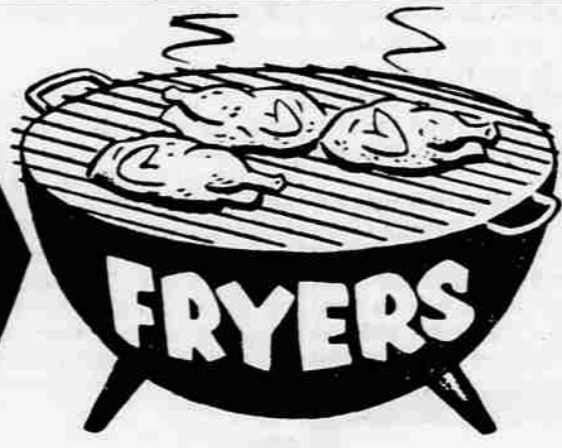


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Your Groceria Will Be Closed Memorial Day

PHOENIX

Family Returns To Texas

By LILLIAN KNIGHT
Phoenix—Mr. and Mrs. Don Rose and son, Craig, left the first of last week for their home in San Antonio, Texas, after spending two weeks as house guests of Mr. and Mrs. Virgil Strong and daughter, Sally, on Colver rd., parents and sister of Mrs. Rose.

While here they also visited Mr. and Mrs. "Bud" Turnbough in the Applegate valley, Mr. and Mrs. Vernon Turnbough, and Mr. and Mrs. Clint Vroman of Phoenix, Mr. and Mrs. Casad and Mrs. Doris Oakes, all of Medford.

During the Roses' stay Mrs. Jodie Strong of Portland, grandmother of Mrs. Rose, was visiting at the home of the Virgil Strongs. She returned home after being here three weeks.

Also here to see Mrs. Rose and Mrs. Al Drake, who flew down from Seattle and stayed overnight as guest of Mr. and Mrs. Strong. Mrs. Rose and Mrs. Drake are old friends, having been Airline hostesses for United Air Lines together before their marriages. Mrs. Rose attended Phoenix schools and is a graduate of Medford High school. Rose is employed by the government in San Antonio.

The Roses will go by way of Okemia, Okla., where they will spend a few days with Rose's parents.

Mr. and Mrs. Henry Mills, former Phoenix residents, have purchased a home at 280 Frances st., in Ventura, Calif., according to word received here by friends.

Phoenix Festival plans are progressing satisfactorily, according to Bob Cocks, chairman of the parade committee, and more parade entries will be welcomed in both commercial and civic divisions. The queen candidates are now busy selling tickets to the festival ball.

Mr. and Mrs. Ralph Hite and daughter, Rosa Rae, are at Kenai peninsula, Alaska, where Hite is employed by the government. Mr. and Mrs. Wayne Hite and sons, Ralph and Max, left Friday to join the Ralph Hites there. Wayne is also an employee of the government there.

Pfc. Max Hite has finished his basic training at Fort Ducker, Ala., and is now stationed at the Army presidio at San Francisco.

Visiting at the Osa Waggoner home for a few days are Mr. and Mrs. "Curley" Andregg of Tacoma, Wash. Mrs. Andregg and Waggoner are sister and brother.

Osa Waggoner and Clifford Wallace left Friday for Diamond lake, where they will spend the week end fishing.

Eddie Steele has sold his barber shop in North Bend, Ore., and is now working in a shop in Klamath Falls. Mrs. Steele and the children will stay in North Bend until they sell their place and then they will go to Klamath Falls.

First Lt. and Mrs. Burton Skinner are the parents of a baby girl born April 25 at Clark Air Force base in the Philippine Islands. The little girl is the Skinner's third child and has been named Linda Ann. Mrs. Skinner is the former Chloe Stevens, daughter of Mr. and Mrs. Andrew Stevens. She and Skinner are both Phoenix High school graduates.

Mr. and Mrs. O. V. Poe went to Salem Thursday to spend a few days.

Donald Korth is recovering rapidly after his recent operation and is now able to be up part of the time. He and the family wish to thank their many friends for the lovely flowers and cards sent to him while he has been ill.

Mr. and Mrs. Cecil Day are grandparents, a seven and one half pound baby boy born to Mr. and Mrs. Noble Day in Medford May 10. The baby has been named Cecil Devallion Day.

Mr. and Mrs. Arthur MacKintosh have returned after vacationing about 10 days in San Francisco and the Bay area.

Mr. and Mrs. Walter Germier have returned home after spending a week visiting his

sister, Mrs. Mary Papworth, in San Francisco.

The Reverend and Mrs. Marvin Lumley attended the annual district assembly meetings of the Oregon Pacific district of the Nazarene churches held in Medford last week.

Mrs. Marvin Lumley is the newly-appointed agent for the Avon cosmetic products in the Phoenix territory.

Is That So?

By EUGENE BURNS
Ranger-Naturalist

Carthage Held Million At Height of Its Fame

Tunis, May 26—Via TWA—A major attraction of this booming city of 400,000 is the nearby ruins of Carthage not far from where thousands of Americans who fell in World War II are buried.

The ancient city, founded in 822 B.C., held over a million people at the height of its power, and among its most impressive remains are the ancient harbors. The naval harbor, a third the size of the 60-acre commercial one, had facilities for 220 war galleys. There was an island in the middle from which the Carthaginian admiral could review his ships.

After viewing the remains of the many churches and basilicas of later Carthage, I went to see the ruins of the



water system that brought 7,000,000 gallons a day from the mountains 56 miles off. Enough of it is left to enable one to envision the city as it was when the Romans destroyed it in 146 B.C.

Tired from so much sight-seeing, I sat down against a 50-foot high arch.

Presently I saw a familiar face looking at me from a nearby broken pillar. It was a gecko, a close relative of the kind we have in Texas and the Southwest.

There are two types of these little lizards in Tunisia. One doesn't have adhesive suckers on his feet that let him run up the side of a broken column. Instead he has a fringe of scales between his toes that act on the sand like snowshoes on snow.

The one giving me the eye from his lidless optic was the adhesive type. They are generally nocturnal, but since it was late afternoon, this one had probably decided to get the jump on his colleagues in the nightly bug hunt.

As I studied him from his flattened head to his stumpy tail, noting his toadlike warts, a fly buzzed by and lit a few inches away from him. There was a pale gray flash along the stone. I blinked. The gecko was where the fly had been. The fly was gone.

Though many people regard geckos as dangerous—some say they leave poison in their tracks—they are quite harmless.

They are ugly to look at, and the speed with which they run across even a ceiling is disconcerting. But there ought to be more of them.

Flies can get used to DDT, but all they can do about geckos is hope to avoid them.

(Released by McClure Newspaper Syndicate)
FREE: By special arrangement with the editors of the Encyclopedia Americana, my panel of judges will award each week to the reader who

Family Council

Louise T.—My parents fight all the time.

Mrs. M. T.—Louise makes things worse.

Louise T.—I am 16 and so unhappy I could just die. I hate my home and I can't stand my parents. They fight all the time.

My father is the most inconsiderate man who ever lived. He expects my mother to run a perfect home and always to be ready to entertain his friends at the drop of a hat. He doesn't give her enough money to buy beautiful clothes, but he complains if she doesn't look nice.

My 12-year-old sister and 8-year-old brother don't understand what is going on, but I know they are going to be as unhappy as I am when they grow up. I try to help them and teach them to ignore our parents, but I'm afraid they're going to become juvenile delinquents as a result of all the trouble in our home.

Mrs. M. T.—Between Louise and my husband, I am really run ragged. It is true that my husband is extremely demanding. He wants everything to be perfect and raises a storm if things don't go smoothly. Yet he is always complaining about the budget.

Louise makes things even harder. If her father says the least word or make an expression of disapproval she flies into a temper tantrum. The worst of it is she goes around broadcasting our troubles. She tells her friends about it and recently went to a family friend of ours and asked him to speak to her father to make him treat me better.

In spite of everything my husband and I are fairly happy in our marriage. Unfortunately, Louise hears too much of the bad side.

The Council: It certainly sounds as though Louise hears too much of the bad side of this marriage.

Louise's apparent notion that she must defend her mother against that big bad bully—her father—is a pretty bad sign. Like all girls, she gets her idea of what to expect from men and marriage from her father and the relationship between her parents—as she sees it. Naturally she doesn't take in all the undercurrents of the relationship.

Despite Mrs. M. T.'s belief that the marriage is "fairly happy" we suspect that there could be many improvements. Happy individuals tend to treat one another with respect and consideration. They don't "raise storms" if things are somewhat less than perfect.

We don't know what is eating Mr. M. T., but we think he ought to find out and to try to approach his family life in a more rational adult spirit. He should be aware of the fact that he is doing the entire family great damage.

Louise apparently takes her father's expressions of anger and disapproval as partially directed against her. She can well use some fatherly kindness and understanding.

It is very likely that Mrs. M. T. has something to do with provoking her husband's fits of wrath. She must learn to use some judgment and

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Air Travel Safer Than Horse, Buggy Roundtable Told

Brian Douglas, sales manager at Rogue Flying service, said that air travel is safer than the horse and buggy, when he spoke at the weekly Jackson County Chamber of Commerce roundtable luncheon yesterday noon at the Jackson hotel.

Douglas was introduced by Floyd Hart, chairman of the chamber's aviation committee.

Douglas was an Air Force pilot in World War II, and before coming to Medford last January, was assistant director of the California state board of aeronautics, and was sales manager of the largest aircraft distributor in southern California. Robert G. Balk, program chairman for the roundtable, presided.

Douglas spoke particularly about airplane travel in categories other than commercial airlines and the military, and especially business flying. He also mentioned crop dusting, air charter, instruction and pleasure flying.

Describes Airport

Describing the Medford airport as "very complete and adequate," Douglas said that it equals those of Portland and Sacramento-San Francisco, and surpasses any in between.

In answer to a question, he said that probably the runways will be extended in the not-too-distant future. Here the city has the advantage of plenty of space, he said, whereas in San Francisco, it was necessary to condemn and purchase thousands of dollars worth of property improvements, and re-locate and re-construct many miles of streets and highways.

Business flying is the most rapidly growing field in aviation, Douglas said, pointing out that business concerns have twice as many multi-engine aircraft in operation as do the commercial air car-

self-control to avoid such outbreaks.

Possibly financial strains are getting Mr. M. T. down. It would be a good idea for Mrs. M. T. to work out a satisfactory budget with her husband, showing exactly what she can do with a specific amount of money and letting him know that his peace of mind is far more important to her than any material advantage. (Copyright 1958, General Features Corp.)

riers, and clocked three times as many hours of air travel last year. More people were injured last year by hit-and-run bicycle riders than in business planes, he said.

In the United States, 60,000 people are in the air, in one type or another of aircraft, day and night. Two hundred of these stop every 24 hours at the Medford airport, the speaker said. Tourists, as well as business visitors, are arriving in ever-increasing numbers via the airways, he mentioned.

Douglas described the "typical" business plane as one in the four-place category, with cruising speed of 120 miles per hour or more, and single engine. This average single-engine business plane has a range of about 700 miles non-stop, without refueling, attains speed up to 165 to 170 miles per hour, and has a ceiling of from 18,000 to 27,000 feet.

Expense-wise, business flying often is more economical than driving a car, Douglas said. He mentioned cooperative flying as one method of enjoying air travel without individual ownership. The Medford Flying club, which has 20 members and has owned a current plane for 30 years, is to his knowledge the oldest such organization in the United States west of the Mississippi, he said.

Speaking on the possibility of collision with jet aircraft, Douglas said that legislation is needed to prohibit jets from using air space that has been pre-empted for civilian use.



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