



YOUNG MOTHER—Hilda Trujillo, 8, of Lima, Peru, not much more than a baby herself, is the mother of the infant she holds. The baby, Maria Rosario, was born a month prematurely December 2 at Lima Maternity Hospital. Police are holding a 22-year-old cousin of Hilda's as the father.

Market Decline in Early '58 Followed By Recovery Expected

By **ELMER C. WALZER**
United Press Financial Editor
New York — Standard & Poor's has just issued its 1958 market outlook with about the same predictions that have been prevalent recently — a decline in the early part of 1958 followed by a recovery in the stock market and in business.

Standard sees a good year for industry overall with actual dollar volume higher on the year. And this statistical agency sees "no real depression."

The service sees a rise late in the year in federal spending for missiles, and higher spending by state and local governments.

Investments To Decline
Corporate investment, the company says, will decline by around 5 per cent, same as it did in 1954. Personal income, it holds, will rise a little—but there "will be no tax cut."

Here is what Standard has to say about the principal industries:

Automobile: Passenger car output will approach the 6,197,000 units and truck output the 1,000,000 units of 1957.

Bituminous Coal: A decline in the first half with full year output under 1957.

Building: A new high foreseen with housing picking up and gains in utility, school, and highway building.

Chemical: Sales expected to rise by 5 per cent but profits may show little change because of higher costs.

Electric Power: Further moderate improvement with margins increasing because of recent rate increases.

Small Sales Recovery
Electrical Appliances: A small sales recovery aided by increased home starts.

Petroleum: Year to year gain may be held to around 2 per cent.

Railroad Equipment: Orders in a decline with a dip seen in 1958.

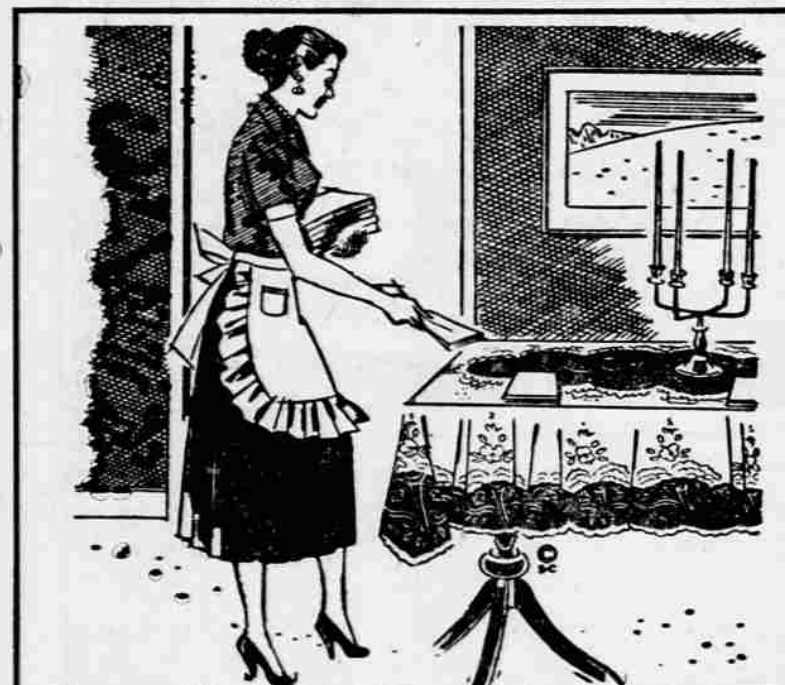
Railroads: Sag in vital areas suggests poor year-to-year traffic comparisons. Class One rail net should decline some 15 to 20 per cent.

Retail Sales: Expected to ease somewhat in first half with a rise later.

Shipping and Shipbuilding: Mixed prospects. Record backlogs expected to help shipbuilders.

Steel: Dividends of leaders expected to be maintained.

ADD AN AARDVARK
New York — A new addition to New York nightlife is the aardvark, a native of Kenya, Africa, is a snout-nosed, big-eared animal which prefers to do his prowling at night. One of the species has been added to the Bronx Zoo collection.



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2nd SECTION

MEDFORD, OREGON, WEDNESDAY, DECEMBER 18, 1957

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Ex-Disk Jockey Braves Ocean in Tiny Putt-Putt To Prove It Can Be Done

By **DOC QUIGG**
United Press Correspondent
New York — The age of high adventure on the seas may be gone with the windjammers, and Mel West says he doesn't give a hoot whether it is or isn't—he is no adventurer; he's just trying to prove something.

What, then, is he doing out there in the stormy North Atlantic in a 15-foot open boat with an outboard motor? Does he play the raging main in a puny putt-putt job just—as the climber said of Mt. Everest—because it's there? And if he's got to choose a boat

for open ocean-going, why doesn't he slip into something safe and seaworthy?

That's just it, says West, the thing is seaworthy—"it can be maneuvered safely in any body of water, even in the ocean, provided there is the proper care, planning, and common sense."

That's what he's trying to prove. It takes a heap of proving.

To Bermuda by Putt-Putt
Last October, he proposed to take a 15-foot open runabout—a plywood job with a 30-horse outboard motor, the type of thing used for rivers and lakes

and not for ocean going—on a 613-mile jaunt from North Carolina to Bermuda. The proposal left a few mouths agape in Morehead City, N. C., his home town. The mouths belonged to the Coast Guard and numerous old salts who had spent a lifetime at sea.

"Nobody gave me a chance," says West. But he had put in 10 months of planning — weather, load ration with power, weight, and fuel consumption. He started out one morning on what was supposed to be a three-day run to Bermuda. Eleven days later

when a Coast Guard plane sighted him, he was 160 miles from destination, out of gas.

He had run into stormy weather, high wind and waves that cut his speed to three knots. At times, in the wave troughs, he was looking up at crests 20 to 22 feet above him. He did a lot of bailing—was swamped four times but had enough tank capacity to enable him to bail fast enough to survive.

Out of Gas, But...
On the sixth night, a five-gallon auxiliary gasoline can broke mooring and pounded against his main fuel tank feed line, breaking it. He bailed half a tank of gasoline from the bilge and ran the rest of the night from auxiliary cans. Next morn-

STAGE MISHAP HURTS 10
Churchland, Va. — Ten of 35 girls rehearsing a play on the stage of a Churchland high school auditorium Monday received minor injuries when a defective bank of lights collapsed.

ing, he was out of gas.

"If that had been moored properly, I'd have been in Bermuda," he says. "What I'm trying to prove is that it is not unsafe if you take the proper care and pre-planning."

And so, he says — he's going back out, on an endurance test. This time in a 17-foot open runabout, unassisted in mid-winter — "just lose myself, with proper food and equipment, for at least 10 days and as long thereafter as I can stand it. They can't stop me. I'm a licensed pilot."

West, a slight, crew-cut man of 28, married, with three children, has been "on the ocean all my life." A former radio disk jockey, he expects eventually to take over his father's fishing pier at home. This small-boat venture, he says, is unsponsored — "just my own money."

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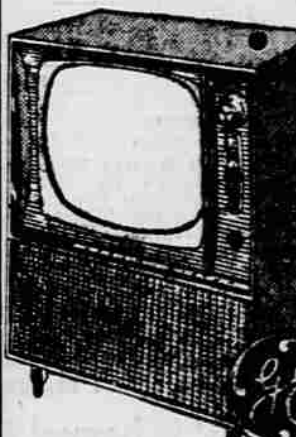
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