

Playhouse 90 Confused Magic With Trickery, Television Critic Says

By WILLIAM EWALD

New York—(UPI)—CBS-TV's Playhouse 90, which should know beer, confused magic with trickery Thursday night.



Good drama often enmeshes its audience in an enchantment, creating its own envelope of believable. But the trouble with "A Quiet Game of Cards" is that its bones rested on sand. The decision of the five to murder was not entirely convincing. The type of murder they planned was unbelievable. And the final twist of the play was cheap voodoo, a convenience on the part of Rose who was trying to juice his climax with irony, but succeeded only in tacking on a grotesquerie.

To give Rose his due, once

community. In a last minute gallop of conscience, they shy away from the act. But the murder is executed anyway by just the forces the quintet wishes to blame.

There was much mumbling at the close about "the flow of history" and what Rose was trying to say, I suppose, is that good men should not commit evil to destroy evil—that eventually evil will destroy itself.

Fine and wise and commendable. But the trouble with "A Quiet Game of Cards" is that its bones rested on sand. The decision of the five to murder was not entirely convincing. The type of murder they planned was unbelievable. And the final twist of the play was cheap voodoo, a convenience on the part of Rose who was trying to juice his climax with irony, but succeeded only in tacking on a grotesquerie.

In the Day's News

By FRANK JENKINS

One of the most interesting national conventions held recently on the Pacific Coast is that of the National School Board Association, which has been in session in San Francisco.

It has drawn interesting and important people, including Lawrence Derthick, U. S. commissioner of education; Charles Shuman, president of the American Farm Bureau Federation; Democratic leader Adlai Stevenson and numerous high-up industrial and

labor leaders. President Eisenhower sent a personal message to the association saying "the progress of our country and its constructive influence among the nations of the world depend upon the steady improvement of American education."

A wide range of subjects has been discussed, including teacher salaries, teacher supply and where to find the money with which to finance America's schools in the coming years of rapid growth of population.

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Western Senators Projected Into Airport Aid Controversy

By A. ROBERT SMITH
Mail Tribune Washington Correspondent

Washington—Oregon's two senators, and most other western senators, are being projected into the first major contest which is shaping up between the Eisenhower administration and those Democrats the President has labeled as "spenders."



The issue that is drawing the contrast is the airport aid act under which the federal government has for some years helped the states or local authorities finance new and improved airport facilities.

Senate Democratic leader Lyndon B. Johnson (D-Tex.) has called first for action on a bill being sponsored by 44 senators (all but four are Democrats) to extend for five more years and enlarge the government's aviation aid program. Sen. Richard L. Neuberger is a co-sponsor of this bill and Sen. Wayne Morse is supporting it.

and state support for something as vital to their interests as airport development." The government will continue to assume the full burden of air safety improvements, such as expensive electronic equipment, as well as subsidies to airlines, Quesada pointed out. He said this made it more important for local and state authorities to take over the full burden of airport construction.

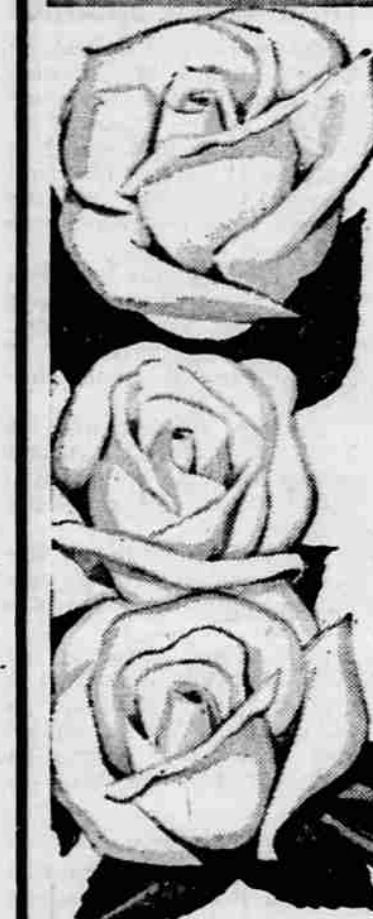
Testimony Favorable Much of the testimony before the Senate Interstate and Foreign Commerce Committee was favorable to the Democrats' bill. The U. S. Conference of Mayors, for example, took the position that "the plain uncontradicted facts are

that the federal airport program must be accelerated and a substantial increase in funds must be made, available to make possible airport facilities adequate to meet the requirements of modern aviation."

"The airport demands of modern aviation is beyond the capacity of local government to finance alone," testified Atlanta Mayor William B. Hartsfield, representing both the American Municipal Association and the conference of mayors.

When the Democrats put through a similar bill last year, President Eisenhower vetoed it after Congress had adjourned. The present airport aid act expires June 30.

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The Bible (Proverbs XXIV, 5) says: "A wise man is strong; yea, a man of knowledge increaseth strength."

Francis Bacon, one of the GREAT thinkers, said: "Knowledge is POWER." Samuel Johnson said: "Knowledge is more than equivalent to force." Thomas Huxley said: "If a little knowledge is dangerous, where is the man who has so much as to be out of danger."

ONE could go on indefinitely quoting the great thinkers on the importance of knowledge.

If we could inspire our young people, from the first grade on up through high school and the universities, with a THIRST FOR KNOWLEDGE, more or less all the "problems" of education, about which we are hearing so much these days, would disappear.

Court Records

DISTRICT COURT
Jack Edgar Six, overload, \$15.
Dorothy C. Powell, violation basic rule, \$15.
Paul D. Williams, failure to operate on right side of highway, \$15.
Kenneth R. Corliss, failure to stop, \$10.
Joe C. Covey, driving without lights, \$10.
Elmer T. Gouker, improper horn, \$10.
Mildred P. Cooper, overload, \$53.
Tom Moloney, 920 SW Fifth st., Grants Pass, drunk on public highway, \$30.
Martin Gene Baverntend, 28, Williams, driving while under the influence of intoxicating liquor, \$255.

MARRIAGE LICENSE APPLICATION
Michael Geoffrey Eastman, Nysa, and Dorilee Hamm, 220 Mountain ave., Ashland.

UNIONISTS GUILTY
Khartoum, Sudan—(UPI)—Three union leaders were sentenced Thursday to five years in prison for holding an illegal meeting and associating with members of international Communist organizations.



NEW MEMBER—Added to the Southern Oregon college instructional staff during the past summer session, Dr. Thomas M. Colasuonno, now in the science-mathematics division, has an early background of secondary school teaching and coaching behind him. After serving as a Navy pilot from 1939 to 1946, Colasuonno also served with the General Extension division, the state board of health, and in the Portland public school system. Long active in Junior Chamber of Commerce, United Fund, and Little League baseball, he has also contributed articles to professional publications on such topics as "Pre-school Children Vision Screening," "Conserving Vision," and "Ophthalmia Neonatorum." He belongs to Kappa Delta Pi, education honorary, and Phi Sigma, an honorary fraternity in the field of biology. He resides with his wife, Lucille, and children, Thomas Jr. and Sandra, at 436 Wightman st., Ashland.

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The administration has come up with a counter proposal to reduce the federal grants to the states over the next four years and then end the program by turning further airport construction and improvement work over entirely to the states. This is one of the President's proposals for reducing federal spending in the future.

Oregon's Needs According to the Federal Aviation Agency, Oregon's aviation needs would cost about \$9,659,000 over the next four years. This figure is based on estimates compiled by field men for the FAA (this agency was previously called the Civil Aeronautics Administration).

Under the Democrats' bill (S.1), Oregon would be entitled to \$7,739,340 in federal airport aid funds over the five-year extension of the act. Under the administration bill, Oregon would be entitled to \$1,771,444 over four years.

The matching fund requirements would not be altered under either bill. Oregon would get 62½ per cent in federal funds and be required to put up 37½ per cent locally. This ratio applies to those states which have five per cent or more of their area taken up by public lands. The non-public land states match 50-50.

Under the Democrats' bill, Alaska would get a special benefit even though it has become a state—it would need put up only 25 per cent to 75 per cent advanced by the federal government.

Program Held Outmoded Gen. Elwood R. Quesada, head of FAA, claims the \$575 million program the Democrats are pushing is "outmoded, too high in cost and poorly designed to fulfill the proper area of federal responsibility in meeting airport development needs." He testified that the administration's \$200 million program would "modernize and streamline the present law" and result in lower costs to the taxpayers. He said it provides for "an orderly withdrawal from the airport grant program."

Federal aid for airport building began in the 1930s with various relief programs, notably WPA. Since then, \$2,681,000,000 in funds and federal property have gone into building civilian airports.

Quesada points out that states and local communities are now spending money to attract new business and stimulate tourism. In this context, he said it "seems reasonable to me to expect on increasing level of community

IGNORE ANNIVERSARY Frankfurt, Germany—(UPI)—Twenty-six years ago today Adolf Hitler became chancellor of Germany and the Third Reich was born. The anniversary was ignored by the German people.

EMBARRASSING New York—(UPI)—Mayor Robert F. Wagner and his committee for Thursday's luncheon honoring Argentine President Arturo Frondizi were slightly embarrassed when Frondizi noticed the Argentine coat of arms on the menu was printed upside down.

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