

They'll Do It Every Time

By Jimmy Hatlo



Yankees Started Australia On Good Stagecoach Service

Washington—A century ago and 10,000 miles from home, Yankee-built stagecoaches with American drivers rumbled into Australian gold-rush camps and broke open the "outback" frontier. On their sides appeared the words "Cobb and Company." Thus was founded the most famous name in Australian overland transport, as legendary today as Wells Fargo and the Butterfield Stage are in American pioneer history. For 70 years Cobb and Co. coaches carried passengers, mail and freight in jouncing, free-wheeling flamboyance. Through the bush, over rutted dust-choking roads and muddy river fords, they cut indelible tracks across a young continent. Founded by Yankee Adventurers The stage line's founders were four Yankee adventurers, Freeman Cobb, John Lamber, John Peck, and James Swanton, who arrived in the 1853 rush to the Ballarat gold field. They realized their opportunity when they saw the crude, slow stagecoach service out of Sydney. Cobb and his partners imported "Concord" coaches built in Connecticut. Slung from leather braces, they were light, speedy, and practical over rough-country—and cost a staggering \$3,000 each. Crack drivers, veterans of American stagecoach companies, were recruited. Eventually they were paid as much as \$1,000 (\$85,000) a year. Cobb and Co. provided them with the best horses that money could buy. The partners made a fortune in a few short years, sold out, and returned to America. Cobb later owned a stagecoach line in the South African diamond fields. Peck went back to Australia with a fleet of 40-passenger "Jack" coaches that he sold to Cobb and Co., by then being run by another shrewd American, James Rutherford. Under Rutherford the firm grew to dominate the stagecoach industry of Australia. His coaches, rarely failing to meet schedules, won the right to carry the words "Royal Mail" on their doors. By 1870 Cobb and Co. was harnessing 6,000 horses a day and galloping 28,000 miles a week. 'Cabbage Tree' on the Box Many of the drivers became famous in their own right. The best known was "Cabbage Tree Ned" Devine, so dubbed for his wide-brimmed hat woven of cabbage-palm fronds. "Cabbage Tree" thought nothing of driving a 12-horse team down a hill "steep as a side of a house," or of outrunning bushrangers who set an ambush for a cargo of gold. Cobb and Co.'s most spectacular stage was the Great Leathan Coach from Castlemaine to Kyneton on the Victoria gold fields. It carried 75 passengers and required a team of 22 horses,

Driver Has Trouble Explaining Auto Dent

Lansing, Mich. —(U.P.)—John Soet had a dent in the right rear fender of his car, which was rather hard to explain. Seems that a dog driving a car ran into Soet's car on the western outskirts of Grand Rapids. "I glanced up the street and to my right and saw a big red car bearing down on me," Soet said. "I laid on the horn and then did a double-take. "There was a dog—just a dog—bouncing around behind the wheel of the car. "I couldn't go ahead, and I couldn't back up, so I did the only thing left to do. I just sat there frantically blowing the horn while this dog-driven car came at me, finally hitting my rear fender." The owner of the car was found shopping in a nearby drug-store. Soet said the driver vowed after this, he'd set the brake, and not trust the transmission gears to hold the car on a hill—especially with a shift-minded pooch left in the car. Washington—(U.P.)—The House Un-American Activities committee has voted to cite playwright Arthur Miller for contempt of Congress.

The original Social Security Act became law Aug. 14, 1935.

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U.S. Firms Doing Booming Business in Columbia

Cali, Colombia — (U.P.) — The Conquistadores came to Colombia in search of gold, but U.S. business in the past few years has discovered pay-dirt undreamed of by the early Spaniards. Throughout this land of healthful uplands and rich valleys many of the best-known U.S. Corporations have established factories and are doing a booming business. Some, like Colgate and Goodyear Rubber company, already have overrun initial production estimates and are expanding or building new plants. In Cali alone, more than 50 U.S. companies are now operating, and some 250 Americans and their families have become a part of the city's industrial and social life. But it is not only big business that is profiting from Colombia's expanding markets. Men with only a few thousand dollars to invest—but with sound technical know-how—have been rewarded beyond their dreams. Take Bernard Rosenberg, for example. Bernard hails from Brooklyn. Four years ago, with \$50,000 in capital and a master electrician's degree, he started manufacturing fluorescent lamps in Cali. Today, he sells \$350,000 worth of lamps a year and has a plant he wouldn't sell for half a million. Al Schaeffer, now prominent in Bogota's construction industry, has done equally well. Medellin Also Attracts According to Richard Lankeau, who handles business investments for the Banco Popular, Schaeffer arrived in Bogota just after World War II with around \$10,000 to discover that nobody in Colombia was making a good building block. He knew the answer, started manufacturing blocks with cement bought from a local cement firm and now has a \$500,000 business. John Miller, another Bogota resident, has blossomed into a building contractor on the basis of his knowledge of how to dry wood properly. He is now completing a multi-million dollar housing project for the Banco Popular and building lumber yards in Bogota in addition to managing his firm, Colombia En-

Citizen Groups Help to Improve Urban Living

Chicago—(U.P.)—Citizen groups across the nation have been helping city officials improve urban living, according to the National Association of Housing and Redevelopment officials. The Association listed seven recent examples of how such groups have provided advice and support on urban renewal. The association said that a special committee of more than 100 persons studied housing conditions in New York City, and its report was credited with throwing new light on housing and redevelopment problems. Eleven Philadelphia prepared and submitted to the mayor a statement with recommendations for housing and urban renewal activities in the Quaker City. In Pittsburg, a 200-man Council on Neighborhood Improvement was set up to arouse local interest in neighborhood conservation. The Citizens Planning and Housing Association of Baltimore is working to organize neighborhood groups to help stop neighborhood deterioration. The Community Council of Stamford, Conn., working with the local housing authority, is providing a recreation program at a housing project where there had been vandalism and juvenile delinquency. Campaigning to improve housing conditions in Albany, N. Y., the Federation of Churches of Christ compiled for the mayor a list of all unsafe structures in the city department's scattered records concerned with housing. The association said Detroit's Gratiot re-development project has "taken an upward swing" since a mayor-appointed citizens committee began work to make the project more attractive to private developers. Great Bend, Kan.—(U.P.)—The response has improved since the Rev. Raymond Knowles replaced "Reserved" and "No Parking" signs in the East Methodist church lot with signs reading "Thou Shalt Not Park."

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