reporting to members of the Acoustical Society of America, said they were hesitant in suggesting even this hearing advantage for people over cats because they couldn't prove it beyond a lingering doubt. If people have such an advantage, it is "very slight," they said.

Neff and Hind found out about cats by "conditioning" them first. This was done quite simply. A continuous tone was sounded for four seconds. If the cats didn't get up and run in three seconds, they got an electric shock—through the steel-barred floor of their cage. The cats learned quickly that a continuing tone meant trouble if they

didn't move. Having done that, Neff and Hind varied the pitch of the tone from 62.5 CPS to 60,000 CPS. Its intensity or loudness was set at the point where it was clearly audible to cats but without being overwhelming.

Cats being the kind of animals they are, the scientists took precautions against being crossed-up by them. These possible quirks in cat behavior which were avoided, they called "spontaneous responses."

They took their facts about the hearing of people from the work of other scientists—people have been carefully studied from

many aspects. Since cats haven't been as regards hearing, they thought it "desirable" to do so.

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Atlantic Flights Show Tremendous Increase Since '39

By H. D. QUIGG United Press Correspondent

New York —(U.P.)— Here's the pilot who took the first commercial flight across the Atlantic 16 years ago. He says if you had told him that day that 2,000 persons a day would be winging the same stretch this summer, he'd have told you to come down off that dreamy cloud.

And so... says Harold E. Gray, he's just scared to predict what might be happening 16 years from now.

Sees Six-Hour Flights However, he's pretty certain that in less than five years we'll be hopping to Europe in less than six hours.

And as for the future day when they get atomic power into airplanes:

"It'll be possible to fly anywhere without stopping. There'll be no reason to stop. Why, if you were going to Timbuktu and they had bad weather there—so what? Go someplace else—or just wait in the air."

Gray squinted his blue eyes at a world map on his office wall. He barnstormed with Floyd Bennett in an old Ford trimotor in the 1920's and in 1928 he was the youngest trimotor pilot at 23 in the country.

Two Years in Air He had 15,000 hours of commercial piloting time—that's nearly two full years in the air if you put it all together—when he became desk-bound in 1947. Now he's executive vice-president of the Pan American World Airways Atlantic Division.

Gray commanded the Pan American 42-ton Boeing Flying Boat that took off from Port Washington, N. Y., June 24, 1939, for Southampton on the industry's first Trans-Atlantic passenger flight. They flew at 8,000 feet, cruising at 150 knots.

Four days, and four stops later they made it. They had had to anchor in a bay in New Brunswick, Canada, for three days in bad weather.

WEATHER By United Press Northern California: Fair but local coastal fog in the morning; slightly warmer moat of area.

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