

# Long 'Cold War' for Control of Antarctic Seen Interesting Issue

Editor's note: The Antarctic continent has been the subject recently of the most intense scientific explorations in its history. Another kind of study—of its political status—may be next. The following dispatch explains the complicated political background of Antarctica and how the United Nations may be called on to settle its future.

By RALPH TEATSORTH  
United Press Correspondent  
United Nations, N.Y.—(U.P.)—The long "cold war" over control of the Antarctic may prove to be one of the most interesting issues ever brought before the United Nations.

India has proposed that the future of Antarctica be debated this year in the U.N. General Assembly.

The proposal is being received with mixed feelings. Some governments and scientific circles welcome it. Argentina and Chile, which both claim certain South Polar regions, are opposing it.

Those who favor U.N. intervention point out that conflicting claims on the Antarctic wastes constitute a knotty problem that only international action can untangle.

The question is one of claims and counter-claims arising from discovery and exploration. The U.N. may be called on to decide whether discovery without consent confers a right of ownership.

**Golden Age of Exploration**  
In the golden age of European exploration the adventurer who got there first usually had the best claim to a piece of land. Empires were built this way, but in the present century such empires have been melting away because of one big weakness: They did not take into consideration the will of the "discovered" people.

As an organization the U.N. has encouraged peoples to govern themselves and sever colonial ties. But Antarctica is another matter entirely.

Antarctica was "discovered" in the true sense. There is not a single "native" human being there who could be called on to choose his own political destiny.

It also must be considered that the U.N. General Assembly is a body that can merely recommend, not command. Any nation can ignore its recommendations.

The assembly, among other things, might call for an international geographical conference to consider the problem of Antarctica.

**International Control**  
Eight years ago the United States suggested that the continent be put under international control. It has been hinted that India may propose U.N. trustee-

ship. Any such proposal is sure to generate heated debate in the General Assembly.

International legal brains differ in opinion on how claims should be established. Some have suggested that continuous occupation and administration should be the determining factors.

The United States, while making no claim for itself, does not recognize any other claims. Russia has made it clear that it wants to be dealt in on any game of dividing the Antarctic. Britain has considered itself an Antarctic power since Capt. James Cook circled the continent in 1773.

**Many Claims To Antarctic**  
Britain, France, Norway, Australia and New Zealand have proclaimed their sovereignty over parts of the Antarctic. Argentina and Chile are in a triangular dispute with Britain over that part of the Antarctic nearest South America. Germany, Japan, South Africa and Belgium also have shown keen interest at times in the continent.

The issue of the conflicting claims is more pressing now than ever, not so much because of Antarctica's material or strategic importance today but because of the role it may play tomorrow.

Among questions being asked are these: Will control of Antarctica be an essential of any global war? Will trans-polar air travel require permanent air and weather bases there? Are minerals, uranium for instance, available there to a commercial extent?

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**Big? Man alive!**  
Upon this tremendous ocean, one can place 21 countries the size of the U.S. Or, for that matter, all of the continents, Africa, Antarctica, Asia, Australia, Europe, North America and South America combined and still have enough space left to accommodate a second South American continent.

And deep! Not only does it have the deepest spot of all the oceans—over six and a half miles down at the Challenger deep off Mindanao, east of the Philippines, but its average depth is 1,000 feet greater than any other ocean—almost three miles.

As color slowly draws out of the sky and we are swallowed in Stygian darkness, the Japanese stewardess presents the wine list preparatory to dinner at the Honolulu airport—champagne from France, sake from Japan, beer from Denmark, scotch from need I say where? bourbon from Kentucky, wine from California. . .

We are losing altitude. Still out of sight at Oahu's lights, the purser announces: "Prepare for landing at Honolulu International airport. We're only one hundred miles out—we'll be landing in thirty minutes."

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**Over the wide Pacific.** Coat off, sweater on; shoes off, JAL flight-issue socks on; steaming hot towel to wipe face and hands and ease the tension; a dainty cup of warm sake (Japanese rice wine) presented by a petite kimono-clad Japanese stewardess.

The laundry argument hardly holds water these days because there are plenty of skirts and dresses made of materials that require no ironing. All they need is to be hung up to dry after they are laundered. This means no more work for your wife than would be needed to keep her shorts and blue jeans clean.

**Looks Better in Skirts**  
I agree a woman looks better in skirts than in shorts or slacks when she goes to stores or to visit with her friends. As one approaches 30 it is time to dress one's age, not like a schoolgirl. As your children grow older, they are very likely to be critical of their mother, if she continues to wear such clothes, except when she is doing heavy work around the house.

You might use the unbecomingness of shorts as an argument to persuade your wife to go on a reducing diet. If she could regain the slender figure she had when she was younger, shorts and slacks would not look so out of place.

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**Pilots Walk Away From Mt. Fuji Crash**  
Tokyo — (U.P.) — A U.S. Air Force transport slammed into a snowbank on the side of Mount Fuji today but its two pilots walked away, unharmed, the Air Force reported.

The two-engined C47 crashed in 20 feet of snow about 1,000 feet from the top of the sacred mountain.

An Air Force spokesman said the deep snow padded the shock of the crash, enabling the two pilots to crawl out and walk to a Japanese weather station a short distance away.

They were identified as Maj. John C. Fowle, of Lakewood, Fla., and Capt. Earl Preston Kelley, of Clear Springs, Md.

**Swiss Males Vote To Keep Women From Polls**  
Bern, Switzerland — (U.P.) — Male citizens voted for the 24th time here Sunday to keep women out of politics.

They rejected by a vote of 62,971 to 52,929 a law which would have introduced women suffrage in the Canton of Bern.

# Military Flying Becoming Safer Despite Crashes

Washington — (U.P.) — The Air Force contends figures show military flying is becoming safer despite eight crashes in two months.

The crash of a giant Globemaster Friday in the Atlantic off Iceland brought to 45 the number of airmen killed in Air Force crashes since Jan. 4.

The Air Force Sunday made the figures available to allay public anxiety and concern in its own ranks. The figures indicated that military plane accidents are declining in the face of a vast expansion in flight operations.

**Air Refueling Cited**  
For example, the Air Force said an average of 360 Strategic Air Command bombers are refueled in flight from aerial tankers every day—or one every four minutes—regardless of weather.

It also pointed out that some jet fighter bases have 1,440 landings and takeoffs a day, or one every minute. Nellis Air Force Base, the gunnery training center at Las Vegas, Nev., has a landing or takeoff every 42 seconds, it said.

Last year, the Air Force said, it flew more than 2½ times as many hours as this country's domestic and international scheduled airlines. Much of its flying is done in complicated new planes, under hazardous weather conditions and in all parts of the world.

Despite this, the Air Force said its major accident rate last year was 17 per 100,000 hours flown, three fewer than in 1954. There were four fatal accidents and nine fatalities per 100,000 hours, the same as in 1954, the lowest rates in Air Force history.

"A tentative check indicates the accident rate so far this year is lower than it was on this date last year," the Air Force said.

**4-H Club News**  
Gold Hill Sewing Club  
The Dashing Seamstresses 4-H Sewing club met March 1, in the Gold Hill School sewing room. The meeting was called to order by Dianne Jore, president. Bonnie Knapp led the 4-H pledge, and Judith Force led the flag salute. Roll call was answered by members naming their favorite cake. Refreshments were served by Judy Higgins.

The meeting was adjourned and turned over to Mrs. Al Beaman, Mrs. John Jore and our visitor, Mrs. Fred Jones, who passed out last year's record books.

Judith Force, Reporter.

**Eagle Point Cooking Club**  
The Eagle Point Cheerful cooks met Feb. 27 in the Home Economics room of the high school at 3:30 p.m. Twelve members were present.

After the business meeting Ellen Hay and Sharon Sommons demonstrated how to make peanut butter cookies. The cookies were served for refreshments after the meeting.

On Monday night the group took a trip into the new Piggy Wiggly market in Medford. They went mainly to see the vegetable display. The manager explained about the different types of produce and what to look for when purchasing vegetables. All the members benefited from this tour and enjoyed themselves.

The next meeting will be held March 12 in the high school at 3:30 p.m. Plans for a mother's tea to be held in May will be made at this meeting.

Susie Carroll, Acting Reporter.

**The Westside Stitches**  
The Westside 4-H Sewing club held its last meeting Feb. 15 at the home of our leader, Mrs. Franek. Mrs. Franek gave out our record books and gave some assignments. The first year we learned to pull thread. The next year learned to hem a dish towel. The year next learned how to cut and sew on potholders.

The meeting was adjourned and refreshments were served by Carolyn Barnes. The next meeting will be March 21 after school at the home of Mrs. Franek with Nancy Barnes serving refreshments.

Nancy Barnes, Reporter.

# Air Force in Need of Responsible Leaders

Dallas, Tex. — (U.P.) — Responsible leadership, not mechanical ingenuity is the great need of the Air Force, Flying Training Air Force, Maj. Gabriel P. Disosway thinks.

Disosway addressed some 500 officers and cadets who had just completed the Lackland pre-flight course. He told them that

airplanes are aloft seven years after the drawing-board stage, "but it takes at least 20 years to get the men to fly them."

Although the Air Force uses almost fantastic equipment, its operation is simple compared to

obtaining leaders to make proper use of the new machines.

"What the world needs today," the general said, "is more men of courage, integrity and perseverance than any time in history."

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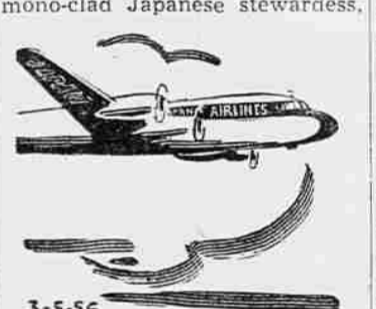
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