

# Auto Industry Asked To Speed Work To Curb Auto, Truck Exhaust Fumes

In 1951, the United States railroads installed more new locomotive units than in any year since 1923.

Washington—UPI—The First National Conference on Air Pollution called upon the automobile industry Thursday to proceed "at a vigorous rate" to develop control devices to curb auto and truck exhaust fumes.

The conference urged continuation of the federal air pollution program, due to expire July 1, 1960. Health Education and Welfare Secretary Arthur S. Flemming said he will ask Congress next year for an extension of the program, which provides research and technical services to states and local communities.

Flemming told the delegates that there is "no question" that a "real investment" will be required to solve the dirty air problem. The conference held that controls over polluting substances should be left to local communities wherever possible, but should be exercised by state and regional groups if necessary.

The conference also urged medical and health groups to bring home to the public the health hazards from dirty air. The 900 delegates at the conference, sponsored by the U. S. Public Health Service, advocated more research by the federal government, local communities and industries into means of curbing air contamination.

## Undefended Border Best U. S. Proof

New York—UPI—One of the most dramatic proofs that the United States can give the world that when it extends the hand of friendship it has no A-bombs up its sleeve is the undefended, 3,987-mile U. S.-Canadian border.

"We're a small country living next door to a colossus, but we're not afraid; this is a simple fact but I think it's unique," said John W. Fisher, executive director of the Canadian Tourist association.

Fisher pointed out that more than 30 million Canadians and Americans cross the border freely each year. That Canadians spend a bulk of their annual \$400 million tourist money in the U. S., and Americans leave an average \$300 million a year north of the border.

"Where in the world today," Fisher asked, "can you find a border at which a great powerful nation lives next door to a small nation and the small nation is not worried and fearful, is not subjected either to economic or political pressure?"

AMA Questioned  
The conference questioned whether the American Medical Association and other medical groups have placed enough emphasis on prevention of diseases caused or aggravated by contaminated air.

Other recommendations included:  
—Research on establishment of safe limits on the amount of air contamination each community can tolerate.

—Liaison between government and industry on ways of curbing pollution.  
—Greater consideration of meteorological effects upon local air pollution problems.

—More effort by individual citizens and organizations to reduce activities which contribute to air contamination.

Possible Cancer Cause  
The delegates were given this picture of the effects from contaminated air: A possible cause of lung cancer, asthma, and other diseases; and a nationwide cost of \$7,500,000,000 a year.

## SQUEEZED OUT

Chicago—UPI—Frank D. Patterson told FBI agents he really hadn't intended to escape from a Biloxi, Miss., jail cell.

Patterson said he decided against making a break after crawling halfway through the bars of his cell window but became stuck and couldn't squeeze back in. So—he squeezed out.

Arthur C. Stern, air pollution research engineer for the Public Health Service, said atmospheric sampling in recent years showed that air over the nation's cities is getting dirtier.  
He said city air is five times as contaminated as that over

Numerous speakers at the three-day session blamed auto exhaust for a large share of air pollution. Industry spokesman reported that auto firms are working on a number of exhaust control devices, but delegates from smog-ridden Los Angeles charged that not enough was being done.  
**Further Work Urged**  
In a series of final recommendations, the conference

## S. F.'s Bird Cage Signals To Go

San Francisco—UPI—The last of San Francisco's "bird cage" traffic signals will disappear this year.

City Traffic Engineer Ross Shoaf says the clanging, flashing stop-and-go signals have outlived their usefulness.

To many San Franciscans, the quaint signals are as much a part of the city as the cable cars. They were first installed in the early 1920's and hailed as the most advanced in the country.

There are only a handful of the original 219 still in operation. Shoaf says these will be a thing of the past by the end of the year.

"They just aren't flexible enough," Shoaf explains. "And occasionally they show green or red in both directions."

## They'll Do It Every Time

POP BLOWS HIS TOPKNOT IF JUNIOR SO MUCH AS GETS HIS RUBBER HEELS DAMP—



## By Jimmy Hatlo

NOW GET A GANDER AT HIMSELF ENJOYING TWELVE HOURS MISERY UP TO HIS CLAVICLE IN RAIN AND SLEET—



## Use of Credit Cards Continues To Grow as Medium of Exchange

New York—UPI—The ubiquitous credit card is fast replacing money as a direct medium of exchange in American society.

It is no longer necessary to carry cash in your pocket. Now the tiny card is all you need for a meal, a tankful of gasoline, a rented car, a hotel room, secretarial help or a European vacation.

The magic words—"charge it!" have taken on new significance as credit cards add a new twist to instalment plan living.

A member of the Diners' Club, the biggest in the field with more than one million members, recently charged a \$60,000 African safari through the club. Company parties charged in this same fashion have run as high as \$25,000.

**30 Million Cards**  
There are an estimated 30 million credit cards in use today, issued by oil companies, airlines, railroads, hotels, restaurants, telephone companies, car rental firms and others.

American Telephone & Telegraph Co. alone has some 1,500,000 cards outstanding. Americans last year charged some \$80 million worth of phone calls.

The big factor in the tremendous popularity of the credit card is the convenience of not having to carry large sums of money in your wallet. The credit card takes the place of money, at least until the bills come in.

All tabs run up during the month are itemized by the organization issuing the card and bills are sent out monthly. The itemized bill is a perfect way to squelch the Doubting Thomases in the Internal Revenue Service, who now are demanding proof of reimbursed expenses.

**Eliminates Cash Need**  
Business firms also like credit cards because they eliminate the need for giving travelling representatives a pocket full of cash and make padding of expense accounts extremely difficult.

However, while convenience is the big factor behind the growth of credit cards, some industry sources say the "very multiplicity of credit cards has become an inconvenience in itself."

This has spurred a drive to develop a truly universal credit card, one which would be good for everything from buying flowers and throwing parties to hiring part-time secretarial help and taking vacations.

The dominant influence in the credit card field at present is the Diners' Club, which has 20,000 facilities in more than 76 countries. It is being challenged by American Express Co., 108-year-old banking and travel firm which entered the field recently.

American Express has an estimated 14,000 facilities in more than 80 countries and possessions. However, it refuses to disclose how many members it has, except to say

"several hundred thousand."

**Busy Making Deals**  
In recent weeks, Diners' and American Express have been outdoing each other buying up or making deals with other credit card issuers. Diners', for example, has made a deal to acquire Sheraton Corp. of America's 850,000 card holders.

American Express has signed an agreement with General Motors, Ford and Chrysler giving it permission to solicit their dealers in a program which would enable a card holder to charge his auto repairs.

With the American Express card, a vacationer could go all the way to Moscow on his credit card. However, once he

got there he would have to use cold, hard rubles. It seems the Russians haven't gotten around to inventing the credit card as yet.

If the credit cards have any opponents today, they are the restaurants, hotels and other establishments which have to pay a commission to the credit card issuing firm. In restaurants, this runs as high as seven per cent of the bill.

**Increase Volume**  
Proponents of the credit card say this commission is offset by increased volume resulting from the use of the cards.

Unlike oil companies which give their credit cards to customers for nothing, Diners' Club, American Express and

with exhausts. James M. Chandler of the Ford Motor Co. said the industry is testing a number of devices to "control some undesirable exhaust emissions." But he said there are still many problems to be solved before a commercially acceptable device is achieved.

Another industry spokesman, Charles M. Heinen, Chrysler Corp. engineer, said exhaust control should reduce Los Angeles air control problems, but questioned whether it would have any effect on the problem in other cities.

others charge a small annual membership fee, usually about \$5.

Dr. Jules I. Bogen, Professor of Finance at New York University, says the credit card evolved from the long established department store Charge-Plate which American housewives have been using for years.

The oil companies issued the first credit cards as we know them today in the 1920's. As commercial and tourist travel expanded, so did the use of credit cards for other services.

Some observers foresee the day when virtually all retail purchases will be made on credit cards, including clothing, food and even appliances and automobiles. When that day comes, the credit card will be truly a universal replacement for money.

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