SETTING UP ROAD BLOCKS like this one in Los Angeles, the California Highway Patrol strives to reduce the death toll over the holidays. Established throughout the state at strategic points they nab drunk drivers and faulty cars. *(International Soundphoto)*

Writer Tells Experiences as First Woman on East-West Patrol

Editor's Note: This is the first of two dispatches describing a night patrol with U.S. forces along the border between East and West Germany written by an American woman free-lance magazine writer who has been visiting various bases in Germany.

BY JESSYCA RUSSELL GAVER
Written for United Press

With American Forces, Germany—(U.P.)—I have just made history of a sort. I am the first woman writer to go on an all-night patrol along the East-West borders of divided Germany.

For eight hours, with a patrol squad of the Third Armored Cavalry Regiment of the U.S. Army —the "Brave Rifles," I drove in a jeep along West Germany's boundaries with East Germany and Czechoslovakia.

I saw flares going up on the other side. I stood in the shadow of a border limit and held my breath while I stared into the eyes of grim guards on the side of the barrier. It didn't take much imagination to get a feeling of what genuine hostilities could be like, and I didn't like that feeling at all.

First Lt. Lee Odell of Rochester, N.Y., was my personal guide. He had me outfitted in a top sergeant's cold weather outfit—parka, wool socks, heavy rubber boots, fleecelined cap.

Lt. Carleton Piepho of Chicago briefed the squad—and me—on the confidential nature of our mission.

Cold and Dark

I was particularly shown a 50-meter border sign and told that no one under the command of the 7th Army is allowed within 50 meters of the border. I also was instructed carefully as to the appearance of the border—old border signs, German landgrenze signs, East Zone and Czechoslovakian border stones, barriers, plowed strips, barbed wire fences, towers, etc.

There was snow on the ground it was cold and the sky was overcast when we set out in open jeeps. The only lights were those of our jeeps, and those were turned off whenever we approached a sensitive area. The radio in Lieutenant Odell's jeep was turned on for possible calls from the other cars.

Sgt. Bill Greer Jr. of Galatin, Tenn., was in the machine gun-equipped jeep. He would drive on ahead whenever we approached a barrier or danger zone that required the C.O.'s personal inspection and, of course, my tagging along.

With a pair of binoculars, I inspected the blur a few yards behind a clump of trees past one border point. It was a pipe from a stove the guards on the other side were using to combat the cold.

Forgot to Duck

Two German nationals walked by at another point. Sergeant Greer asked for identification, and it took 10 minutes to ascertain that they had a right to be in the area. Their attitude was antagonistic.

I couldn't understand why I was asked to turn my back and hide in the shadows every time a truck or car approached. I found out—the hard way.

I was so intent on focusing the binoculars at one stop that I didn't notice a truck coming up until its lights blinded me. Simultaneously I was pulled over to the side by Leitenant Odell, and Sergeant Greer ordered the truck to move on. I dimly heard the words "schoene frau" as the truck went past. My hair gave me away.

Then I was told that if I had been alone I might just have disappeared. A favorite trick of the East Germans is to boldly drive trucks or cars across snatch up West Germans, take them to the other side and barter their freedom for information.

I then remembered that in the briefing I was told if I got involved in any incident to give only my name and passport number. Now I was so upset I couldn't remember the number. It was all I could do to remember that I was supposed to be like a soldier for the night and couldn't let my temporary buddies know how really jittery I was.

Pilot Feels Way Through Air

Knoxville, Tenn. — (U.P.) — A Knoxville pilot, in a sense, feels his way through the air.

Twenty-nine-year-old Harold Wright, who has some 500 hours total flying time on his record, flies barefoot in order to feel the vibrations of the motor in his Lincomb. E. Wright is deaf.

The stocky pilot, who teaches at Tennessee School for the Deaf, said if forced to wear his shoes in the plane he couldn't "get off the ground" with it.

Wright said his feet pick up variations in the motor's operation quicker than a person with sound hearing could "because there is no distracting noise."

Wright lost his hearing at the age of 17 and learned to fly afterwards. He had some difficulty in obtaining a pilot's license from the Civil Aeronautics Administration.

At first officials told him he "could fly only when accompanied by a licensed pilot who could hear."

About five years later, when Wright enrolled at Gallaudet College in Washington, D.C., he dropped in at CAA headquarters. That was on Monday. On Tuesday, Wright held a license which allowed him not only to fly alone but to carry passengers.

Wright sits in the cockpit of his small plane with his feet resting on the panel that separates the compartment from the engine. This way, he can detect any inordinate functions of the motor.

Wright plans to apply as a crop-duster when he isn't teaching.

Wright said he drives his car and rides his motorcycle in the conventional manner—with his shoes on.

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Dead line Sunday Classified is at noon Saturday 10 a.m. Monday for Monday; other days 5:30 previous day

APPEARING in New York to give pre-trial testimony, Maria Callas, operatic soprano, defies owing agent $30,000. *(International)*

Around Hollywood

By ALINE MOSBY
United Press Correspondent

Hollywood —(U.P.)— They all laughed when Jerry Lewis stood up to sing—and nobody was more surprised than Jerry when his first attempt at serious crooning turned out to be the "sleeper" hit record of the year.

Aline Mosby

Decca records released Jerry's Al Jolson-ish version of "Rock-a-bye Your Baby" and "Come Rain or Come Shine" with a notion of selling about 50,000 platters.

So far the fans have hauled home more than 600,000 copies of Jerry's new talent. Decca expects the record to go a million.

Fans figured Dean Martin was the only member of the old Martin-Lewis combination who could croon, but Jerry also is electrifying the nightclub customers with songs in his new single nightclub act. He'll also display the pipes on his first single television show, on NBC Jan. 19.

Success Taken Seriously

The newest threat to Crosby, Como and Sinatra is taking this unexpected success with his usual seriousness. In fact, he's the first to admit every star should have a helpful wife, for it's because of Patti Lewis that Jerry wound up on the hit parade.

"It was all an accident," related Jerry as he sat behind his coffee desk. "I subbed for Judy Garland at Las Vegas when she got sick last August, and it was the first time I'd performed alone. I did an hour and six minutes of comedy. How do you get off? You either dance or sing or take a fall.

"Suddenly I remembered the lyrics of 'Rock-a-bye,' . . I got an ovation," he continued. "After the show Harry Cohn (head of Columbia studio) had tears in his eyes. He asked why I didn't make records.

Wife Urges Comedian

"When I got home my wife said, 'Why don't you do what Harry Cohn said?' But I felt I wasn't a singer and didn't intend to be one. Patti said, 'Well, record the songs for me to keep.'"

Jerry did. But unknown to him, Patti sent the home-made recording to Decca.

"I was surprised when Decca called," said Jerry. "I didn't know my wife was playing jokes. They gave me the best deal ever made for a record artist—10 per cent royalty."

Lewis had to be talked into singing in his first single nightclub act which he polished at the Sands Hotel in Las Vegas, and which opens in Chicago this week. He also fractures the customers by dancing.

"I always sang with a squeaky voice when I worked with Dean," said the new, more mature Lewis. "I never even knew I could carry a tune."

Laughs of the Day . . .

London — (U.P.)—Douglas Griffith told a divorce court he put up with his wife's adultery with another man for a long time, but it was just too much when she helped her lover polish his car while Griffith's dirty auto stood nearby. His divorce was granted.

Washington — (U.P.)—A young man who prefers to remain anonymous told how he pulled a fast one on District of Columbia automobile safety inspectors. The inspectors refused to approve his car because they found its headlights were shining too high. So the young man drove to a nearby filling station, let some air out of his front tires and pumped some additional air into the rear ones. Back to the inspection station he went and sailed through easily.

Rocky Hill, Conn. — (U.P.) — When policeman John Catania saw a drowsy motorist heading off a highway he sounded his siren and woke him in time to keep him from crashing into a tree.

Des Moines — (U.P.) — Bank tellers and merchants thought they had trapped a bad check artist when they received checks signed "A. Swindler." But the checks were good, signed by the treasurer of Davco, a Junior Achievement firm. Ann Swindler just couldn't resist the temptation to pull the gag.

Detroit — (U.P.) — Arrested for speeding in his Cadillac, Leroy Wright, 20, a laborer, told police: "You guys are always picking on us rich people."

Syracuse, N. Y. — The burglar who entered Ivan Robinson's service station took 100 pennies from the cash register but dropped all of them and some of his own money in his haste to get away. Robinson said he made a 70-cent profit.

Hungarians Hesitate To Take French Jobs

Paris—(U.P.)—Many Hungarian refugees seeking asylum in France have hesitated to take jobs here because they are "convinced France is under Communist influence," Minister of the Interior Gilbert Jules said today.

In a report to the Council of the Republic, the Legislature's upper house, the minister said living conditions among the refugees in France are "satisfactory," but their morale is low.

A total of 9,500 Hungarians have fled to France

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LEGAL NOTICES

NOTICE OF PUBLIC HEARING

Notice is hereby given that at 8 o'clock P.M. on Thursday, the 28th day of February, 1957, in the auditorium of the Jackson County Courthouse in Medford, Oregon, there shall be a public hearing by and before the Joint Airport Zoning Board of the City of Medford and Jackson County, on a proposal to adopt Airport Zoning Regulations in accordance with the recommendations contained in the final report of the Airport Zoning Commission of the Medford Municipal Airport, and all members of the public are hereby invited to attend and be heard thereon.

Notice is further given that the said proposed Airport Zoning Regulations, if adopted, will impose restrictions on the height of buildings and structures thereafter constructed upon all real property situated within the Airport Hazard Area as described and defined in the proposed regulations and map illustrating the same, now on file in the office of the City Recorder of the City of Medford, Oregon, and available for public inspection. The said Airport Hazard Area, as proposed, will include territory within a radius of twelve thousand feet from the point of intersection of the airport runways, and territory within the north, south, east and west approach areas to the said airport. Said approach areas, as proposed, shall extend outward from the ends of the runways for a distance of fifty thousand feet, in the case of the north and south runway, and ten thousand feet in the case of the east and west runway.

Irving Allen
Chairman, Joint Airport Zoning Board

The Bureau of Land Management announces plans to advertise for competitive bids timber from the tracts described below during the calendar year 1957. This timber is on lands managed by the Medford Forest District and must receive primary manufacture within the marketing area appurtenant to the designated master unit. The volumes listed are preliminary estimates of the timber to be offered from certain portions of the sections described. The tracts are grouped according to the quarter of the calendar year in which it is probable that the timber will be offered for bids. Auctions will be held each month of the year at which time specific cruised volumes and minimum appraised prices will be published, as well as other information regarding the type of bidding, the exact time and place for receipt of bids and other terms and conditions relating to the conduct of the auction and to timber sale contracts. Further information may be obtained from the District Forester, Bureau of Land Management, City Hall, Medford, Oregon. JACKSON MASTER UNIT AND MARKETING AREA — IN 1st QUARTER. T. 33 S., R. 3 E., Sec. 33, 7,500 M bd. ft.; T. 34 S., R. 4 W., Sec. 25, T. 34 S., R. 3 W., Sec. 31, 800 M bd. ft.; T. 34 S., R. 3 W., Sec's. 19, 29, 30, 3,300 M bd. ft.; T. 34 S., R. 3 W., Sec. 19, 800 M bd. ft.; IN 2nd QUARTER. T. 32 S., R. 1 E., Sec. 33, 4,000 M bd. ft.; T. 33 S., R. 3 E., Sec. 19, 6,600 M bd. ft.; T. 34 S., R. 2 E., Sec's. 33, 34, 9,000 M bd. ft.; T. 35 S., R. 3 E., Sec. 3, 2,100 M bd. ft.; T. 33 S., R. 4 W., Sec. 35, 4,000 M bd. ft.; T. 36 S., R. 3 E., Sec. 19, 3,000 M bd. ft.; T. 34 S., R. 3 E., Sec's. 2, 3, 2,000 M bd. ft.; T. 38 S., R. 4 W., Sec's. 21, 27, 28, 3,000 M bd. ft.; T. 38 S., R. 3 E., Sec's. 9, 15, 400 M bd. ft.; T. 38 S., R. 3 E., Sec. 13, 200 M bd. ft.; T. 38 S., R. 3 E., Sec's. 23, 25, 800 M bd. ft.; T. 38 S., R. 4 E., Sec. 7, 500 M bd. ft.; T. 38 S., R. 4 E., Sec. 17, 1,100 M bd. ft.; IN 3rd QUARTER. T. 40 S., R. 1 E., Sec's. 30, 32, 1,800 M bd. ft.; T. 32 S., R. 2 E., Sec. 33, 4,000 M bd. ft.; T. 38 S., R. 3 E., Sec. 9, 3,000 M bd. ft.

NOTICE OF PUBLIC HEARING

Notice is hereby given that at 7:30 o'clock P.M. on the 15th day of January, 1957, in the Council Chambers of the City Hall in the City of Medford, Oregon, there shall be a public hearing held by and before the City Council of said city on the question of annexing to the said city the following described territory, to-wit:

Beginning at a point on the existing city boundary of the City of Medford, in Jackson County, Oregon, which point is at the intersection of the west line of Section 19, in T 37 S., R 1 W W M and the center line of McAndrews Road; thence easterly along said city boundary line to a point 66 feet east of the east bank of Bear Creek; thence southerly along said city boundary line, parallel with, and 66 feet east of, the east bank of Bear Creek to a point on the north line of the tract described in Vol. 355, Page 363, of the Deed Records of Jackson County, Oregon; thence easterly along said north line to the easterly right of way line of Biddle Road; thence N 0° 30' E, a distance of 939 feet more or less to a point 200 feet south of the center line of McAndrews Road; thence easterly parallel to the center line of McAndrews Road to a point 200 feet west of the center line of the old Crater Lake Highway; thence south to the present city boundary, on the center line of the old Crater Lake Highway at a distance of 150 feet north of the north line of Gregory Avenue, now known as Stevens Street; thence along the present city boundary easterly and parallel to, the north line of said Gregory Avenue, now known as Stevens Street, to the east line of said Section 19; thence continuing along said city boundary S 0° 22' W, along said section line to the northwest corner of the Eastwood Subdivision; thence along said city boundary easterly along the north line of said Eastwood Subdivision for a distance of 369.75 feet; thence N 0° 21' W, parallel to the section line between Sections 19 and 20, to the east and west center line of Block 2 in College Hill Addition; thence S 89° 53' E, along the east and west center lines of Blocks 1 and 2 in said College Hill Addition and the projection thereof to the boundary of the Grandview Water District at a distance of 660 feet west of the center line of Springbrook Road; thence southerly parallel to the center line of Springbrook Road for a distance of 128.22 feet to a point 300 feet south of the center line of Buckshot Hill Road; thence easterly parallel to Buckshot Hill Road, a distance of 4,400 feet more or less to a point 300 feet east of the center line of Brookdale Road; thence northerly parallel to the center line of Brookdale Road 2,100 feet more or less to a point 200 feet north of the center line of Lone Pine Road; thence westerly parallel to the said center line of Lone Pine Road to a point 1,724 feet east of the center line of Springbrook Road; thence north to a point 200 feet north of the center line of Roberts Road; thence westerly parallel to the center line of Roberts Road for a distance of 1,724 feet to the east line of the Springbrook Subdivision; thence northerly along said east line of Springbrook Subdivision and the projection thereof to a point 200 feet north of the center line of Delta Waters Road; thence westerly parallel to the center line of said Delta Waters Road, to a point 200 feet east of the center line of the Old Crater Lake Highway; thence north parallel to the center line of the old Crater Lake Highway for a distance of 500 feet; thence west to the westerly right of way line of the Crater Lake Highway; thence southwesterly along the said westerly right of way line to the westerly right of way line of Biddle Road; thence southerly along the projection of said westerly right of way line of Biddle Road to the intersection with the easterly right of way line of the Crater Lake Highway; thence northeasterly along said right of way line to the easterly right of way line of Biddle Road; thence southerly along said easterly right of way line of Biddle Road to the intersection with the north line of D. L. C. No. 40, T 37 S. R 1 W W M; thence westerly along said north line of said D. L. C. No. 40 to the west line of Section 18 in said Township and Range; thence southerly along said west line of Section 18 to the point of beginning.

At which public hearing the registered voters of the City of Medford, Oregon, may appear and be heard on the question of such annexation.

D. F. Huson
City Recorder

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