

Pickin' Pears

News and Notes From Camp White

By SID HOLLINGSWORTH

Los Angeles — Here is a roundup of comment from former Camp White "notables" now enjoying the status of members at the Los Angeles domiciliary section.

Frank White, former sergeant in Company 1, attended the 31st annual dinner of the Association of Professional Baseball Players of America at the Alexandria hotel Jan. 29, and obtained some highly interesting reports affecting the future of the game.

White, it will be recalled, is the brother of the famous "Doc" White of the Chicago White Sox pitching staff in bygone days. He has followed the game consistently since his playing and scouting days with Cleveland.

"There is going to be big league baseball on the Pacific Coast in 1957 or in 1958 at the latest," White predicts. "I look for the Chicago Cubs to transfer to Los Angeles and one of the eastern clubs to move over to San Francisco," he reports as the result of discussions of the pros attending this winter gathering of the old timers.

The monopoly of interest in the three Greater New York clubs indicates that Brooklyn's Dodgers will be the other team to move west although the Baltimore Orioles may move out, White believes.

"The reason I think the Cubs will take the Los Angeles field is the presence here of the Wrigley interests strong enough financially to effect the deal," he says.

This organization of professional baseball players looks after the old time players who retired before the present pension system was established, White explained. It also provides sick benefits and other considerations for all ball players and their families. Winfield Clark, octogenarian, disabled war veteran and veteran of Pittsburgh, Brooklyn and St. Louis, playing days, is secretary of the association.

Frank Barnes, who was Captain of Company A for more than two years, is a domiciliary member here and has no plans of changing his status in the near future. "I hardly expect to return to Camp White," he says, "although I look back to my stay there with considerable pleasure. I did get around the valley quite a bit, but I don't want the responsibility of handling a company again." Barnes wanted to be remembered to Domiciliary Officers Ruffin and Black with whom his associations were always pleasant.

William Brooks, a member of the guard force during the Moneypenney regime, is now a member of Company 6, where the writer is detailed in the doctor's office. Brooks was a patient in the Portland hospital and was the last person from Camp White to see Tick Malkey before he died last summer. He was cheerful up to the last, says Brooks. A review of that period brought out some interesting sidelights on Camp White in the making under Manager Paul Hatton.

Ross Lewis, who edited Domnews for a while, has come up with an interesting tale of his experiences in the South Seas. Having been preoccupied with the exacting duties of digging up material and publishing the camp paper he had little time to review his own collection of stories of his travels throughout the world.

It seems at one time that Ross had a yearning to live out his days at Tahiti and possibly settle down to a home life with a Polynesian damsel about whom he had read such alluring accounts. "It wasn't at all like I had imagined and I only stayed there four weeks between ship arrivals," he said.

There was an island in the Cook group which did capture his fancy. It was remote and inhabited largely by natives. "I went to the office of the British agent to arrange transportation. He looked at me rather startled when I told him that I wanted to go to this island. 'You'll have to see the governor first' he advised. I couldn't see why this formality had to be followed and put it down as one of those unaccountable British customs of delay.

The clerk told me he would let me know as soon as the governor found it convenient to see me. Meanwhile, I assumed, they were checking up on me and deciding whether it was safe to let me make the trip.

Then about a week later I was summoned to the governor's mansion, which was no more than an enlarged hut, and was told very plainly that the reason for the delay was the fact that for security reasons white men were seldom permitted to go there. The entire native population, he said, is ruled by the few white inhabitants and care must be exercised in admitting white strangers not only because of this condition but because of the danger involved for the visitor.

"The natives," he emphasized, "still are apt to revert to their state of cannibalism, from which they are removed by only a short period of time," the governor stressed. And so I left Tahiti on the next boat with my dream of life in the South Seas completely shattered.

Needless to say this experience occurred before the Pacific war and life may be very different there today, but it does show how Britain ruled in those days.

Shortest Dog-Catcher Object of 'Kidding'

Charlevoix, Mich.—(U.P.)—Edward (Shorty) Erber, 62, believes he may be the shortest dog catcher in the country.

Erber is only four feet, nine inches tall and was known as the shortest man in the American Expeditionary Forces during World War I. He was named Charlesvoix County's humane officer recently when the department was organized.

"People still like to kid me," Erber said. "When I call at a house to pick up a stray dog, they ask me such things as: 'Are you going to ride it back? Where's your saddle? What do you do when you run into a dog bigger than you are?'"

"I've found only one dog in the six months I've had this job that was bigger than me," Erber said. "I guess he was part St. Bernard and part horse. He could have scalped me without stooping."

Erber said he doesn't mind the ribbing.

"My lack of height is what gave me a bit of fame," he said. "I didn't get any medals during the war. Everyone overlooked the fighting I did, but they sure kidded me enough about my height. The Canadians even tried to recruit me for a bantam battalion of short men."

Poet Once Loathed Named Verse Writer

Los Angeles —(U.P.)—Edgar Lee Masters, one of America's best-known modern poets, once didn't want to be known as a writer of verse.

A letter from the late poet to a friend on Catalina island and now in possession of the University of California library here is the source of the disclosure. The letter was written to Dr. Marcia A. Patrick and reads, in part: "... there are the first (verses) I have done in a year or more and they are among the last I shall ever do. It is a profitless art. . . I hate to be known as a writer of verse and especially from a business standpoint do I object to it."

Two years after the letter, Masters' first group of poems was published in book form. Nineteen years later, he won international fame as the author of "Spoon River Anthology."

ONE EAST TEAM — New York — (U.P.) — Bill Uhl and Jim Baxson of Dayton university will play for the East team in the annual East-West all-star basketball game at Madison Square garden, March 31. They were the first players named to the East squad, which will be coached by Tom Blackburn of Dayton.

Use Mail Tribune Want Ads Dead line for Sunday Classified is noon Saturday.



TESTIFYING ON DEFENSE NEEDS, Gen. Nathan Twining (left), Air Force chief of staff, tells Senate armed services committee Pentagon is concerned over Soviet action in narrowing U. S. margin of superiority in air power. With Twining is Air Force Secretary Donald Quarles. (International)

Andes-To-Coast Railroad Nearing Finish in Ecuador

Deep in northern Ecuador, a railroad is nearing completion from the Andes to the coast, promising a new frontier of forests and farmlands for settlers.

After four decades of labor, the railroad will connect Quito, the capital, and San Lorenzo, a northern seaport some 200 miles away. Between the inland capital and the Pacific ocean lies undeveloped territory of mountains, fertile valleys, heavily wooded hills, savannas and dense jungles.

Large areas may be thus opened for production of bananas, rice, sugar, cotton, tobacco, cocoa, coffee, and fast-growing balsa, used in making life preservers and rafts. Wild rubber trees and the ivory-nut palm, which provides vegetable ivory for button manufacturers, rank among Ecuador's forest assets. Dairy farming and grain raising are suited to higher altitudes.

Will Shorten Distances — The new railroad will bring Ecuadorian exports nearer to the outside world. The nation, wedged between Colombia and Peru high on South America's western coast, has long relied on a railroad connecting Quito and southerly Guayaquil, the principal seaport. The new carrier will actually become an extension of the Quito-Guayaquil line, providing the capital and northern areas about a 350-mile shorter haul to the Panama canal than Guayaquil afforded.

San Lorenzo's excellent natural harbor will be further improved as a result of the new railroad. Plans call for dredging sections of the surrounding bay to accommodate larger ships. A lighthouse, additional cargo-handling facilities and enlarged piers are projected.

Ecuadorians and tourists long have marveled at the railroad between Guayaquil and Quito, which negotiates cliffs "impassable even to goats."

Built by Americans and called one of the world's spectacular engineering accomplishments, the railway climbs to heights of some 9,000 feet. Passengers are transported in a day through both tropical and alpine climates. At stations along the sometimes zigzag route, Indians peddle food to passengers.

The cities joined by the railroad delight most visitors. Around its commodious harbor, Guayaquil supports iron and steel works, shipyards, cotton mills and breweries. A well-kept park graces the 2 1/2-mile waterfront, adjoined by business establishments, warehouses and consulates. Found in 1537, it now has more than 260,000 inhabitants. Its cathedral dates from Spanish times.

City of Sights — Quito's people are close neighbors both to the equator and to lofty Pichincha (15,672 feet). Long ago a battleground of the Incas and Spaniards, the capital now blends its past with modern living. And airport and wireless station, a university, military

Nantucket Lightship Greets Mariners Reaching America

Washington — A transatlantic ship's first contact with America often is a high-pitched radio direction signal, a thrice-flashing light on the horizon, and finally the silhouette of a little vessel bobbing in open ocean off Massachusetts.

This is the famed Nantucket Shoals lightship, one of 27 such floating light stations manned by Coast Guardsmen in United States waters. For 102 years navigators have looked for this light due south of Nantucket Island on the eastern approach to New York.

In January the Nantucket is scheduled to move about eight sea miles to a new address: latitude 40 degrees, 33 min., 00 seconds north, longitude 60 degrees, 28 min., 000 seconds west. The move will free the vessel from a witch's caldron of cross-currents that have beset it since its anchorage was shifted 15 miles eastward two years ago.

Tedium on a Target — Time and tedium frame the life of a lightship's men; their chief job is to go nowhere. A huge anchor buried in the sea floor tethers the ship to an exact charted station. The crew keeps the light, blaring foghorn, radio beam and other navigational aids operating.

When fog shrouds the ocean, they know that blinded ships are groping straight toward them. Being the bull's-eye gives them an uneasy feeling, punctuated by the booming "Beeeee-ohhhhhhh" of the horn. All too often a steersman's aim has been too good.

On May 15, 1934, the British liner Olympic rammed the Nantucket and sank it with seven crewmen. Similar collisions have damaged lightships severely, and there have been near misses beyond count.

Lightships likewise must stay out when storm warnings fly and other ships scurry for port or the open sea. In 1905 the Nantucket foundered and went

down in a gale. Another storm broke its mooring and blew the lightship nearly to Bermuda. Hurricane Edna in 1954 left it without steering gear.

Through all such travail these odd-looking little ships, their names in big white letters across red hulls, keep some of the sea's most vital lights burning bright. Diamond Shoals lightship of Cape Hatteras, for example, guards the stormy "Graveyard of the Atlantic."

Fire and Fish Oil — America's first lightship, stationed off Norfolk in 1820, was a craft of 70 tons burthen, copper fastened and coppered." Her light burned fish oil, and winds blew it out regularly.

Roman galleys carried blazing fires in baskets at their mastheads, but more as a weapon against pirates than as signal lights. An over-sized row-boat with two crude lanterns marking the Nore sands in the Thames Estuary in 1732 gives England credit for the first real lightship.

By 1860, 136 lightships guarded world coasts; in 1913, as many as 800 were counted. From sperm oil and colza oil (squeezed from wild cabbage seeds), light came to burn kerosene, and finally electricity. Today's 5,500,000-candle-power beacon on Ambrose lightship at the outer end of the New York ship channel is as bright as any

Portland School Board To Ask Tax Increase

Portland —(U.P.)—The school board last night proposed that local voters be asked for a \$16,920,937 tax base, an increase of \$3,454,937.

Officials said the increase was needed to put teachers on an experience salary scale. A total budget of about \$23,672,000 for 1956-57 and a budget of about \$24,340,827 for 1957-58 were proposed.

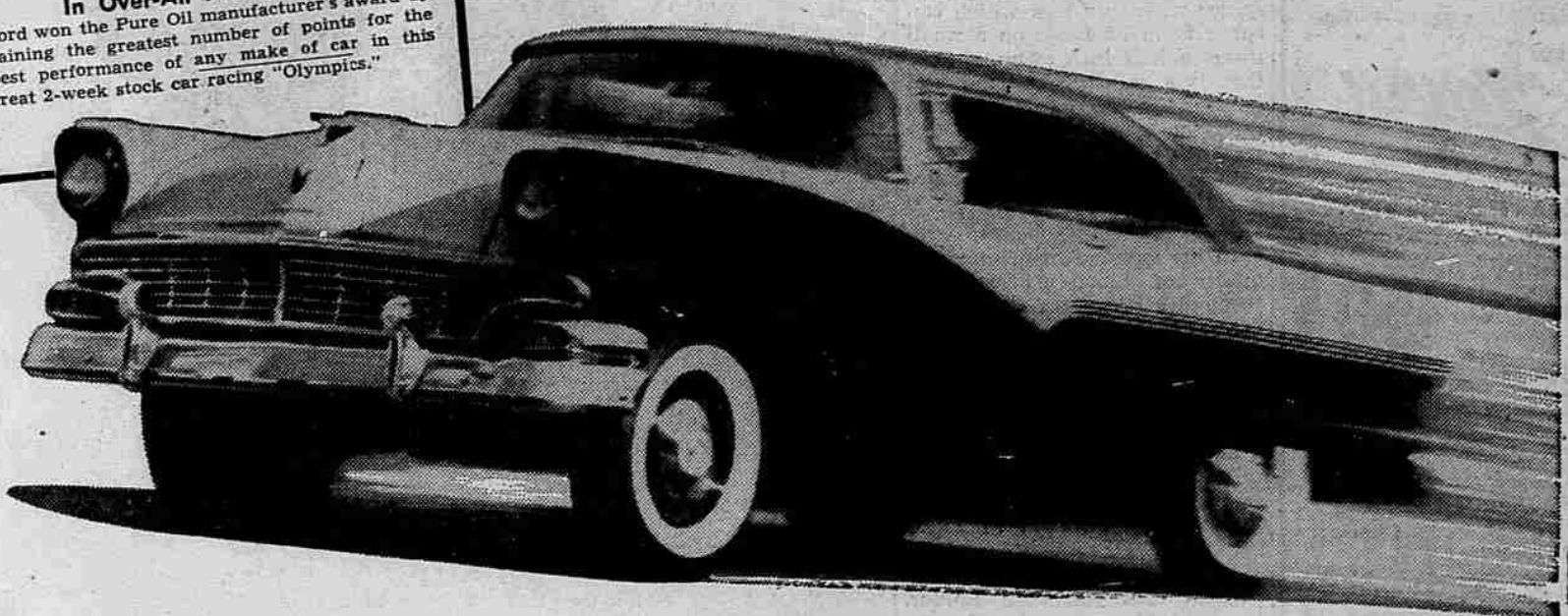
THE GREATEST NAME IN BOURBON!

What a magnificent taste it has! No wonder it has been a favorite for over a century! Now available in a milder, lower-priced 86 proof—companion to the famous 100 Proof Bond.

Advertisement for Old Crow Bourbon Whiskey, featuring a bottle image and text: 86 PROOF Kentucky Straight Bourbon Whiskey \$3.10 \$4.80 3 PT. Also available: Old Crow 100 Proof Bottled in Bond. OLD CROW DISTILLERY CO., DIV. OF NATIONAL DIST. PROD. CORP., FRANKFORT, KY.

Ford Wins at Stock Car Racing "Olympics"

HERE'S FORD'S RECORD AT NASCAR'S DAYTONA BEACH NATIONAL SPEED WEEK FIRST In Sports Car Acceleration A Ford Thunderbird set a new record for American production sports cars, sprinting a measured mile from a standing start in only 40.5 seconds, reaching a top speed of nearly 150 mph. FIRST In Top Speed - Class 4 A Ford "Six" took top honors in the flying mile for Class 4 American production passenger cars. FIRST IN 160-MILE Convertible Race Ford V-8s took 1st and 2nd place in the National Convertible Champion-ship Race. Ford not only won over all cars entered, but it also topped the all-time record for the Grand National Championship Race. FIRST In Over-All Performance Ford won the Pure Oil manufacturer's award by gaining the greatest number of points for the best performance of any make of car in this great 2-week stock car racing "Olympics."



The Ford V-8 again showed its tailight to all competitors in the "Olympics" of stock car racing at Daytona Beach, Florida. In blazing across the finish line Ford demonstrated once more the sizzling performance that keeps it the largest-selling V-8 in the world. No other car in the field could match Ford for getaway "git" . . . for straightaway acceleration . . . for all-around roadability. To see exactly how the other cars trailed behind Ford, see the chart at the top of this page. One of the secrets of Ford's performance is the tremendous torque (wheel turning power) developed by Ford engines. For example, Ford's new

225-h.p. Thunderbird Special V-8 engine develops more torque than any other engine in the low-price field. This means quicker response, smoother running in the kind of driving you do. Just a gentle nudge of Ford's accelerator and whoosh! You pass in instants when instants count! Ford now offers this mighty 225-h.p. engine with any Ford Fairlane or Station Wagon model with Fordomatic. What's more, these engines are coming off the assembly lines right now! So why wait? Come in today for a Test Drive. Find out for yourself about Ford's exciting performance. Find out why Ford is the V-8 with the world's biggest following!

FORD World's largest-selling V-8 Test Drive the V-8 Champion!

CRAFTER LAKE MOTORS

MAIN & FIR STREETS PHONE 3-4547 GREAT TV, FORD THEATRE, KBES-TV, 9:30 P.M., THURSDAY

Just 6¢ a day can help build rich, red blood... Save you from being TIRED... NERVOUS... EASY PREY TO MINOR ILLS. Nutritional experts reveal vitamin losses in cooked foods plus faulty diet may be seriously undermining your energy, strength, and resistance, making you feel on edge—affecting your appetite—spoiling your sleep—because your body is vitamin and iron starved. How You Can Stop Chronic Vitamin & Iron Starvation TODAY... Feel Like a New Person! Supplement your diet every day with just one High-Potency Bexel Capsule. Just one of these wonderfully strengthening capsules give you the full vitamin and iron content nature provided in the following groups of foods before cooking: 1 quart of pasteurized milk 1/2 lb. of ham 4 oz. of fresh orange juice 1 lb. of beefsteak 1/2 lb. of lean bacon 1/2 lb. of butter 1 lb. of lean pork 1/2 lb. of veal chops 1/2 lb. of green string beans Penny for Penny... You Get More Value in High-Potency BEXEL SPECIAL FORMULA VITAMIN CAPSULES Feel Better... Look Better... Work Better... OF YOUR MONEY BACK! A MEKESON PRODUCT CENTRAL Rexall DRUG MAIN and CENTRAL

HERTZ RENT-A-CAR SYSTEM LICENSEE Daily's U-Drive Medford Airport