

There's Really No Safe Way To Prevent Theft of Your Car

Sacramento, Calif. —UPB— If a thief decides to steal your car, there's nothing much you can do to stop him — except maybe live in it.

And if he should decide to sell the stolen vehicle, which only a few car thieves do, chances are he would have no trouble doing so and you would never see your auto again.

What makes it so easy to steal a car? The thieves won't talk, but here's a California Highway patrolman who will.

He's Officer Murray Wemple, chief of the patrol's auto theft detail at Sacramento headquarters. A patrolman for 19 years, Wemple has spent 13 of them tracking down car thieves.

Keys in Most Cars

"We average 30,000 cars stolen each year in California and I bet half of them were taken with the keys in them," he said.

That's one reason it's easy to steal so many of the 5,979-244 passenger cars in the state; some owners ask for it.

But even the citizen who locks his auto and carries off the keys isn't safe.

"The pros can open your car and start it without the keys as fast as you can with them," Wemple said.

He explained that the thief simply jimmies a window wing, (or vent) with a coat hanger or table spoon to open a locked door, hops inside and shorts the ignition switch with a 25-cent piece or a length of wire. The motor starts and your car is gone.

More than 95 per cent of such thefts occur because the thief merely wants to go "joy-riding" or wants "transportation."

"Some kid wants to drive a

Tribes Locked in Bitter Fighting In Belgian Congo

Brussels, Belgium —UPB— Bitter fighting with bows and arrows and spears has broken out in the Belgian Congo between the seven-foot-tall Watutsi warriors and the Bahutu tribesmen they have kept in virtual slavery, reports from the area said today.

The fighting is in the Belgian trusteeship territory of Ruandaundi in East Central Africa, governed by Belgium as part of the Belgian Congo. The reports said 40 tribesmen were killed in one clash near Rubengara, a town 200 miles north of the capital of Usumbura.

The Watutsis, the tallest race in the world, are among the best spearmen and bowmen left in Africa. But the average-size Bahutus who have done the Watutsis' work as serfs, now number about 4,000,000 and outnumber their masters 16 to 1.

Leader Said Killed

Reports reaching Brussels said Bahutu political leader Augustin Sacyugo was killed in a clash in the town of Nyanza, about 90 miles north of Usumbura. He had called a meeting of the Bahutus when they were attacked by the rival tribe.

Other outbreaks were reported, and the European-organized "Force Publique" (colonial army) sent out armed patrols in an effort to quell the bloodshed. The Force Publique's work was hampered by the 4,000 to 5,000 foot peaks dotting the plateau country.

King Tiger was due to arrive in Brussels today at the invitation of King Baudouin of the Belgians.

He canceled a flight last Saturday because of the tense situation in his territory.

Congress Said To Control Our Economy, Inflation Destinies

By ELMER C. WALZER
U.S. Financial Editor
New York —UPB— Congress controls our destinies for a sound economy or a new outburst of inflation, according to commercial financier Walter E. Heller.

He believes that important changes are in the making, at variance with any automatic assumption of an indefinitely continuing boom economy.

Heller watches the general economy here and abroad with an eagle eye for information of his company's many clients in businesses ranging from the small, with sales of as little as \$300,000 a year, to those ranging up to companies with sales of \$20 million.

Walter E. Heller & Co., headquartered in Chicago and with other offices in New York, Detroit, Atlanta, and

Los Angeles, turns over its liquid funds several times a year to an aggregate of more than a billion dollars in financing business, factoring, lending on inventory, and discounting.

Many Businesses Aided

President Heller keeps his firm's funds employed and he and his large staff aid many businesses over difficult times and keep them informed of possible developments ahead that might change the economic picture.

Just now he sees consumer debt rising faster than it should, and he warns that this rise cannot go on endlessly.

He is somewhat perturbed over the big unfavorable balance of payments building up against the U.S. at this time. This total is expected to reach more than \$4 billion in 1959, and according to Heller could well go to \$6 billion if the trend continues upward through 1960.

Government policies cannot ignore these conditions, he says. Its policy of tight money and higher interest rates is in operation to offset this big loss, he says.

Just now, Heller points out, there are much larger short-term foreign-held credits in the U.S. than we have free gold — gold not needed to cover the currency.

"Therefore," says Heller, "our government's efforts can be expected to continue provided our Congress does not

interfere in the carrying out of the program to be directed toward higher interest rates in order to attract and hold foreign capital and credits.

"Such a policy will also tend to reduce inflationary pressures by slowing down the tempo of the nation's business."

Higher money rates attract corporation investment in short-term government securities, reducing available deposits available for bank lending.

Also, he notes, the government is forced to do short-term borrowing because of Congress' failure to lift the upper limit on bond interest, and this also sops up credit

that would be available for business.

Reduction of consumer purchases which is expected to result from the tight credit would force price reductions until our costs, because foreign costs are rising, are more nearly in line.

Congress could raise the bond interest upper limit to facilitate treasury funding of its debt with long-term issues.

Could Force Bond Buying

It could delay this change, however, and it could force the federal reserve to buy government bonds, a highly inflationary policy. Also it could foster more deficit spending. It could as well enact other laws making it difficult to control inflation.

These actions or their reverse are unpredictable. Hence, Heller holds that only time will tell the outcome.

Heller isn't worrying about the ultimate future of busi-

MAIL TRIBUNE, Medford, Or.
Monday, Nov. 9, 1959

ness and his company continues to lend money for moving orange juice to New York City by tanker; lumber from Oregon to Chicago; for financing TV film productions in Hollywood; a sweater factory, lawn mower inventory for next season, and in fact industries in every state.

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Quotes From the News

By UNITED PRESS INTERNATIONAL

Milford, Conn. —The mayor of Worcester, Mass., Joseph Casdin, who was arrested for speeding on a Connecticut turnpike.

"I'm not sure I was guilty. I was just following a line of cars. I wasn't watching my speedometer."

Washington-Labor Secretary James P. Mitchell, opposing a plan to establish federal powers to resolve labor-management deadlocks.

"... If the government determines wages and prices we are getting on the road to socialism which I, for one do not want."

Arundel, England-Bernard Marmaduke Fitzalan-Howard, the 16th Duke of Norfolk, on his decision to move his family out of the ancestral castle into a small house in the back yard.

"... The moment has arrived to save some of the money that at present we see no return on."

Houston, Tex.—Joseph Dailey, who risked his life and abandoned his life's savings to spread the alarm to other crewmen before the tanker Amoco Virginia blew up:

"Pieces of steel rained down all around me. I was lucky to get away as well as I did."

Try and Stop Me

By BENNETT CERF

PRAISED INORDINATELY by a banquet M. C. one evening, Thomas A. Edison acknowledged the encomiums, then added, "Our distinguished chairman was wrong on one point, however. It was God who invented the first talking machine. I only invented a way to shut it off."

Overheard by Herb Stein at Chasen's Hollywood restaurant: "That creep would give a headache to an aspirin!" Herb also reports this boast from a not-too-robust comedian: "I shoot a round of golf in the low seventies. One degree cooler and I quit."



A "Try and Stop Me" correspondent accused me in a letter of being "Paronomasiastic," and I was pretty upset until I looked it up in the dictionary. All it applies to is somebody who likes puns!

Another invaluable word I've just added to my vocabulary is "Pogonotrophist"—a beard grower!

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Wall Street Chatter

New York —UPB— The chemical industry should fare well under conditions of peace and keener international competition, says Chemical Fund Inc.

"Curtailed of the military program would have less of an effect on the chemical process industries than on other industries more dependent on military contracts," it points out. "Some industries would suffer declines; others would grow more rapidly."

A possible end of the "cold war" would have no impact on the industry since chemicals are essential to the production of products basic to everyday living, Chemical Fund points out.

The Journal of Commerce cites optimistic forecasts by the vending machine industry which anticipates new growth areas in ticket vending and in-plant feeding. Sales are expected to double to \$4 billion by 1965, the business newspaper notes.

Carrier Corp. says it has developed a digital TV transmission system that holds promise for use in space technology.

Reynolds & Co. regards Granite City Steel as an attractive long-term commitment, and Celanese Corp. as an "improving situation."

Fitch Survey says improvement over year-ago results is indicated for Collins & Aikman.

'Radio Free Cuba' In U.S. Proposed

Miami —UPB— Maj. Pedro Diaz Lanz, former chief of the Cuban air force, has proposed a "radio free Cuba" be set up in the United States to inform the Cuban people about "Communist tactics" of the Castro government.

Diaz Lanz, one of the most outspoken opponents of Cuban Premier Fidel Castro, defected from the revolutionary government several months ago. He admitted to the FBI recently he led a controversial leaflet dropping raid over Havana.

Army Personnel Injured in Crash

Hightstown, N. J. —UPB— An Army personnel bus carrying about 50 passengers collided with a tractor trailer early today on the New Jersey Turnpike five miles south of Hightstown.

Officials at St. Francis Hospital in Trenton said 28 passengers were injured in the crash.

According to state trooper Fred Ecker, the bus was returning to Ft. Dix from the Port Authority Building in New York City.

He said 50 Army personnel were aboard the bus, which rammed into the rear of the truck.

Turnpike officials identified the driver of the tractor trailer as Leslie M. Hunter, 36, of Briar Hill, N. Y. Both vehicles were heading south.

The bus driver was Merle Causey, 35, of Keyport, N. J., state police said.

National Grange Convention Opens

Long Beach, Calif. —UPB— Some 500 delegates from throughout the country today opened the 93rd annual convention of the National Grange.

The delegates of the 850,000-strong farm organization will hold daily sessions through Thursday. Presidential hopeful Sen. Stuart Symington (D-Mo.) will address the convention on its closing day.

Grange grand master Herschel D. Newson, of Columbus, Ind., said at a pre-convention meeting Sunday the U.S. farm surplus problem could be solved only through cooperation among the country's farm organizations.

"The National Grange," Newsom said, "holds to its recommendation for a farm program developed on a crop-by-crop basis, with no overall solution but many individual solutions aimed at insuring parity prices for farmers."

The group's agricultural committee was expected to recommend a full study of the California citrus marketing methods to serve as a model for solving some of the nation's farm surplus problems.

Mme. Marie Tussaud, Swiss founder of the famous London Waxworks Museum, was 90 years old at her death in 1850.

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Ore Boats Race Time and Ice As Mills Reopen

Chicago —UPB— Great Lakes ore boats today began a frantic race against time and ice.

Their job: To carry enough ore in the next month to keep the nation's steel mills humming all winter—or at least for the next 80 days.

The ore fleet was docked 118 days ago when the nation-wide steel strike began. Several ore carriers were already loaded when the strike started.

They were to start down the lakes today while more ore was rushed from the mines to the twin ports of Duluth, Minn., and Superior, Wis.

Other ships were to move from the mills back to the loading points as soon as their widely scattered crews could be assembled.

U.S. Steel — owner of the lake's largest fleet—said it hoped to have all 57 of its boats underway within seven days.

But the boats have little more than a month, at best, in which to steam ore from the northern Minnesota ranges to the Chicago-Pittsburgh-Cleveland steel-producing centers.

Ice usually begins forming on the lakes around Nov. 30, clogging the Sault Ste. Marie locks, a vital door between Lake Superior and the rest of the lakes.

"We have shipped ore as late as mid-December," a U.S. Steel spokesman said, "and we will do so this year if at all possible."

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