

Army Uses Flares To Gather Remains Of 66 Victims of Germany Air Crash

Edelweiler, Germany—(U.P.)—The U.S. Army used searchlights and gasoline flares before dawn today to gather the remains of 66 soldier-victims of a two-plane collision and covered them with the red and white nylon parachutes they never had a chance to use.

Army medical men, working in pairs, loaded the bodies on stretchers and carried them out of a wheat field and a rocky forest where two snub-nosed C119 "Flying Boxcars" collided in bright sunshine Thursday and

fell like chunks of lead in the worst post war disaster to befall U.S. forces in Europe.

The names of the victims, 11 airmen and 55 soldiers, were withheld until their relatives in the United States could be notified.

All of the men wore parachutes but none got a chance to use them. The planes broke up when they hit and some of the bodies may have been thrown clear.

Both the Army and Air Force began investigation of the crash

which happened at 2:18 p.m. Thursday when an engine failed aboard one plane and it faltered and hit the other 4,000 feet over the Black Forest village of Edelweiler.

One plane crashed into a wheat field and the other against a thickly wooded hillside. Both exploded and burned and Army authorities said any survivors aboard could not have lived for more than a few minutes.

The toll could have been higher but one plane carried a three-quarter ton truck and had room

for only 19 passengers and crewmen. The other, carrying troops only, had 47 men aboard. They were engaged in a troop-carrying exercise, flying to get the feel of it.

Reporters who reached the scene after a 21-mile trip through back country roads and logging trails cleared up earlier conflicting accounts of the crash supplied by U.S. military and German eye-witnesses.

On Training Flight

The two twin-engine planes, from the 60th Troop Carrier Wing at Rhine—Main Air Base near Frankfurt, took off from Echterdingen Airport near Stuttgart in a formation of nine about 2 p.m. on a training flight.

Aboard one plane were 41 soldiers from an Army engineer unit stationed near Stuttgart, five crew members and an Air Force "loadmaster." The other carried 19 soldiers and airmen.

"The men all wore parachutes and were given instructions on how to use them—how to get out the exit and in what order," an Army spokesman said.

But 15 minutes after takeoff one plane developed engine trouble, dipped sharply and then pulled in front of another plane. One plunged to the ground; the other held its course for about a minute while the pilot fought for control. Then it plummeted to earth.

Marlon Brando Fined For Traffic Citations

Hollywood—(U.P.)—Actor Marlon Brando was out \$40 today after paying a fine in Municipal Court for neglecting to answer a pair of traffic citations 19 months ago.

Brando, who appeared in court voluntarily yesterday, paid the fine rather than spend eight days in jail. The actor had been accused of making an illegal turn and of driving without an operator's license.

Solution Seen For Boxcar Lack

Salem—(U.P.)—Competition was suggested today as the solution to railroad boxcar shortages in southwestern Oregon.

A report by the Public Utilities Commission for the governor's emergency transportation committee charged that the Southern Pacific railway has provided enough cars for areas where it has competition at the expense of southwest Oregon where it has a monopoly.

Clifford W. Ferguson, PUC railroad director, said it may be suggested to the Interstate Commerce Commission that other railroads have the right to haul trains over SP tracks or for shippers to have the right to order cars from other railroads.

He said his investigators sent to Washington state and northern California found that lumber shippers had just about all the cars they needed while southern Oregon plants were short.

Public Invited To Attend Broadcast From Festival

Asland—The audience is expected to "get into the act" at the Oregon Shakespeare festival Saturday afternoon, during the production of the NBC radio shows for the season.

The public is invited to attend the productions, which begin at 2:30 p.m., and lend their hands for applause at appropriate points.

The productions will be taped-recorded for release over the network on the following weekend, but the recording sessions will be staged exactly as "live" productions have been in the past, according to Andrew C. Love, NBC producer-director who is doing his fifth broadcast from the festival stage.

In addition to the 30-minute program, "Scenes from Macbeth," three spots for release on NBC's monitor radio service will be produced. These will include a short interview section with Angus L. Bowmer and Dr. Margery Bailey, and bits from "All's Well That Ends Well" and "Timon of Athens."

The broadcast productions will be free to the public, but no one will be admitted to the theatre after 2:15 p.m. Saturday, festival officials have announced.

Truck Fire Takes Furniture, House Building Equipment

Central Point—Mr. and Mrs. George M. Allen lost the household goods and much of the material they planned to use in erecting a new home here, when the truck in which they were transporting the goods from Pasadena, Calif., caught fire and burned Monday night at Willows. All of the load was destroyed in the fire.

The couple had been building the house themselves and returned to their former home at Pasadena to bring the materials and furnishing here when the fire occurred.

They are staying with his brother and family, the Carlos W. Allens, route 2, Box 207B. Another brother, Arthur H. Allen, lives at 1104 North Central ave.

The couple is anxious to work. Mrs. Allen is a waitress and Allen is a carpenter.

Anyone who may be able to help the couple is asked to call the brother, Arthur H. Allen, telephone 3-2569.

Governors Conference Ends; Looks Like Political Dress Rehearsal

Chicago—(U.P.)—The 47th annual Governors' Conference wound up today looking more than ever like a dress rehearsal of the 1956 political conventions.

It also foreshadowed another possible race for the presidency between President Eisenhower and Adlai E. Stevenson.

The governors have been meeting since Tuesday, with highways and highway safety the dominant subject on the official agenda.

Adlai Dominating Figure But the 1956 presidential race consistently held the spotlight and Stevenson emerged as the dominating figure of the conference.

He kept busy conferring with Democratic governors and his Wednesday night promise to announce his political plans by

November was taken by many observers as an indication that he will make the race.

Meanwhile, the Republican governors were almost unanimous in backing President Eisenhower for a second term. Many of them expressed confidence that he will be a candidate and score a decisive victory.

The Democrats were not so united and at least two Southern governors threatened open rebellion against a Stevenson ticket in 1956. Texas' rebel Gov. Allan Shivers announced he would support "practically anybody," regardless of party, in preference to Stevenson. And Gov. George B. Timmerman of South Carolina predicted a "strong, definite possibility" of

a third party candidate next year.

Must Clarify Views

Stevenson will have to do "a lot of clarifying of his views" to be acceptable in the South, Timmerman said.

On the other hand, Stevenson won continuing support from New York's Gov. Averell Harriman, even though Harriman had been consistently mentioned at the conference as a possible Democratic candidate for the presidency.

The conference's final sessions today included expected adoption of a resolution on highways and a round table discussion on inter-governmental relations.

Monday Deadline For Suggestions On Timber Sales

Monday, Aug. 15, is the deadline for prospective purchasers to submit suggestions to the Bureau of Land Management here concerning timber tracts to be considered for sale in 1956.

Persons seeking information regarding the proposed timber sale plan may contact the office of the district forester in the Medford city hall.

Yesterday, a tract of timber consisting of an estimated 365,000 board feet located near Cave Junction was purchased by the Meek Logging company of Provolet. The bid price for Douglas fir, the major species, was \$45 per thousand board feet. The high bid of \$16,387.55 was 123 per cent over the appraised price. The tract was purchased by the company during a sealed bid sale held by the Bureau's Medford district office.

A total of six tracts of timber is expected to be for sale on Sept. 15, according to the forester's office. The tracts, containing an estimated 19,492,000 board feet of timber, are distributed over Jackson, Josephine and southern Douglas counties.

Effective spraying of sheep shortly after shearing apparently disposes of ticks for at least a year.

As We Live

By ELIZABETH HURLOCK, PH.D.

Write Everything Down. "Scatterbrain" Advised

A "Scatterbrain" is a person who is not very well coordinated mentally. He does things without thinking of their consequences, on the impulse of the moment, and fails to plan ahead with the result that he forgets even important things. Is there any cure for such a person?

(Q) "When I was a child my parents used to tell me that I should have my head tied on or I would lose it. I was always forgetting things I was supposed to do or losing my books, my gloves, my purse, or something else. Now I am a grown woman and I am not much better. I tell a friend I will meet her for lunch and then forget it. I start to cook dinner but forget all about the meat until it is time to serve the meal. As for losing things, I take the prize there too. Last week I lost my pocketbook with a whole week's pay in it. This week I have lost my driver's license, and it is only Tuesday. I really need help, as I can't go through life this way."

(A) You needed help long ago.

and it is a pity that someone did not help you before you grew up. However, it is never too late to learn, though it will be harder for you now than it would have been when you were a child and your scatterbrain behavior had not yet settled into a habit.

What you need is some system in your life. You are the only one who can put it there. The best way to start is to get yourself a notebook and pencil and an engagement pad. Every night, before you go to bed, make a detailed list of things that must be done the next day, indicating just when they should be done, even to the hour.

Check List Put this list on your engagement pad and copy a list of the things from the pad into your notebook for the morning duties. Then check at noon to see if everything has been done and copy from the engagement pad into your notebook what you are to do in the afternoon.

Using this system, you will have at least three checks a day on your duties, morning, afternoon, and evening. That should go a long way toward helping you to become less scatterbrained and more efficient.

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