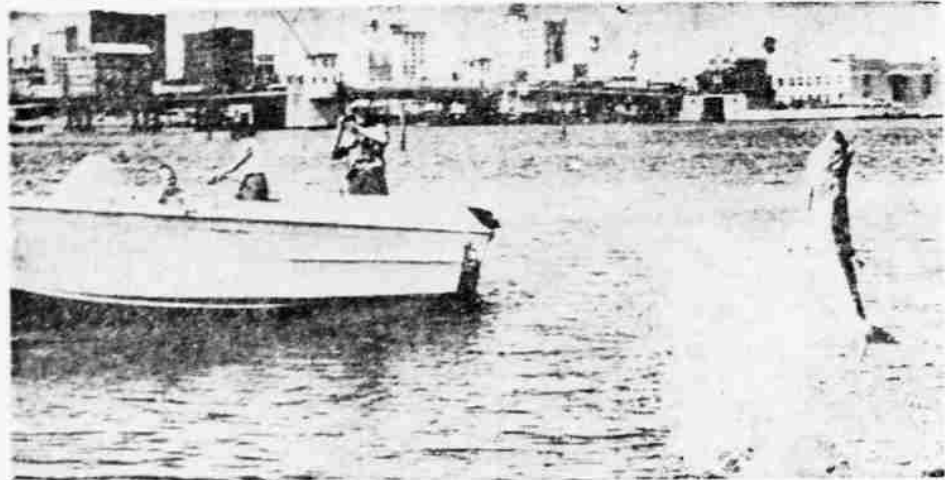




TOUGH ASSIGNMENT BUT HERE IT IS—Photographer Sandy Gandy was assigned to make a picture of a tarpon being caught with the Tampa, Fla., skyline in the background to publicize Tampa's annual Tarpon Tournament. The photo could not be faked, so Gandy had to sit for hours opposite the boat of fisherman Joe Savarese. The patience paid for both—Joe got his tarpon and Sandy got this excellent shot. In the boat with Savarese are his wife and son, Jody.

19 Weather Men Scan Skies for Tropical Death

Miami, Fla.—19 men in a Miami penthouse scan the skies for swirling, tropical death. These Weather Bureau, Air Force, and Navy weather men keep their grim vigil in the Joint Hurricane Warning Center atop the 16-story Lindsey-Hopkins Building.

The warning center beams information on each storm during the six-month "hurricane season" to Florida's resort-studded Gold Coast and other areas in the path of the big blows.

Last year, considered a "mild" hurricane season, eight tropical storms took 78 lives and caused almost 68 million dollars damage. Storms are classified as hurricanes when their winds exceed 73 miles an hour.

Eyes of the warning center are Air Force and Navy weather reconnaissance planes which daily scout a million and a half square miles of ocean along the U.S. and Canadian coasts from Newfoundland to the Gulf of Mexico.

Navy planes, based at the Jacksonville Naval Air Station, watch the Caribbean, breeding ground of hurricanes.

The Air Force's famous 59th "hurricane hunter" squadron from Bermuda tracks storms in the Atlantic from Puerto Rico to Newfoundland.

Information on the force and direction of the hurricanes also is dispatched to the warning center from civilian and military ground posts. Ground and airborne radar helps spot the storms.

To gather complete data on a hurricane the Air Force and Navy flyers batter their way to the eerily calm "eye" of the storm through winds often exceeding 100 miles an hour and murk so thick they sometimes can't see their wings.

When a tropical disturbance is sighted, the warning center swings into an around-the-clock operation. Bulletins are issued every six hours giving the location of the hurricane and its probable movement during the next 12 hours.

Again this year the hurricanes will be given female names—despite a small storm of protest from some women.

This year's storms will be called Audrey, Bertha, Carrie, Debbie, Esther, Freida, Gracie, Hannah, Inga, Jessie, Kathie, Lisa, Margo, Nellie, Odelle, Pat, Quilata, Roxie, Sandra, Theo, Undine, Venus, Wenda, Xmay, Yasmin, Zita.

Every Reason Seen To Hope for Light Year in Polio Case Load

By LOUIS CASSELS
United Press Correspondent
Washington—Health authorities said today there is every reason to hope that this will be a light year for polio.

But it is still too early to be sure.

The polio season is just now getting under way. The number of cases usually climbs steadily from late June until August or September.

So far this year, there have been only about half as many polio cases as there were during the same period of 1956—and 1956 was itself a light year by comparison with the pre-Salk vaccine era.

Public Health Service figures published last week showed 1,038 polio cases reported through the 23 weeks ending June 8, compared with 2,040 during the same period last year. A spokesman said the figures "are not very significant" this early in the season. Some of the worst epidemics have begun in July or August after a comparatively slow start.

\$5,000,000 Vaccinated

The main reason for hoping that this year's record will continue to be good, he said, is that nearly three-fourths of the people in the most susceptible group have received some degree of

protection from Salk vaccine. By June 1, 65,000,000 Americans had received one or more Salk shots. Nine million of these were vaccinated during April and May.

Polio strikes hardest among youths under 20 and among pregnant women. There are 67,000,000 people in this group, and 34,000,000 of them have had one or more shots.

Although polio incidence declines above age 20, it continues to be a substantial threat to all ages below 40. Only 11,000,000 of the 42,000,000 Americans older than pregnant women, between the ages of 20 and 40 have received shots.

Health Drive Successful
The American Medical association and other health groups launched a nationwide drive last February to vaccinate everyone under 40. The response far exceeded expectations.

Within a few weeks, the "get vaccinated" campaign had stimulated such a heavy demand for vaccine that a backlog of 26,000,000 shots, built up during the winter, was exhausted.

By March 30, there was an acute nationwide shortage, and Surgeon General LeRoy H. Burney called an emergency conference to consider rationing. At that time, the national inventory of Salk shots stood at 3,200,000 doses—the lowest since the vaccine was released for use in 1955.

The March 30 conference decided to soft-pedal mass vaccina-

tion programs for adults until fall. In the meantime, communities were urged to give priority to young people under 20 and pregnant women. With these adjustments, it was felt that no return to voluntary rationing was necessary.

Decision Vindicated
Time seems to have vindicated this decision. Despite widespread vaccination programs for school children during the past two months, supplies have held up well. By mid-June, the national inventory was 9,200,000 shots, an increase of six million since March 30.

With manufacturers scheduled to release about 20 million more shots during July, health officials believe that supplies will be ample to meet all demands during the summer—unless an unexpectedly severe epidemic should develop.

The Public Health Service devoutly hopes that adults who have postponed getting their shots will go ahead with inoculations this fall and winter, when supplies again begin to pile up. The National Foundation for Infantile Paralysis and the American Medical association plan to launch new adult-vaccination drives then.

Until the great majority of adults, as well as young people, have the protection of the vaccine, polio will continue to be a threat.

Students Will Prevent War

Syracuse, N.Y.—The dean of the public affairs school at Syracuse University believes "there is not going to be a big war" because students of today will prevent it by going into "overseamanship."

He described this as "the fastest growing career in the world" and a new one for most Americans. It involves, he points out, "travel and work overseas."

Dean Harlan Cleveland said thousands of Americans are now working abroad and the number will continue to increase. Not only members of the diplomatic corps, but secretaries, doctors, nurses and engineers represent the United States in their work overseas, Cleveland said in calling attention to the need for well-trained persons to fill these posts.

"You are more likely to go overseas at some time in your life than you are to stay at home all your life," he tells prospective college students. "Our American strength, which gives us a special responsibility to keep the peace, makes this inevitable."

About 1.1 billion electric light bulbs are sold each year.

Big Planes Used For Family Reunion

Chicago—Family reunions in the aeronautic world are as easy as sitting down in the cockpit of a DC-7.

In fact, a DC-7 is just the vehicle that Joseph Bohl, 48, and his son Walter, 22, use for their own reunions in Chicago.

The elder Bohl learned to fly in the old Army Air Corps, and has been piloting for United Air Lines since 1939. He now captains four-engine DC-7s between San Francisco and Chicago.

Walter Bohl won his wings as a United flight officer last April. One of the youngest flight officers in the business, Walter was assigned to DC-7s and DC-6s between Newark and Chicago.

The father lives in San Carlos, Calif., and the son in Newark, N.J., but distance doesn't bother them.

Twice each month the Bohls' schedules overlap in Chicago and three thousand miles vanish into thin air.

Klamath Falls — Circuit Judge David R. Vandenberg has sentenced Osborne Lee Beegle, 52, to life imprisonment for the second degree murder of his wife, Frances, 35, April 4 at Chillicothe.

Weather Flights Said Wearisome

Washington—A weather reconnaissance flight is a back-breaking, 15-hour, 3,700-mile grind for the 10-man crews of the Air Force's Air Weather Service, celebrating its 20th anniversary.

In the nose of a specially-modified B-50 a weather observer hunches over a radar set whose monotonous bleeps report pressure areas, cloud formations and storms.

Every few hundred miles a drop-sonde is tossed out. This is an instrument-packed, parachute-borne packet that radios back to the plane the temperature, humidity, and air pressure at various altitudes as it descends.

The seven Air Force weather reconnaissance squadrons spotted around the globe fly 35,000 miles a day, mostly over water, gathering weather data where ground observation posts can't operate.

Information gathered on the long flights, and from ground

posts, is broadcast by the Air Force every three hours. Electronic brains digest the data and print charts showing probable pressure patterns for the next 24 hours.

AWS weather forecasts are vital to civilian air and ship lines as well as to the military services.

One Air Force reconnaissance squadron based at Bermuda is nicknamed "The Hurricane Hunter." Another at Guam is known as "The Typhoon Chaser." In the spring flights in the North Atlantic are on the lookout for icebergs.

Other AWS squadrons are based at Burtonwood, England; Yokota AFB, Japan; Hickam AFB, Hawaii; Eielson AFB, Alaska; and McClellan AFB, Calif.

When the old Army Air Corps took over the 40 Signal Corps weather stations and formed the Air Weather Service in 1937, the AWS was composed of six officers and 180 enlisted men. Today the AWS has 12,000

men in its Washington headquarters, ground posts and seven reconnaissance squadrons.

The American Medical Association says only five per cent of us have dreams in technicolor.

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4.70 x 15	Plus newer models of Plymouth, Ford, Chevrolet, Hudson, Nash, Studebaker	19.95	22.55	24.50	27.65
7.10 x 15	Dodge, Buick, Nash, Olds, Mercury, Pontiac, Packard	22.15	24.75	27.10	30.30
7.60 x 15	Buick, Hudson, Chrysler, Olds, DeSoto, Mercury, Packard	24.25	27.10	29.65	33.25
8.00 x 15	Cadillac, Olds, Chrysler, Lincoln, Packard	26.60	30.20	32.60	37.00

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