

By FRANK JENKINS

Louisiana's spectacular (to say the least) Governor Earl Long is apparently planning to resign, let somebody succeed him, then RUN AGAIN—thus getting around the Louisiana law that forbids CONSECUTIVE multiple terms.

A thought: IF LOUISIANA REACHES THE POINT WHERE SHE HAS ONLY ONE MAN FIT TO SERVE AS HER GOVERNOR, SHE WILL BE IN A BAD FIX.

JUMPING from politics to the economic state of our nation—

The dispatches tell us that business groups, with qualified support from the administration, plan to open a drive in congress for a tax relief program designed to SPUR PRIVATE U. S. INVESTMENT ABROAD.

In three days of hearings by the house of representatives ways and means committee, this group will back a bill to postpone income taxes on earnings from overseas investments as long as these earnings are reinvested abroad.

HMMMMMMMM. American private investments abroad are admittedly better than mana-from-heaven money showered down indiscriminately in the form of foreign aid.

But— Our BIG need is to keep conditions at home such that U.S. industry won't be driven to the need to build industrial plants ABROAD in order to meet the competition of foreign producers whose costs are lower.

WHAT would amount to EXPORTING JOBS.

We need to export THINGS. If we're forced to start exporting jobs in order to stay in business, our industrial goose will be cooked.

CHICAGO goes all out to greet Queen Elizabeth II with a spit-an-span, spit-an-polish cleanliness and tidiness. The dispatches tell us:

It's doubtful that there was a speck of trash along any of the miles of streets the Queen traveled, and even the pigeons on State Street seemed to have flown in from a bird bath.

Forty horses of a Medinah Shrine troop that escorted her majesty and Prince Philip on one leg of their procession were washed down in water and alcohol to eliminate offensive odors. . . . Cleanup crews, fitted out in fresh work clothes, were assigned to follow the mounted procession and scour the streets.

THE Queen and her consort came down from Canada via Lake Michigan in the royal yacht, the Britannia.

Ten workers toiled all day Sunday adjusting a floating landing dock so the Queen wouldn't have to step a fraction of an inch up or down in

# Viscount Airliner Claimed Flying Low Prior To Disaster

Baltimore, Md.—(UP)—A Civil Aeronautics board was told today that a Capital Airlines Viscount that disintegrated over Chase, Md., May 12 was flying at least 8,000 feet below its assigned altitude.

Eyewitness accounts introduced at the first day of public hearing on the crash that killed all 31 aboard generally agreed that

—Disintegration took place at an altitude of about 6,000 feet.

—The plane was in level flight just before the catastrophe occurred.

Thunderstorm Moving

A severe thunderstorm was moving in from the west at the time, but the plane apparently was not in its center.

There was no immediate explanation of why the British-built airliner had dropped so far from its assigned altitude of 14,000 feet. The CAB will question expert witnesses later on whether the plane could have been caught in a freak downdraft.

Exhaustive chemical and metallurgical tests on the wreckage already have eliminated many theories about the cause of the crash. The preliminary evidence shows the airliner was not hit by lightning, did not explode, did not have a fire preceding its structural breakup, and was not a victim of sabotage.

The CAB will not issue its official findings for weeks or even months. But with lightning, fire, explosion and sabotage apparently eliminated as factors, abnormal turbulence of near-tornado violence appeared to be the best based on these known facts:

Detour Approved

—The pilot of the New York to Atlanta flight 75 had asked

debaring from her yacht. The job cost \$8,000.

THE Windy City's general cleanup is above reproach. Chicago can stand a little cleaning up and sprucing up.

But I can't help thinking that \$8,000 expended to keep the Queen from having to step up a quarter of an inch or down a quarter of an inch

may have been overdoing it—“painting the lily,” to use an expressive phrase of our English literature.

Queen Elizabeth II is an active, healthy young woman, according to all accounts. It wouldn't have hurt her to step up or down a fraction of an inch in order to save the taxpayers of Chicago some \$8,000.

It was different when Sir Walter Raleigh spread his cloak to save Queen Elizabeth I from muddying her pretty shoes. In that case Sir Walter paid the bill—and did right for himself by coming thus into the spotlight of Elizabeth's attention.

for permission to detour around a vicious-looking thunderstorm. Clearance was then granted. The last radio message from the plane reported that airspeed had been reduced from about 250 to 170 knots because of turbulence. Standard speed for a Viscount going through a thunderstorm is 170 knots.

—Structural failure followed almost immediately after that message, apparently starting with the tail, then the left wing, followed by progressive disintegration of the entire plane.

# Five Persons Die As Cars Crash on Wyoming Road

Gillette, Wyo.—(UP)—A station wagon carrying a Wisconsin man and his wife and five children collided head-on with a convertible near this northeastern Wyoming town Tuesday night, killing all five occupants of the convertible.

The dead were identified as Richard Kauffman, about 20, of Dix, Neb.; Bill Kizzair, about 20, of Kirball, Neb.; David Dean Rohrer, 21, of Dayton, Ohio; Pat Chew, 18, and Wilma Strong, 16, both of Upton, Wyo.

Injured Identified

The injured from the station wagon were Charles Ulrich Jr., 31, and his wife, Jane, 31, and their five children—Charles III, 7; Dorothy, 5; Nancy, 4; Mark, 3, and Betsy, 18 months, all of Kenosha, Wis.

They are hospitalized in Campbell County Memorial Hospital in Gillette.

Doctors at the hospital said early this morning that Mrs. Ulrich was the only member of the family critically injured and that she was in “extremely serious condition.”

Badly Smashed

Witnesses at the scene said the 1957 Ford convertible was so badly smashed it was impossible at first to identify its make.

Two occupants of the Nebraska car were thrown into the ditch beside the road and were dead when officers arrived.

Three others, trapped in the back seat and crushed, died shortly thereafter.

The accident occurred about 100 yards east of the Gillette city limits on U.S. Highway 14-16.

EX-TRIAL CHIEF DIES

Bethesda, Md.—(UP)—Capt. Abram Claude, U.S.N. (Ret.) 78, former director of the division of trials and services of the Maritime Administration, died Monday after a short illness.

# State Good Pickin's for Rockhounds

The following is a condensation of a motorlog which appeared in the Sunday Oregonian, one of a series sponsored annually by The Oregonian and the Oregon State Motor Assn. These travel articles describe vacation tries and vacation spots of particular interest to out-of-state visitors coming to Oregon for the Centennial Celebration.

By VIRGIL SMITH, Assistant City Editor, The Oregonian

Object: To find where to go and what to do in case some relatives, yours or mine, coming to the Centennial should turn out to be rock collectors.

After talking with some local collectors, we loaded pick, hammer, sack and hiking boots into the back of the Oregon State Motor Assn. white station wagon, and set out.

You can go in any direction and find pretty rocks, if you know where and how to look. Oregon is full of them. They are on the beach, in the streams and mountains and on the plains. Of course after they are collected most of them need to be cut and polished to bring out the real beauty, but that's another story. Our goal was to find them in the rough.

Agates Abound

We elected to try the Madras and Prineville areas. I read in a book that Oregon's pretty rocks are mostly agates and jaspers and petrified wood. There are more agates than anything. Cut and polished they are translucent, even transparent in thin slices. They look something like colored glass but have a slicker smoother feel and waxy lustre and infinitely varied designs.

They are valued and classified for design and color, such as moss, eye, polka dot, plume, fortification, red, blue, purple and so on.

Permit Costs \$3

Our first stop was Friday's Agate Beds. You drive out around Mt. Hood to Mt. Madras, but just before you get there you turn left on the road to The Dalles. After you go through a pass with red rimrock prominent on both sides, you turn right on a dirt road. A sign points the way.

When we made the trip, there was a car stopped beside the sign with two women making ineffectual efforts at changing a tire. And were they glad to see the big white AAA on our car! Skinned my knuckles working the jack.

Six miles up the dirt road is a shack with a platform scales



Rockhounds, members of the Tualatin Valley Gem Society, look for agates in an outcropping beside a forest road a few miles out of Prineville. Oregonian-Oregon State Motor Assn. car accompanied Tualatin Valley group on this organized quest for hidden rock treasure.

and just beyond are the diggings. Friday's is commercial. Costs you three dollars to dig. For that you can take out 30 pounds.

There are agates and petrified wood to be found all the way from Mt. Hood to Mt. Jefferson and beyond, and mostly it doesn't cost anything to hunt. Advantage of going to a commercial bed is certainty of finding something, convenience, help and advice.

Herb Vibbert, who has the mineral concession on 14,000 acres, uses dynamite and a bulldozer to strip off the overlayer and expose the agate-bearing veins. Without this preparation digging there would be hard indeed. This area is just a three-hour drive from Portland.

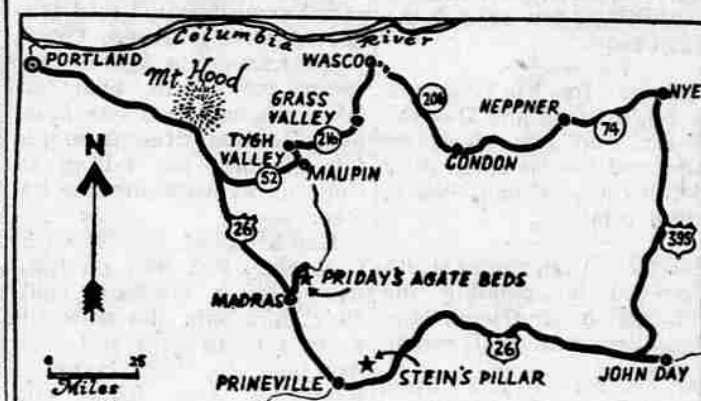
What you look for is thunderdereggs—knobby stones, usually round, which look like hardened mud balls. They are unmistakable. The pretty part is inside. Much of the fun is breaking them open with a hammer to see what's inside. No two are alike. The full brilliance of color is not revealed until the mineral is polished, but collectors get a fair idea by wetting the rough specimen. They lick it.

If you are not particular you can dig out 30 pounds in less than an hour; get your quota

in a few minutes if you are content to take the rejects of previous diggers. Or you can go prospecting, perhaps find a new deposit.

The agates were originally formed in pockets or bubble holes in rock. They are more resistant to weathering than the surrounding rock. In some places this rock is weathered to sand; in others you need to swing a pick hard to get them out.

At Prineville the Chamber of Commerce, alert to the mushroom growth of rock collecting, has taken mineral claims on 280 acres of agate beds to assure their remaining free. Ivan Chappell, chamber secretary, when we were there, was making a map show-



ing location and how to reach these and other fruitful areas, both free and commercial, in the Prineville environs. That map will be all you'll need to find the diggings.

We joined a group of veteran rock hounds on a guided hunt. We went out the John Day road, turned off left on a dirt road at the Ochoco reservoir. About nine miles up this forest road, past Steins Pillar, a huge finger of stone sticking out from the side of the mountains, is a vein of mineral which literally spills thunderdereggs on to the road.

It is well picked over, but a few minutes work with pick and shovel at the top of the outcrop will uncover more. The yield here is purple.

Tokyo — (UP) — Communist China has released 12 Nationalist Chinese officers captured on the Fukien front, the new China News Agency reported today. The agency said the 12 were released Monday in accordance with Red China's "policy of leniency towards prisoners." It did not say when the Nationalists were captured.

MUSIC CRITIC DIES Tadworth, England — (UP) — Ernest Newman, 90, one of the music world's most respected critics, died Tuesday. He was a former music critic of the Sunday Times of London. Belgium's coast line is 40 miles long.

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# CONTENTMENT AND SECURITY

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# State Centennial Exposition Said To Be in 'Black'

Portland—(UP)—Oregon's Centennial Exposition is operating in the black, officials said today. Centennial commission members met Tuesday and were informed that the exposition during its first month of operation made money despite large capital outlay in opening the show.

A total of \$393,000 has been taken in. Outlay has amounted to \$334,000, leaving a cash balance of \$59,000.

However, William Gaarenstroom, Centennial fiscal officer, said: "It is too early to forecast with any degree of accuracy the ultimate financial condition of the exposition and International Trade Fair. . . . Income for the first three weeks, if maintained for the balance of the 100 days, will be sufficient to meet budgeted expenses."

Biggest financial blow to the operation came from the Country America show. It brought in only \$7149 in revenues while costing more than \$50,000. On the other hand, the Ice Capades grossed \$160,432 while costing \$100,000 plus expenses.

Box office evidence that many parents are leaving their children at home has prompted the commission Tuesday to approve admittance to the grounds free to children 15 years and under accompanied by adults, from July 10 through July 16, the dates the Roy Rogers show will be here.

# 4-H CLUB NEWS

Rabbit Club The Valley Experimenters 4-H Rabbit club held a meeting June 21. We talked about the picnic we had planned. We are going to visit some commercial rabbitries to get an idea of how they operate. A motion was made to have a practice session of judging rabbits each Thursday.

Clifton Mitchell, our president, made a detail report on rabbit diseases. Our next regular meeting will be July 16. Tony Glidden, Reporter.

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