

Mrs. FDR's Telegram To Khrushchev Finally Arranged Date for Interview

By ELEANOR ROOSEVELT
New York—Here is how I obtained my interview with Nikita S. Khrushchev, chief of the Communist party of the Soviet Union, on my recent trip to Russia.

I asked for the interview the day of my arrival in Moscow, Sept. 3, and my Intourist interpreter seemed to think it quite natural a request. The next day he told me Mr. Khrushchev would like me to submit my questions in writing.

I submitted them with a note explaining why I was anxious to have his interview and why I thought the answers to these questions would be of value in helping to strengthen understanding between our countries. I mentioned that I had to leave the Soviet Union Sept. 28.

Complete Silence
From that day on there was complete silence. Each time I returned to Moscow I asked if there was any message asking the date and I told my Intourist interpreter I would be willing to go wherever Mr. Khrushchev was. In fact, we were going to Sochi, which is near Yalta where he was on vacation.

Time passed and no word. We went to Sochi and back and I came into Moscow for the last time on Sept. 23 and decided I must do something drastic. So, after consultation, I wired Mr. Khrushchev at the Kremlin, saying that I would be willing to go to Yalta, that I had to leave for the U.S. on the 28th and that

I had a considerable audience that would be interested in this interview.

Still nothing happened. But on the afternoon of the 25th, while I was at a meeting with a government official, my interpreter suddenly said: "Oh, I forgot to tell you we go to Yalta tomorrow morning."

Four Hour Flight
I asked how long this would take and was told the flight was four hours each way. I said I would fly down, see Mr. Khrushchev and return the next morning. Nothing was said, but after we got back to the hotel my lady came up to me and said: "The plane leaves at 10 o'clock in the morning, but we cannot fly over the mountains, so there will be a drive of two and a half to three hours over the mountains before reaching Yalta. I cannot tell you until arrival what hour we will be received. We will return the following day, Friday, but there is no plane until 4 p.m. and that will necessitate that we leave Yalta at 1 p.m."

I was appalled, for I would be getting into Moscow at 9 p.m. What if the weather was bad? I would miss my flight to the U.S. on Saturday morning. But I made up my mind to trust in Heaven, and I simply said I hoped there would be time to go and see the palace in which the Yalta Conference had been held.

My interpreter was pleased about this, because she said she

could tell me where all the rooms were, how they were used, who occupied them, since she was at the conference the entire time and she would make all the arrangements, since now the palace was a sanitarium for potential heart patients who are under observation.

We took the flight. We drove over the mountain road. Then, in the hotel, we waited for the plans. After about an hour, I was given the information that Mr. Khrushchev would send his car for us the next morning at 9:30, so I would have to leave the hotel at 8:30 if I wanted to see the conference palace. I agreed to this at once and was told his car would meet us there.

We saw where the conference met, their dining room, my husband's private dining room, his bedroom and study, Anna's bedroom and Elliott's room, and where Edward R. Stettinius and various other officials slept. In these rooms today there are many men and women taking the rest cure as prescribed by the doctors in charge. Since this is one of the old palaces of the czars, we were told which rooms were occupied by various members of the Czar's family.

Greeted by Patients
The view was marvelous and I found the visit very interesting. But I was surprised on coming out to be greeted by quite a crowd of patients with cheers and warm expressions of pleasure at seeing me.

Mr. Khrushchev's car was

there at 9:30 sharp and we drove a considerable distance until we finally drove downhill towards the Black Sea and, passing first through one gate with a soldier guard and then another with a similar guard, we finally reached the house. It was a comfortable house on a beautiful site looking across at the city of Yalta.

We found Mr. Khrushchev and another gentleman walking in the garden. We were on time to the minute, and he greeted us. As I expressed admiration of the view, he walked me down to get a full panorama of the city and explained to the interpreter that it was especially beautiful at night when the lights were lit. Then he took us to the porch, where we sat at a big table and talked.

Mr. Khrushchev is short and stocky of build. He told us he had been a factory worker, but he is extremely articulate and expresses his views with confidence and clarity. As a human being, I think you cannot help but like him, though you may disagree with his views.

At the end of the interview he invited us in for coffee and refreshments. Fruits, cakes and candies were on the table and we were offered tea or coffee. His wife came in—a simple person but, I am sure, a woman of character. His daughter and her husband also joined us, as well as the gentleman who took notes throughout our interview.

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Colored Slides Help United Campaign

A set of color slides which show the benefits of the 25 different agencies receiving all or part of their operating funds from the United Medford Crusade is now being used for the campaign.

The slides are being shown by campaign workers to firms to aid in the collection of donations. Each show takes about 10 minutes and illustrates what goes on, day and night, in relief and welfare work.

Hospitals, founding homes, children's homes and groups who welcome the discouraged and poverty-stricken are included in the color slide show, according to publicity chairman Herb Partridge. Partridge has urged all interested firms to call Glenn Jennings at SPRING 3-4581.

Dealers, Distributors Invited to Breakfast

Dealers and distributors from the Ashland-Medford area were asked to bring their chin stubble and appetites to a breakfast this morning sponsored by the Sunbeam corporation.

At the Medford hotel each of the 15-18 dealers plus distributors were asked to try the new blade-electric Shavemaster laid at each of the places.

Dealers and distributors will also see the new line of ladies' Sunbeam razors, fall promotions and national and local advertising campaigns planned.

Modern Mexico has 22 commercial ocean ports.

Tuesday, October 8, 1957

MEDFORD (OREGON) MAIL TRIBUNE—SEVEN

New Insurance Agency To Open In Medford

T. Chris Barker, Coleman Creek rd., and Floyd H. Hart Jr., 25 North Berkeley Way, Medford, have assumed the business name of Barker-Hart Agency. The agency will handle a complete line of insurance and real estate.

The agency is scheduled to open Dec. 1 at 617 East Main st., Medford.

Alienation Suit Filed In Circuit Court

Mrs. Lea Dreyer, San Francisco, has filed an alienation of affections suit in circuit court asking \$50,000 damages from Arlene Swaryck, also known as Arlene Dunham or Arlene Dreyer.

The complaint states that Mrs. Dreyer and Louis Dreyer were married Jan. 27, 1935, in Riga, Latvia, and moved to San Francisco in 1949 from Berlin, Germany. The defendant, a resident of Medford at 1210 Smith st., is alleged to have "enticed away" Louis Dreyer between Nov. 15 and 20, 1955. It states that the defendant "wilfully, wickedly and maliciously sought to prejudice the mind of Louis Dreyer against his wife," and "induced him to turn and transfer to her much of the property of Louis Dreyer."

Mrs. Dreyer is represented by Paul W. Haviland, Medford attorney.

Deer Hides Requested For Disabled Veterans

Oregon State Elks association has arranged for deer hides to be sent to a Los Angeles, Calif., tanning plant for processing and distribution to Veterans Administration hospitals.

Hunters wishing to contribute hides may either notify the locker plant where they are having the meat processed or Pierce freight lines. The freight company will pick up the hides at the plant and take them to Los Angeles.

The hides are used in the VA hospitals for craft work made of leather by the patients.

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By Jimmy Hatlo



BUT GET A SLOW-MOTION GANDER AT THE OLD WHISKERCHINS WHO RUIN THE JOINT... NOT A ONE UNDER SEVENTY...



DANGED DRAFTY IN HERE!



TANK AND A DOFF OF THE HATLO DOME-PIECE BY JIMMY HATLO. BOSS 3212 AVE. N.W., SEATTLE 7, WASH.

Back Stairs: Ike's Press Conferences

By MERRIMAN SMITH
United Press White House Writer
Washington—Back stairs at the White House:

This is the end of National Newspaper week during which President Eisenhower has called on the country to "honor the journalists of our land who daily supply us with many of the facts and opinions which form the basis of our decisions."

Reading these words and watching the smooth courteous manner in which Eisenhower conducts his own press conferences, it is difficult to realize that this is the same man who only five years ago had severe misgivings about relations with reporters in general.

When the President exchanges informal remarks with reporters on the golf course about the state of his game, it is difficult to realize that this is the man who five years ago did not want to hold regular press conferences as president.

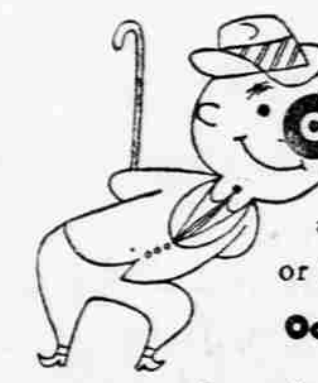
The close working relationship between Press Secretary James C. Hagerty and other members of the President's staff and the White House reporters and photographers makes it almost unbelievable to recall that in late 1952 and early 1953, the President was listening to advisers who advocated moving the press corps completely out of the White House.

At least two of Eisenhower's top ranking staff members wanted the traditional White House press room abolished and turned into office space. Other advisers at the start of the Eisenhower administration wanted the President to bar reporters from interviewing presidential visitors.


One of Eisenhower's early staff executives even ordered police to remove all visible evidence of camera and lighting equipment around the entrance to the west wing offices of the chief executive. It is probably better for all concerned that this staff member has long since departed from White House service because he probably would have tantrums at the sight of the litter of cable, lights and tripods in the President's office and through the corridors when Eisenhower goes on the air.

A great deal of credit for Eisenhower's emergence as an affable news source must go to Hagerty who is an expert technician on handling news in all media. Hagerty has never let up in his efforts to prove the benefits of an open-door news policy, although Jim prefers to keep some degree of control over the news output at the White House.

an **INTERESTING** tip...



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THE PRESS REPORTS ON THE 1958 EDSSEL

"Transmission buttons at last have found their rightful location. They are smack-dab on top of the steering wheel hub. And the feel of shifting is syrup-smooth."
—Science and Mechanics

"Distinctive New Edsel Loaded With Innovations."
—Detroit Times

"Individuality is Basic Theme in Edsel Styling."
—Chicago Daily Tribune

"... the hood which thrusts gracefully back from the top of the vertical grille is reminiscent of motoring elegance of a generation ago."
—Dallas Times Herald

"No. 1 automotive event of the postwar era... The Edsel looks like no other car on the highway."
—Chicago Sun Times

"... could very well be an indication of things to come."
—Motor Life

"Loaded with performance and new ideas... in a few words, the Edsel is the newest—and it's hot."
—Tom McCahill, Mechanix Illustrated

"In the luxury-loaded Edsel, whopping-big engines power four lines of cars."
—Popular Science

"Under its hood is a burly engine turning up 303 h.p. in the less expensive models, 345 h.p. in the top-priced line."
—Time Magazine

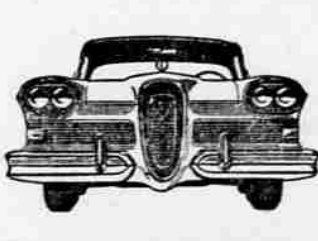
"... more than 1½ million road-test miles went into the development of this car before its introduction here last week."
—New York Journal American

"195 mile trip on 11.9 gallons (16.3 miles per gallon) of gasoline, used no oil, and attracted attention wherever we stopped."
—The Columbus Dispatch

"Ford's investment of a reported \$250 million... is an impressive vote of confidence in the economy."
—Washington Post

"... competitive models in every price bracket from top to bottom."
—The Philadelphia Inquirer

"... it remains for one to drive an Edsel to appreciate the engineering features and innovations which help make this newcomer outstanding."
—Cleveland Plain Dealer



These are the words of automotive writers who drive every make of car every new model year.

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