



Back Stairs: A Private Telephone Line

By MERRIMAN SMITH
UPI White House Reporter

Washington—UPI—Back stairs at the White House.

Bryce Harlow, deputy assistant to President Eisenhower, rocked along for years without a direct telephone line from his home to the White House.

Such special lines usually are reserved for the President's physician, his secretaries, and the top Secret Service officials.

But one day former Secretary of State John Foster Dulles tried to reach Harlow at his home. For 45 minutes, the Harlow number rang busy. Finally, the teen-age lady of the family completed her pressing business and hung up.

Next day the Harlows had a White House telephone too. Isn't Talking

Let their parking privileges be cancelled or discipline meted out in some equally horrible form, the White House staff isn't talking about it in public. Some of them believe, however, that the President put on weight during his recent two-weeks stay in Augusta, Ga.

He was said to be about two pounds overweight when he departed for his golfing holiday. The daily exercise on the links apparently increased his appetite.

Considering Meet

Robert Gray, secretary to the cabinet and one of Washington's most eligible bachelors, is considering sponsoring a spring champion swimming meet in the garden pool at his fashionable Georgetown home.

Gray's "swimming pool" actually is more of a square concrete bucket. It's sweeping aquatic dimensions measure about 12 by 12 feet and is about five feet deep at the "deep end."

No-Playing Rule

The President's favorite Augusta steams up a bit and members gravitate to more fashionable — and cooler — summer locations.

Theoretically, National's hallowed fairways are closed down until mid-November. The no-playing rule applies to

all but a small and highly exclusive group—the negro caddies who live nearby.

Much has been said in the past about Eisenhower "withdrawing" progressively from contacts with reporters. But it wasn't evident during his recent visit to Georgia.

Actually, reporters covering his 15-day golfing holiday in Augusta were in close contact with him seven times during the period. Four contacts were merely perfunctory as the President arrived or departed from the Augusta airport. But on three occasions there were big news stories involved with Eisenhower participating personally — the selection of a new Republican National Chairman, Dulles' resignation and the announcement of Christian A. Herter as his new Secretary of State.

Two Men Fined in District Court

Two men were fined \$25 in district court Monday following a fight at the Oasis dance hall at Eagle Point Saturday night.

Glen Dale Boles, 19, of route 1, Central Point, was arrested by a sheriff's deputy on charges of disorderly conduct. Richard Lester Johnson, 19, of 77 Pine st., Ashland, was originally charged with disorderly conduct but the charge was changed to carrying a concealed weapon when it was found he was carrying a wooden club filled with lead under his shirt.

Forest Yield Tax Recommended

Salem—UPI—House bill 13, amending the forest yield tax law, was sent to the Senate floor Monday with a "do pass" recommendation by the Senate Tax committee.

One of the amendments would allow the Tax commission on petition of the owner of land devoid of timber to classify such land as reforestation land and automatically remove it from the ad valorem tax rolls.

The bill would encourage land owners to plant trees for the future, a method that was one of the main objectives of the law when passed in 1929.

The bill increases the fees from 5 to 10 cents an acre on timbered land in western Oregon and from 2½ cents to 5 cents east of the Cascade mountains.

The 12½ cent ad valorem tax on harvested timber remained in the act.

Test Missile Fired At Cape Canaveral

Cape Canaveral, Fla.—UPI—A test version of a ballistic missile that will add 1,000 miles to the reach of long-range bombers streaked over the Atlantic tracking range Monday.

Results of the test, the third conducted by the McDonnell Aircraft Co., were not announced.

When the missile is perfected, it will enable Strategic Air Command bombers such as the B52 to attack targets without venturing near enemy air defenses.

Child Custody Bill Passes House

Salem—UPI—A bill providing that courts show no preference to a mother in divorce cases where custody of children is an issue, passed the House Monday and went to the Senate.

Rep. Keith Skelton (D-Eugene) explained that women are usually awarded custody of children whether or not they are at fault in the divorce and the men usually provide the money.

Skelton said the bill should help equalize that situation.

Most channel swimmers have crossed from Cape Griz Nez, France, to Dover, Eng., (about 20 miles).

Combination Military, Scientific Base on Moon by 1968 Predicted

By CHARLES CORDRY
UPI Correspondent

Washington—UPI—The Air Force is studying the feasibility of setting up a combination military and scientific base on the moon by about 1968.

Brig. Gen. Homer Boushey, Air Force director of advance technology at the Pentagon, said a "long distance study" was being conducted with only small amounts of government money involved at present.

Boushey told United Press International there was as yet no plan to put a base on the moon but the Air Force was looking into the problem of stationing men there.

Reporting on details of the Air Force studies, the magazine Aviation Week said industrialists involved in the studies believed it might cost 20 billion dollars for the complete initial system to establish a lunar probe.

Study Two Programs

The magazine said industry recently gave a progress report on its studies to the Air Research and Development Command's Ballistic Missile Division at Inglewood, Calif.

The Air Force is considering two possibilities, according to Aviation Week. One is called "Systems Requirement 183" and involves a lunar observatory. The other is called "Requirement 192" and is a much more ambitious study involving a bombardment base on the moon for retaliation against enemy attack.

Aviation Week said the present briefing on "Requirement 183" considered these "proposals":

—A vehicle for the lunar trip should accommodate 10 persons.

—A six-stage rocket probably would be needed, four stages for the moon trip and two for the return to earth.

Powerful Rockets Needed

—One scheme envisions a rocket booster producing 16 million pounds of thrust. The U.S. at present is developing a 1,500,000 pound thrust rocket which may be ready in five years and which can be clustered to produce several million pounds of thrust.

—Nuclear propulsion also might be used for the moon trip but not by 1968.

—The takeoff weight of the lunar vehicle, it was estimated, would be at least five million pounds.

—On the moon, men might need their own small propulsion rockets to move around and also might require space suits far more advanced than the ones so far developed.

—Normal duty on the moon might run about 20 days.



SPELLBINDER—Cuban Premier Fidel Castro appears to be casting a spell over his audience as he addresses the Women Lawyers Association of New York. He is scheduled to meet with United Nations Secretary-General Dag Hammarskjold before winding up the New York leg of his one-man goodwill tour of the U. S.

DIG THIS CRAZY BIRD

New York—UPI—William G. Conway, the Bronx Zoo's curator of birds, reported today a very confused robin is building nine nests on as many identical steps on the fire escape outside his window. Conway said no eggs have been laid because every time the bird sits on one nest she looks up and sees another, and flies away for material to finish it.

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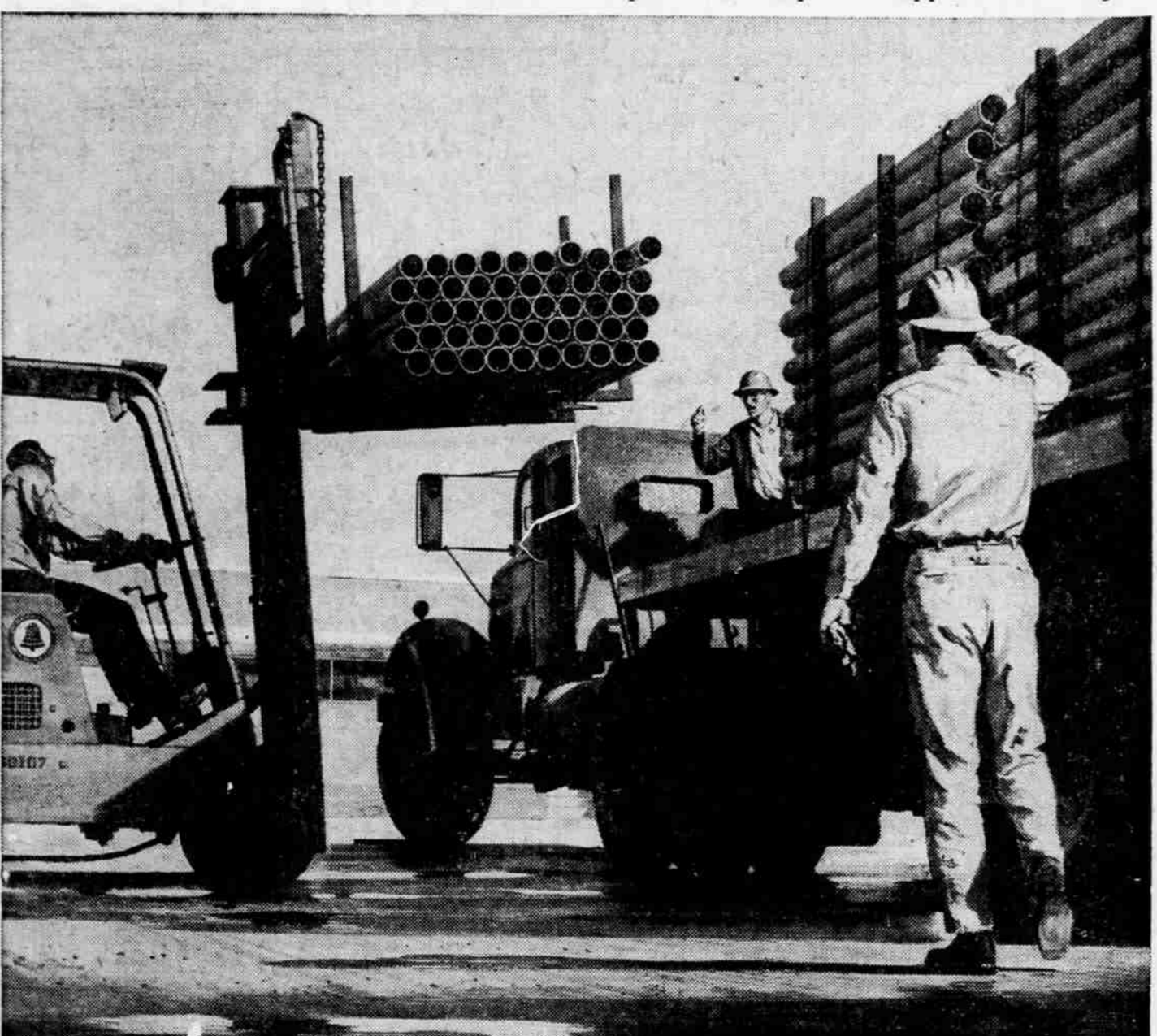
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What Rambler's Success Means to Every Motorist

"This Car I Didn't Buy Has Done More for Me Than All the Cars I've Owned"

No—I wasn't one of the 15,246 who bought this first of the present-day Ramblers when it came out in 1950.

Instead, like a lot of others, I've bought other makes until this year, that is.

But, not one of those other makes has done as much—FOR ME—as this car whose wheel I never touched.

THE SIZE-HORSEPOWER RACE WAS ON

Those other makes got longer and wider and lower, year by year.

Each new model was more hopped up with excess gas-consuming horsepower that I couldn't begin to use, legally, anywhere.

Did I want this? Not at all!

But there's no telling how much longer the size-and-horsepower race would have continued if it hadn't been for Rambler.

Slowly but surely, Rambler kept gaining with the belief that it's the customer, not the competition, that really counts.

THE CONSUMER BEGAN TO SPEAK

By 1955, Rambler sales moved up to nearly 75,000. By 1957, they were nearly 100,000... still a small total compared to the others.

Then, in 1958, came the explosion that blew the lid off the automobile industry! We, the customers, rebelled.

While industry sales dived more than 20 per cent, Rambler sales zoomed more than 100 per cent! Rambler sold nearly 200,000 cars in 1958... shot from 12th to 7th place in the industry. And Rambler is still gaining in popularity. Currently, only five other makes sell more cars than Rambler.

Today, Rambler outsells not only most big cars, but all five of the largest-selling foreign cars combined.

The experts have been predicting a market for 2,000,000 compact cars by 1961. And Rambler is the Compact Car*.

RAMBLER GAVE US THE CHOICE

If it hadn't been for this first Rambler—and the Ramblers that have followed it with increasingly smart styling, fine engineering, quality construction and exclusive features—I feel sure the story wouldn't be what it is today.

If it hadn't been for Rambler—taking a leaf from modern aircraft construction and building this car a different and better way by Single Unit Construction*—we wouldn't have the choice we do today.

That's why I say this Rambler I never bought has done more for me than all the makes I did buy.

That's why I finally resigned from Detroit's size-and-horsepower race and got a 1959 Rambler of my own a few months back.

WHAT RAMBLER MEANS TO EVERY MOTORIST

Because Rambler gives me basic excellence, I have a greater and better choice of cars today. I have a car with an all-welded Single Unit body-and-frame-in-one.

I have a car that's backed by 20 years of experience in building cars this better way. I enjoy an unequalled standard of quality and workmanship; low first cost; low maintenance; high resale. I stand to get my share of billions of dollars in savings that the compact Rambler makes possible for American motorists.

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