

Cost of Covering Middle East Uprisings Expensive Business for Wire Services

(Editor's note: This dispatch was requested by a United Press International correspondent. This editor, following day-to-day developments in the Middle East crisis, became intrigued with UPI correspondent Dan Gilmore's taxicab ride across the desert, the flow of UPI correspondents into the crisis area and the wordage required to report events. He wanted to know something about costs.)

London—UPI—The cost of covering war and crisis is an expensive business today.

A 600-mile taxi ride across the desert . . . a chartered airplane ride . . . telephone calls at \$3.40 a minute . . . \$100 "urgent press" rate cables . . . they all add up.

These were some of the items involved in covering the Middle East flareup in Iraq, Jordan and Lebanon.

Immediately after the Iraqi revolution July 14, Daniel F. Gilmore, United Press International Rome manager, and Dieter Hesse, UPI photographer normally based in Frankfurt, were ordered from Beirut to Baghdad.

The problem was: How to get there. There was no Beirut-Baghdad air, rail or ship service. They hailed a taxi.

The cabbie took them from Beirut to the Lebanese-Syrian border and then quit. They hitched a ride on a potato truck to Damascus.

In the Syrian capital they found another cabbie who was willing to risk the ride over the desert when the only roads are cow paths and the bleached bones of animals re-

mind one of the price of failure.

The cabbie demanded and got \$100—each.

The correspondents bought water jugs, filled them with lemonade and started out. But the time they reached Baghdad, the 620-mile trip from Beirut had cost the two UPI men a total of \$272.

Then there was the problem of getting the story and pictures of the revolt out of Baghdad uncensored.

Routine dispatches were filed under strict censorship and were delayed from 24 to 36 hours.

While Gilmore worked for two days reconstructing the story of the revolution and Hesse took and bought pictures, UPI correspondents An-

thony J. Cavendish and Larry Collins were working to help them back to Beirut.

They chartered a private airplane to make a single trip to Baghdad and back. The cost including liberal "gifts," ran to \$2,350, but because other newsmen went along the UPI share was \$850.

The "UPI special" returned to Beirut the same day carrying Gilmore's uncensored dispatches and Hesse's first pictures.

Telegraph Circuits Jammed

But the telegraph circuits between Beirut and London, the main relay point for news bound for the United States, were jammed with stories about the Lebanese insurrection.

So in the interests of speed, Gilmore's dispatches and Hesse's pictures were air freighted to Rome on the first available commercial air liner.

From Rome, the news stories were sent to London over the UPI European teletype network and from London by radio teletype to New York at 60 words a minute. Hesse's pictures were radioed from Rome to London and New York.

Thus, from the time Gilmore left Rome and Hesse left Frankfurt until their stories and pictures moved on wires in the United States, it cost \$764 for their transportation, \$850 for the plane charter, \$9 for air freight charges, \$54.30 to radio one picture to New York and London and \$123 for five days at hotel rooms.

That brought the total to \$1,800.30 not counting their salaries, incidental expenses and special insurance taken out by UPI.

An Expensive Insurrection

Few news stories have equalled the Lebanese insurrection in terms of proportionate cost to news agencies.

A 500-word dispatch from Beirut to London at the regular "press" rate cost \$35-7 cents a word.

But after the U.S. Marines landed in Beirut July 15, the flood of correspondents and the flow of copy out became so great that telegraphic services between Beirut and the outside world began to bog down.

Reporters, who cannot wait up to 10 hours for their copy to be delivered, began to use "urgent press" rate—at just under 20 cents a word.

When urgent press began taking several hours for delivery, they resorted to the telephone—at \$3.40 a minute to London.

Connections frequently were so bad it could and did take 20 minutes—\$68—more to dictate a 500-word dispatch. And UPI correspondents in Beirut have as many as a dozen dispatches a day.

Correspondents in Beirut also called Paris, Rome, Zurich, Frankfurt and New York trying to clear communication difficulties. Sometimes it took calls to three points to clear a single message.

JUST LIKE A HUSBAND

Tulsa, Okla.—UPI—William S. Clark forgot one detail when he raced off to the hospital in his car after his expecting wife got the message Wednesday. Halfway to the hospital, he realized he had forgotten Mrs. Clark. He went back to get her, and their seven-pound boy was born at the hospital.

The gigantic Krupp steel and munitions industry in Germany began as a small iron forge in 1848.

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DIAL SP 2-6141

1-LOST AND FOUND

LOST—Pekeneke & Fox Terrier short hair—brown. License No. 1960. NO 4-1045. Reward.

LOST—Green leather key case. Please phone SP 3-1843.

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FOUND—Cool, comfortable exercise room. Complete. \$1 hr. LILLY'S. SP 2-3029.

MERLE Norman Cosmetic Studio open til 9 P.M. on Mon. eve. 214 Fluhner Bldg. SP 2-9611.

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FOUND—NEW LOCATION Medford Spring Service, 2231 Orchard Home Dr. SP 2-9211. Main leaves-re-arching-U bolts for autos & light trucks Passenger-car overloads.

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KINDERGARTEN starting in September near Hoover school. Will have small class. Reasonable rates. Mrs Charles Henry. SP-2-3496.

KINDERGARTEN—4 & 5 yr. olds. 2 yr. program. Pre-school work combined with music, dance & craft. Certified teachers. Free transportation. New, modern, completely equipped fire-proof facilities. Centrally located by Hawthorne Park.

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LEGAL NOTICES

No. 10324

NOTICE TO CREDITORS

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF JACKSON

PROBATE DEPARTMENT

In the Matter of the Estate of GORDON M. COFFEEN, Deceased

Notice is hereby given that I, the undersigned, by an order of the above Court duly made and entered on July 11, 1958, was appointed Administrator of the above-named estate, and that I have duly qualified as such Administrator. All persons having claims against said estate are hereby notified to present the same, with the proper vouchers, to me at the office of my attorneys, Van Dyke, Dellenback & McGoodwin, 110 East Sixth Street, Medford, Oregon, within six months from the date of first publication of this notice.

Dated and first published July 17, 1958.

Mabel L. Coffeen
Van Dyke, Dellenback & McGoodwin
Attorneys for Administratrix

NOTICE OF HEARING ON FINAL ACCOUNT

No. 10327

IN THE CIRCUIT COURT OF THE STATE OF OREGON, FOR JACKSON COUNTY

IN PROBATE

In the Matter of the Estate of MABEL L. COFFEEN, Deceased

NOTICE IS HEREBY GIVEN that the undersigned, Pheba Vinson Vaughan, Executrix of the Estate of Annie Vinson, Deceased, has filed her First and Final Report and Account in and with the Circuit Court of the State of Oregon for Jackson County, and that Tuesday, September 2, 1958, at 10:00 o'clock A.M. of said day, in the Courtroom of said Court in the Jackson County Courthouse in the City of Medford, Oregon, has been appointed and set as the time and place of hearing of objections to said First and Final Report and Account and the settlement thereof and of said estate.

DATED and first published this 31st day of July 1958.

PHOENIX VINSON VAUGHAN
EXECUTRIX

Sealed bids will be received until 11:00 A.M. August 25, 1958, at the U. S. Forest Service, 630 Sansome Street, San Francisco 11, California, for the construction of two 3-bedroom residences and one 2-car garage at the Tulelake Ranger Station on the Modoc National Forest, Tulelake Ranger Station is located at the town of Tulelake, Siskiyou County, California, approximately 70 miles N.W. of Alturas, California. Copies of the bid invitation may be secured from the San Francisco address above or viewed only at the office of the Forest Supervisor, Modoc National Forest, Alturas, California.

NOTICE OF FINAL SETTLEMENT

In the Circuit Court of the State of Oregon, for the County of Jackson, Probate Department.

No. 7769

In the Matter of the Estate of E. C. Faber, Deceased.

NOTICE IS HEREBY GIVEN that the undersigned, Everett Faber, administrator of the above estate with the Circuit Court of said County, and the Court has fixed the 8th day of September, 1958, at the hour of 10:00 a.m., of said day in the Circuit Judge's office in the County Courthouse in Medford, Oregon, as the time and place respectively for the hearing of objections, if any there be, to the said Final Account and you are hereby notified to file objections, if any you have, to the said Final Account on or before the time fixed for the hearing of said objections. Dated this 7th day of August, 1958.

Everett Faber, Administrator

School District No. 549-C, Jackson County, will accept sealed bids on the sale of one (1) 1947 Dodge 40 Passenger conventional school bus in operating condition at the office of the School District, 500 Monroe Street, Medford, Oregon. Bids will be accepted until 9:00 P.M. Wednesday, August 20, 1958. Bids should be in letter form and should include the following information: (1) bid price, (2) date payment will be made if bid is accepted, (3) signature of individual or authorized representative of organization or corporation. Bids to be sealed and marked "School Bus Bid" and should be delivered or mailed to Mr. Wilson Slater, Clerk, School District No. 549-C, 500 Monroe Street, Medford, Oregon.

Bus may be inspected at the school district shop on Woodstock Street between the hours of 7:30 A.M. and 4:00 P.M. Monday through Friday.

Wilson Slater, Clerk
School District No. 549-C

Railroad Worker Wondering If He Will Be Next in Cutbacks

(Editor's note: Much has been written about the financial plight of the American railroads, but less about the men who run the trains—what the future holds for them, how they feel about the situation, and what railroad management is doing to enlist young men to revitalize the industry. The following dispatch from the nation's rail hub deals with these questions.)

By LARRY MORRONE
UPI Correspondent

Chicago—UPI—The railroad worker of today wonders whether he'll be next.

He's seen employment already cut to a record low of about one million persons. He's seen the colorful gandy dancer replaced by an automatic spike machine. He's seen the legendary towerman replaced by a board of push buttons.

And, in the railroad industry's desperate struggle to get over its financial sickness, he's seen the diesel engine push the steam locomotives off the rails. He's watched the roundhouse disappear.

He's witnessed the consolidation of small-town rail depots that once gave even the tiniest hamlet a link to the outside world.

So the railroad worker naturally wonders when his time is coming.

he would not go into railroading, "and if I had son who wanted to go into the industry at any level I'd give him a good padding."

Railroad management, on the other hand, wants young men. At the executive level railroad men think one of the things wrong with the industry is the lack of young blood, and they've begun to invade the college campuses for bright young prospects.

Willard Dinnella, employment supervisor for the New York Central railroad, said it's high time the industry started to compete for its share of the cream of the college crop.

"Railroads have been missing the boat in this respect for years," he said, adding that as a result the industry is finding itself top-heavy with older men in high level jobs.

He said the situation stems from a period extending from the depression to the end of World War II when the railroads did very little hiring at management level.

Seeking Certain Types

"Now, years later, the industry is realizing it has few young men to take up the slack," he said.

George Gilluly, personnel director for the Rock Island lines, echoed that opinion. He estimated that more than 40 per cent of the Rock Island's supervisors were 50 years of age or older.

Gilluly explained that the railroad is seeking certain types of men.

"We'd prefer the type that has a definite interest in railroading," he said, "a young man who as a boy always wanted to be a railroad engineer or had a basement full of model trains."

Railroad recruiters are having their problems there, too. Several placement directors at colleges throughout the country have said that young men are reluctant to embark on a railroad career.

Fred L. Hefferon, business placement director at Northwestern University, said young college graduates seem to hesitate because they fear the well-known stiff seniority system of the railroads and the publicized financial weaknesses.

Chance to Move Ahead

"The young graduates seem to have more confidence in the booming industries—especially the aviation field," he said. "They feel that they have a chance to move ahead faster in the other fields."

Gilluly said it is the job of the railroads and the purpose of the campus interviews to show young men that the industry is interested in having them and that there is a real future for them.

"Railroads are here to stay, he emphasized. "It is the job of the railroads either to find young men within their own companies or go out and compete with other large industries for their share of potential management."

Boy, Thought Dead, Shows Recovery

Greenville, S.C.—UPI—A 10-year-old boy who had been given up as dead recovered today from an appendectomy.

The youth, Warren Crosby Hagood of Greenville, was found prostrate behind a service station Tuesday, authorities said. Station attendants, believing him dead, sent him to a funeral home.

Members of the mortuary staff detected signs of life and summoned police. The youth was rushed to a hospital.

Doctors found the boy was suffering from acute appendicitis and operated immediately. His condition was reported "fair" and medical attendants said chance of recovery were good.

Even Flower Show No Longer Sacred

London—UPI—A British housewife complained today not even the cozy world of the village flower show is safe from infiltration by the grotesqueries of modern art.

Freda Rick, in a letter to the National Federation of Women's Institutes, demanded whether anything is sacred.

"I have found myself confronted with flowers arranged in old boots, top hats, and on one occasion an old skull . . ." Mrs. Rick said. "I do not recall anything so shattering, however, as a solitary rose clutched Carmen-fashion in a pair of dentures."

Albany Youth Dies As Wreck Result

Hood River—UPI—A 19-year-old Albany youth died Wednesday night from injuries suffered Sunday when a car in which he was a passenger went out of control and rolled over several times near Cascade Locks on Highway 30.

The youth is Leland Dale Plogg, son of Mr. and Mrs. Carl Plogg Sr., of Albany.

Two other teen-agers who were in the car, one of them the driver, escaped with minor injuries.

Survivors include the parents, three brothers and a sister.

They'll Do It Every Time By Jimmy Hatlo

LISTENING TO THE OFFICE PLAIN JAMES PASS JUDGMENT ON BEAUTY CONTESTS IN GENERAL

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Franks **2 LBS 89¢**

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FRYERS **Fancy Cut Up—2½ to 3 lbs.**

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49¢ lb

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BULK DILLS **5¢ EACH**

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