



WINNING TOP HONORS in nationwide search, James L. Detwiler family, Burbank, Calif., is named "Methodist Family of Year" by official magazine, "Together," and church's Committee on Family Life. From left: Richard, 11; Jeanette, 15; Mrs. Dorothy, Detwiler, and Douglas, 17, holding dog, Minnie Poo, a French poodle.

Debate Rages Over Question of American Supremacy in First Year of Space Age

Editor's note: How does the United States stack up against Russia in overall military power at the end of Year One of the Space Age? In the following dispatch, UPI military writer Charles Corddry gives authoritative answers, gathered from extensive interviews with top Pentagon officials and from personal visits to key U.S. installations in Europe and the Pacific.

By CHARLES CORDDRY
UPI Correspondent
Washington—(UPI)—U.S. military power has been significantly strengthened since

Sputnik I gave the world stunning proof of Soviet capability in rocketry. The crucial question on the first anniversary of the space age is whether the United States has stepped up its own defense efforts enough to keep ahead of Russia in the overall arms race.

President Eisenhower says yes. Former President Harry S. Truman says no. The debate rages between the political parties and within military ranks throughout the world.

Here are facts and authoritative opinions on which to base your own conclusion.

The Military Position Today
Defense Secretary Neil H. McElroy says that this country is still ahead of Russia in overall military power "in being-in-the here and now."

Gen. Nathan F. Twining, Chairman of the Joint Chiefs of Staff, says U.S. air strength "is far greater" than Russia's.

The U.S. military position today is based on an immense variety of weapons, rather than any single type. The United States, authorities say, would not have moved as it did in the Middle East in July or in the Formosa Straits more recently if its military power were inferior to Russia's.

McElroy concedes that Russia "probably" is ahead in development of intercontinental ballistic missiles. He points out, however, that both sides are in the test stage. His aides believe neither side will get ICBM's into operational units much earlier than the other.

Weapons Speed-up
When Sputnik I was launched, the Defense Department was cutting down to a 38-billion-dollar-a-year spending rate. In the two fiscal years ending June 30, 1959, the department estimates it will have spent about 80 billion dollars.

Since the first Sputnik began to orbit, the Pentagon has ordered both the Thor and Jupiter 1,500-mile range missiles into production. It has stepped-up development of the Atlas intercontinental missile. The Navy Polaris submarine-launched missile program has become a \$1,300,000,000 effort with five submarines on order. The first of the nuclear-powered vessels is now due by 1960, probably two years ahead of earlier schedules.

Construction has started, a year earlier than planned, on 3,000-mile-range radar in the far north for detection of ballistic missile attacks. An estimated \$230,000,000 has been earmarked this year for research on an anti-missile missile.

RECORD SPOILED
Sherringham, Eng.—(UPI)—Pupil Roderick Saunders did not collect his perfect attendance prize at a secondary school Wednesday. He was absent.

Air Industry Gets Headaches

Washington—(UPI)—The dawn of the jet air travel age brings the headaches of the used car dealer to the U.S. aviation industry.

By 1960, the airlines expect to retire at least half of their 1,700-piston-engined transport planes, replacing them with a \$3 billion fleet of jets and turbo-prop (jet engines hitched to conventional propellers).

What do the airlines do with their outmoded piston aircraft?

In the past, smaller airlines and foreign carriers have provided a ready market for surplus aircraft disposal by American airlines. But now the smaller lines are turning to new, short-range turbo-prop and the foreign lines want the bigger jets, not discarded piston-engine airliners.

Many U.S. carriers have partially financed new equipment by selling their older planes. But now, for the first time, they are going into a major replacement program with virtually no market for their unwanted aircraft.

In a few cases, airlines have persuaded the jet manufacturers to accept obsolete planes as "trade-ins" adopting the time-worn tradition of the automobile business. But most carriers plan to retire their Constellations, DC-6's, DC-7's, Convairs and Martins gradually, hoping to find a buyer here and there.

On the threshold of the jet age, the airlines literally are asking: "Anyone wanna buy a DC-6 with only 593,004 miles on it?"

TRAIN HITS BUS
Zwolle, The Netherlands—(UPI)—Four persons were killed and seven others badly injured Wednesday night when a bus, making a detour over a little-used railway crossing, stalled and was smashed by an express train.

FIGHTER PLANE CRASHES
Manila—(UPI)—The U.S. Air Force reported today an F-86 fighter plane crashed near Clark Air Base Wednesday night while on a routine mission from the 26th Fighter-Interceptor squadron. The pilot was not identified.

Is That So?

By OLGA BURNS

The hellgrammite is not only a superb fish bait—for bass especially—but he is al-

so, both as a larva and flying insect, almost identical with the fossil insects of the Paleozoic Age.

His life in the air is only a few weeks. If you see one flitting through the brush along a water course, you will



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Crabgrass Problem Reported Severe

Crabgrass is a severe problem in lawns this year, according to Clifford B. Cordy, county horticulturalist. He said a thick turf is the best protection against a bad infection next year.

He explained that thick turf prevents crabgrass seed from germinating next year as it cannot compete with heavy grass.

He mentioned that lawns should be fertilized now and again next March. One pound of ammonium nitrate to 100 square feet of lawn will be effective. He cautioned homeowners that the fertilizer is quite strong and may burn the lawn unless it is spread evenly and well watered.

edge, he crawls steadily inland for as much as 30 feet, burrows a hole in the ground or a rotten log and builds himself a pupal chamber for the final act of transportation.

In the two or three weeks, provided no skunk or other predator has dug him out for a tasty meal, he emerges as a full-fledged hellgrammite—or dobson fly and takes off on the last brief period of his existence.

Incidentally, in the California sierra and other parts of the west, live hellgrammites have been dug out of the beds of dried up streams that have surface water only in the rainy season.

(Released by McClure Newspaper Syndicate)

Crawls Toward Bank
Those that manage to make it to the bottom instantly begin the business of hiding and eating. With luck, they make it to the second day of great peril. That is three years later when the hellgrammite decides the time has come to change into a fly. Once the decision is made, he crawls toward the bank. If he makes it past the fish to the water's



be impressed mainly by his size. Some of them attain a wingspread of as much as six inches. Nonetheless, they have an awkward flight and actually prefer to crawl.

The preference is natural. By far the greater part of their life — three years, in fact — has been spent under water. And though they can swim forward or backward with equal ease, most of that time has been spent crawling about under stones and burrowing in the sand. If they don't, they are quickly eaten by the hungry fish. If they do, they can prey in safety on nearly all other aquatic beings including their brothers, that are no bigger than themselves.

Except for two days in their lives, they have little to worry about if they stay under the larger stones. The first day of danger is when they are hatched, five or ten days after the eggs have been laid on the underside of a

bridge or other projection over the water. The hatching is at night, and as they fall into the water, fish are waiting to seize them on the surface.

Free: By special arrangement with the editors of the Encyclopedia Americana, my panel of judges will award each week to the reader who send me the best true-life nature adventure, the best nature observation, or the best question on nature and wildlife, a complete 36-volume set of this world-famous reference work in a handsome Sealcraft binding. Each week new submissions will be considered. Sorry, I simply can't answer your many friendly letters. Please address your letter to: Is That So? c/o Medford Mail Tribune, Box 1069, San Francisco, Calif.

mand is being spread over more bases and one-third of its bombers are kept ready for take-off in 15 minutes. Additional quantities of B-58 supersonic bombers have been ordered and a contract has been placed for development of a 2,000-mile-an-hour bomber, the B-70.

Development work has been started on the "Dyna-Soar" combat plane, designed to be boosted out of the earth's atmosphere and to glide back. It may cost \$100,000,000 per vehicle.

The Air Force has speeded up work on its Minuteman solid propellant intercontinental ballistic missile which, when available several years, hence, will be able to be concealed in underground launching sites.

A Pacific missile and Satellite launching range, like that at Cape Canaveral, Fla., is being built.

In terms of contracts placed, the American missile program has reached a level of \$6,600,000,000 a year, with ballistic missiles accounting for more than one-third.

U.S., Russian Missiles
Russia announced in August 1957 that it had tested a long-range rocket. About six months later the Soviet Union was known to be firing prototype intercontinental missiles at ranges of about 4,000 miles and may have tested 50 or 60 of the 4,000-mile range mis-

siles by now.

It has launched hundreds of ballistic missiles of ranges from 200 miles up to about 1,200 miles. It is believed to have operational missiles with about a 700 to 800 mile-range and may have double those ranges in less than two years.

The United States has test-fired 10 Atlas intercontinental missiles, 10 Jupiter intermediate range missiles and 19 Thor intermediate range missiles. Probably more than half were considered fully successful. Valuable data was gained from all.

The Russians, on the basis of their Sputniks, are conceded to have more powerful rocket engines than the U.S. America's most powerful engines produce about 165,000 pounds of thrust. Dr. Herbert York, chief scientist of the Pentagon's Advanced Research Projects Agency, says Russia's biggest satellite "conceivably" could have been launched with 200,000 to 300,000 pounds of thrust in its first stage.

The Air Force has ordered development of a rocket with 1,000,000 pounds thrust.

Other Factors
The spectacular Russian developments make the headlines but there are other less known but vital factors in assessing Soviet strength.

The National Industrial Conference Board suggests in a pamphlet that there is reason

to doubt that "Soviet strength is as great as is suggested by successes in rockets and Sputnik."

The pamphlet pointed out that Russia last year repudiated its sixth five-year plan, suffered a drop in grain production, devalued the ruble for foreign visitors and had to admit waste and inefficiency in its industrial administration.

As for military strength in being, Russia and her satellites have about as many men under arms as the North Atlantic Treaty powers — about six million. The NATO countries probably have more aircraft in operational units but far fewer men in organized ground forces. Russia's chief threat at sea is her 500-submarine force. Otherwise, she is no match for the U.S. Navy which is rapidly expanding both its undersea and surface nuclear-powered, guided mis-

sile-launching fleets. Summarizing NATO military views, Gen. Lauris Norstad, Supreme Allied Commander in Europe, told this reporter recently:

"I know of no technological change in the next five or 10 years that would make our retaliatory forces ineffective. The balance of offensive and defensive improvement is going to be on our side."

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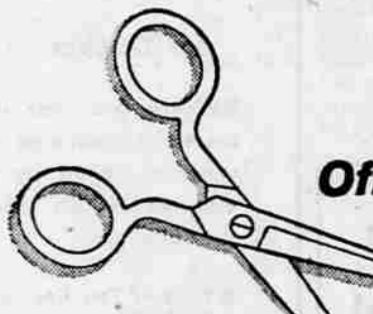
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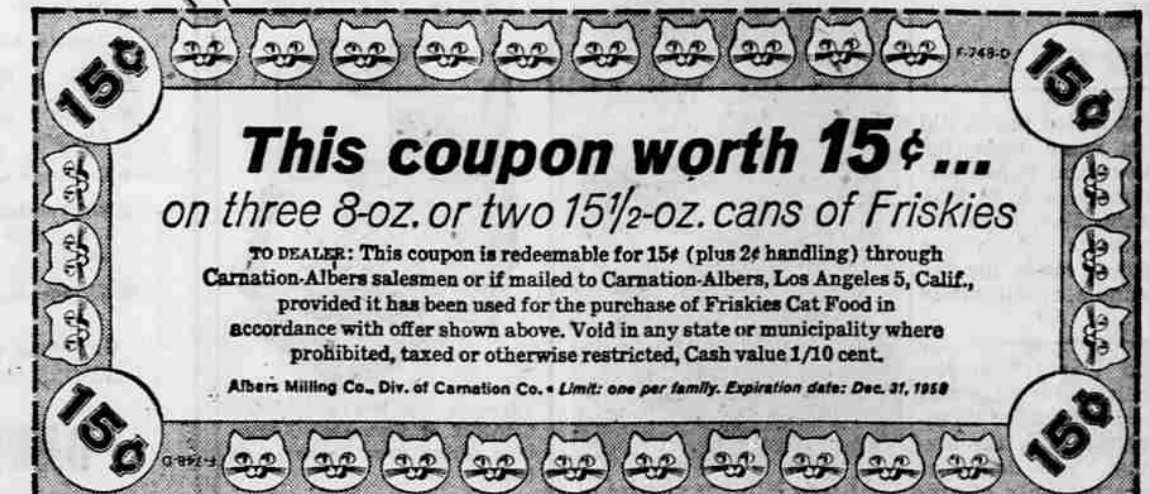
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