

They'll Do It Every Time

By Jimmy Hatlo



HOWCUM DEPT. IT'S A MILLION-DOLLAR CAR, ALL RIGHT...

BUT THE TOOLS THAT COME WITH IT ARE STRICTLY DIME STORE...

THANKS AND A TIP OF THE HATLO NOT TO H. CLARE WELKER, P.O. BOX 122, LOVELAND, COLO.

Suez Operations Said Functioning Smoothly Despite Loss of Pilots

Editor's note: When Western pilots walked off their jobs on the Suez Canal three weeks ago, some of them predicted Egypt would not be able to operate the waterway. In the following dispatch, United Press staff correspondent Peter Webb, a veteran reporter on Middle East events, gives an on-the-spot assessment of how the Egyptians are doing.

BY PETER WEBB
United Press Correspondent
Port Said, Egypt—(UPI)—Despite the gloomy predictions of Western pilots who quit their jobs on the Suez Canal, traffic still is moving smoothly through the waterway.

Egypt, however, is receiving little cash benefit from it. Since July 26 when President Gamal Abdel Nasser nationalized the old Suez Canal Co., 2,865 ships have transited the 101-mile waterway but only an estimated 40 per cent of them have paid fees to Egypt.

The remaining 60 per cent, mainly British and French ships, still pay their dues to the old company's accounts in London and Paris. Egypt cannot touch these funds.

Passengers Diverted
There also has been a slight decline in the flow of shipping through the canal since the walk-out of Western employees Sept. 14.

The slump mainly has been caused by the diversion of passenger shipping around the Cape of Good Hope.

But indications are that the

tide gradually is rising again. In the week of Sept. 1-7, just before the European staff quit, 297 ships passed through the canal, a daily average of 42. In the week of Sept. 24-30, 254 ships went through a daily average of 36.

But in the last few days, the average has begun to rise again to around 40 as more and more passenger liners and cargo ships return to the cheaper Suez route.

Tankers still make up about 60 per cent of the ships passing through the canal.

Convoys Times Flexible
Shipping agents here say the Egyptians are averaging about 15 hours in taking convoys through the waterway. That is about the same time the Western pilots made.

Some agents even welcome the new Egyptian management because the flexible times of the convoys—which in the first few weeks varied from day to day—enabled their ships to join up

enough after scheduled departure times.

Under the old company, the times of departure were rigid and ships arriving one minute after the deadline waited hours for the next convoy.

The Egyptians have instituted a three convoy a day system—one northbound and two southbound. The head of the Port Said office, Tewdik El Dib, said they hope to make it four a day

shortly. The Egyptians claim they have solved their pilot problem through rapid recruitment and training of foreign and local mariners. But most of their pilot stills are working incredibly long hours to get the ships through.

Pilots Work Hard
According to Egyptian officials, there now are 205 pilots working the canal, including 113 fully trained. But only 57 of these 205 Egyptians and 11 Greeks—are old company pilots with sufficient experience to take large cargo ships and super-tankers through the canal's tricky channels.

As a result, these pilots often work 15 hours or more at a stretch to take a ship the whole length of the canal, snatch a few hours sleep, and then take another convoy back again.

The first few new pilots recruited have been allowed to take ships through the canal alone after training only a few weeks. The old company often required years of training.

According to the Egyptians, foreign pilots now include 10 Americans, 15 Russians, 13 Germans, 11 Yugoslavs, 30 Greeks, 11 Poles, five Norwegians, two Spaniards, two Romanians, seven Italians, one Swede and one Lithuanian.

There have been few accidents in the three weeks since the

Organized Audience Plan Discussed at Roundtable Meeting

Miss Dorothy Van Andel, Pacific northwest regional director for Civic Concert Services, Inc., spoke on the "Development of the Organized Audience Plan" at the Jackson County Chamber of Commerce Roundtable luncheon yesterday at the Jackson hotel. She is in Medford from New York City.

The organized audience plan had its beginning 35 years ago, according to Miss Van Andel, and was a result of a revolution in the attitudes of American concert-goers and "just plain" American genius.

Before the audience plan was formed, which is known locally as the Civic Music association, she said, musicians would not appear in small towns because of "probable deficits," or even in larger towns because "possible deficits."

In a city the size of Seattle, she pointed out, concert managers expect, at best, an audience from one per cent to 1 1/2 per cent of the population to attend. Therefore, she added, the proportion attending in a small town would be too small to encourage visiting artists.

Miss Van Andel explained

that with the audience plan there is no chance of there being a deficit, because money is spent on a cash-in-hand basis. It is now possible for cities with a population as low as 10,000 to sponsor concert musicians, she said.

The philosophy of the audience plan has evolved in series of negatives, she said. They are: no tickets sold for individual performances; no money is taken after a deadline; no announcements of coming artists ever ap-

pears, and there are no reserve seats.

Double Reason
She added there is a double reason for each negative, a practical and a democratic. The practical reason is that the plan will work no other way, and part of the democratic reason is that "it is the American way of doing things," Miss Van Andel said.

Another democratic aspect comes in when a person joins the local association, she said. After a new member has joined he or she checks off from a list the type of musician preferred. When the membership drive for the association closes, a committee then buys artists to fill the demand of both the budget and vote. The committee is a non-profit group, she said.

The revolution of American music-lovers is reflected, accord-

ing to Miss Van Andel, by the fact that in 1953-54 people spent more money attending concerts than in attending spectator sports.

The membership drive of the local Civic Music association began yesterday and will continue through Oct. 13.

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Red Convictions Claimed Supported

Washington—(UPI)—A federal attorney told the Supreme Court today that the 1952 conviction of 14 California Communists charged with conspiracy to teach the violent overthrow of the government.

But lawyers for the Communists who were tried in Los Angeles, argued that the record contained not a shred of evidence to link them with violent revolution.

The attorneys made the statements in arguments prepared for the court today. The California case is the first of five Communist appeals to be heard this week. The court began hearing arguments at the term's first business session Monday after lining up additional work for itself on a wide variety of legal issues.

Cases accepted for review and argument later in the term involve the application of federal anti-trust laws to professional football, the right of congressional investigators to "expose" former Communists; and the questioning of whether an employer may be compelled by a federal court to comply with arbitration requirements in a labor contract.

Postal Law Violation Leads To Man's Arrest

Portland—(UPI)—A Portland electrician was arrested yesterday and charged with violation of the postal laws after a bullet he allegedly sent through the mails exploded in a post office canceling machine.

Lawrence Anthony Lindenkugel, 37, told Postal Inspector Nolan Brown that he mailed the bullet to his estranged wife in Pandemonium to let her know their marriage "was all shot."

The .22 caliber bullet exploded last July in the main Portland post office when the letter was being run through a canceling machine. Brown said no one was injured in the blast.

Lindenkuigel was released on \$599 bail on the charge of sending a non-mailable article in the mails in an envelope.

Western personnel walked out. Shipping agents say they are running about average with past years.

Lloyds of London's accident register shows among the incidents last month two collisions, one grounding and one engine breakdown in the canal.

Accidents Increase
In the past few days, however the accident rate has increased slightly with three minor groundings reported in less than 48 hours.

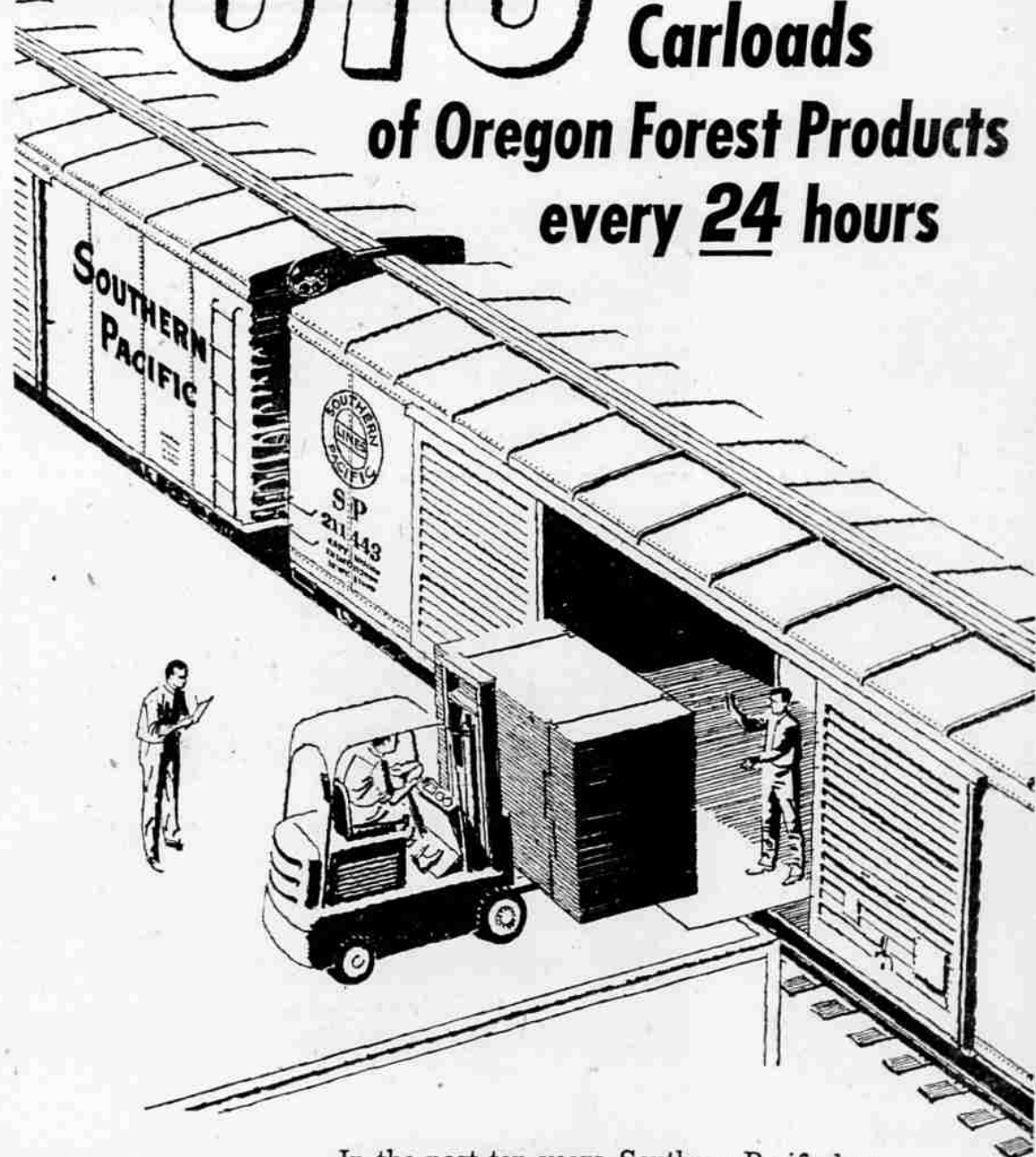
Seasonal fogs and high desert winds are now beginning to plague Suez shipping. Early morning fogs in particular are becoming common in Suez Harbor with high velocity winds whipping across the desert. This makes accidents more likely.

As far as can be determined from naturally secretive Egyptian authorities, maintenance work on the canal is progressing satisfactorily and dredgers can be seen working daily removing the constantly gathering silt.

The Egyptians have announced a \$56 million development program will be strated soon to widen and deepen the canal for the largest supertankers. The old canal company had this in the works when the canal was nationalized by Egypt.

One problem remaining is the replacement of top technicians who walked out with the old company pilots. Some have been replaced by Egyptians but there still are number of vacancies, particularly in Port Said's dockyards and workshops.

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an average of
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The Oregon forest products industry and Southern Pacific freight service are going forward hand in hand. We believe the record shows our earnest desire to meet and anticipate shippers' requirements in Oregon and throughout the territory we serve.

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HOW CAN YOU BELIEVE anything WAYNE MORSE SAYS?

HERE IS THE RECORD MORSE WANTS TO FORGET

Why should you trust a man whose word is not good from one year to the next, one month to the next, or even one day to the next?

The United States Senate does not believe in Wayne Morse. PROOF: They have shelved or defeated more than 90% of the bills he has introduced.

As Ex-Governor Charles A. Sprague puts it: "...he has reversed himself so often, altered his own course, joined what he rejected, spurned what once he endorsed, that his own actions belie either the purity of his motives or the value of his judgment."

Here are the facts.

on the DEMOCRAT PARTY

Morse said Democrat Party "created a terrible mess"

PROOF "... I think it is going to require of us that period of time (1948-1960), by way of a Republican administration, to correct the terrible mess into which the Democratic party has plunged this country."

—Sen. Morse in the Congressional Record, Feb. 23, 1948, page 1531.

Morse said Democrat Party places corrupt machine politics above general welfare ...

PROOF "Liberalism is dead in the Democratic party, and that party has reverted to its traditional role of placing political privilege and corrupt machine politics, a la the Missouri gang, above the general welfare of our people."

—Sen. Morse quoted in the Des Moines Register, Jan. 13, 1948.

Morse said Democrat record one of indecision, confusion, and incompetency ...

PROOF "Senator Morse termed the Democrats' '18-year record in the White House as one of indecision, confusion and incompetency ...'"

—Oregon Journal, Oct. 3, 1950.

The above documented excerpts are from the booklet "THE RECORD WAYNE MORSE WOULD LIKE TO HAVE YOU FORGET" published by the Republican State Central Committee.

on EISENHOWER

Morse was strong for Ike ...

PROOF "... I am strong for Eisenhower ..."

"I know him to be a very intelligent man with complete intellectual honesty and a marked impartiality. I have never seen him duck or hedge an issue or misrepresent a fact."

"I am for Eisenhower because I think his election will give the people of this country something they sorely need, and that is a rallying point for a renewed faith in the future and destiny of our country."

—Letter from Morse to Fred Haas, publisher of the North Bend News, North Bend News, Feb. 7, 1952

But when Morse failed to get the Republican nomination for vice president he changed his mind ...

PROOF "I have absolutely no confidence in him and I am satisfied he is completely lacking in all political morality."

"In my judgment, he is the most dangerous man who will ever have been in the White House."

—Sen. Morse, quoted in the March 2, 1953 New Republic magazine.

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Paid Adv. McKay for Senator Committee, W. L. (Bill) Phillips Chairman, 1117 S. W. Washington, Portland 5, Oregon