

Monroney Unveils Plan to Expand Air Cargo Fleet

Washington—UPI—Sen. A. S. Mike Monroney (D-Okla.) unveiled Saturday a proposed federal loan program to expand the nation's commercial air cargo fleet and build up a reserve airlift big enough to fly several divisions of troops.

Monroney, chairman of the Senate Aviation subcommittee, said he will introduce the legislation after Congress reconvenes Wednesday. He said the plan was worked out jointly by his subcommittee and executive agencies.

The measure, he said, would authorize the Civil Aeronautics Board to guarantee repayment of 10-year loans for purchase of approved modern cargo aircraft.

No loan could exceed 75 per cent of the purchase price of the aircraft and no carrier could borrow more than \$75 million. The government would guarantee payment of 90 per cent of the unpaid balance and could repossess the plane if the borrower defaulted.

Monroney said the plan resulted from more than two years of study by his subcommittee and "months of consultation among the military and civilian departments within the exchange branch."

The administrator of the federal aviation agency would be responsible for certifying that the plans involved met civil design and performance criteria. The secretary of defense would have to certify each plane's suitability for military use and executive a contract insuring the craft's availability in a military emergency.

"While the bill will thus help to build a tremendous reserve fleet for military purposes," Monroney said, "it will also provide a major breakthrough of carriage of commercial cargo by air."

Lower Freight Cost

"We feel that new designs of cargo airframes and new engines can lower the present cost of air freight as much as 66 per cent and still enable the air carriers to make a satisfactory profit."

Monroney said the plan "is not a substitute for new equipment of similar nature for the military air transport service, which must have a basic number of this type of plane under their direct control."

Commercial air carriers have complained for some time that MATS was handling much transportation that really should go to private lines.

Worldwide Mobility

Monroney said his plan "would provide several hundred commercial cargo aircraft which could be called on immediately for military service, so that the 'land-bound' ground forces could acquire worldwide mobility."

"It could be done at a minimum cost, for the risk in the loans for the new aircraft would be very small indeed," he said.

"These planes could be earning a profit for the carriers and at the same time be available to the military. Entire divisions with fighting equipment could reach most of the troubled spots of the world overnight and land ready to fight."

NY Cabbies Want Permits for Guns

New York—UPI—New York's United Taxi Owners guild will meet Monday to ask the city to let cab drivers carry guns.

Sal Baron, general manager of the guild, said Friday that more than 500 of the city's 30,000 hackies were held up by armed robbers last year.

Franklin's Picture Set for New Stamp

Washington—UPI—The second of six planned American Credo commemorative stamps will feature Benjamin Franklin and go on sale in Philadelphia, Pa., March 23, it was announced Saturday.

The Post Office department said the new 4-cent stamp will carry the following words of the famous phrasemaker: "Fear to do ill, and you need fear noht else."

22 Ship Crewmen Safe After Storm

Singapore—UPI—Twenty-two crew members of an American ship were taken from a storm-battered rock south of here Saturday by a British minesweeper.

The rescue left seven members of the 2,202-ton freighter Valley Forge's 37-man crew unaccounted for.

Pop Consumption

Washington—It is estimated that an average American consumes upwards of 42 bottles of soda pop per year.

Jane Swishem, in 1850, was the first American newspaperwoman to become a Washington correspondent. Horace Greeley paid her \$5 a column to write for the New York Tribune.

Kennedy Announcement Sets Stage for Revival of 1928 Catholic Controversy

New York—UPI—Sen. John F. Kennedy's presidential announcement Saturday set the stage for a revival of the 1928 controversy over whether a Roman Catholic should occupy the White House.

Not since the late Alfred E. Smith was the central figure in a nationwide debate on the subject has a Catholic made a major bid for the presidency.

There has been no indication, however, that the public arguments this year over the possibility of a Catholic President would be as angry as those that raged in 1928. In fact, many Protestant groups began early last year to try to

pave the way for a minimum of discussion of religion in the 1960 political campaign.

Discussion Launched

But Kennedy, himself, launched a major discussion of the issue late last year when he stated publicly that as a Roman Catholic President he would be unable to approve of any U.S. government program involving birth control.

He has said many times that as a Catholic, he would observe the separation of church and state if he were elected President. He would simply divorce himself from any program of dissemination of birth control information abroad, he said.

Kennedy's comments on birth control set off the most open discussion of the subject ever reported by the nation's press. Leaders of various denominations stated their views on the subject, with most of the Protestants lined up in favor of planned parenthood.

Firm View Taken

Catholic groups took an equally firm view against birth control, and President Eisenhower declared that he thought it would be improper for the United States government to play any role in planned parenthood, at home or abroad.

The principal aim of many Protestant groups has been to try to prevent the kind of bitterness that tore the nation in the 1928 campaign. The angry debate and the prejudices it created were among the main reasons for the founding of the National Conference of Christians and Jews. A nationwide organization dedicated to brotherhood of all religious groups. Its leadership is made up equally of Protestants, Catholics and Jews.

"World Outlook," a monthly publication of the board of missions of the Methodist church, said in an editorial that debate on the issue of a Roman Catholic president—if responsibly handled—could stimulate constructive thought about the relationship of church and state.

Many Issues Cited

"It is only natural to admit that many religious commitments involve positions on public affairs that others will want sharply clarified," it said. "Thus (to begin at home)

Methodists on prohibition, Quakers (and other pacifists) on national defense, Christian Scientists on health and Roman Catholics on the interpretation of the First Amendment can legitimately expect close questioning by those of other positions."

Dr. Allyn P. Robinson, director of the greater New York area of the National Conference of Christians and Jews, said that it would be possible for a Catholic to be elected president now, if he were a strong candidate and the political situation were generally favorable.

"To be sure," he said, "there would be some 'bigot vote' and there would be some who would vote for a Catholic candidate just because he was a Catholic . . . but I am confident that the bitterness and hatred of 1928 would not be repeated."

Months ago, the Georgia Baptist convention put itself on record to adhere to the "established principle of separation of church and state" but rejected a resolution saying "No Baptist shall vote for a Roman Catholic candidate for President."

The Union of American Hebrew congregations, chief organ of reform Judaism in the U.S., has accused an organization called Protestants and Other Americans United for Separation of Church and State of injecting anti-Catholic bigotry into the 1960 campaign.

The Rev. Dr. Julius Mark Senior Rabbi of New York's Temple Emanuel, said religion should be no barrier to the candidacy of Kennedy. There might be many reasons why he was not qualified to be President, Mark said, but religion is not one of them.

Dead Girl's Father May Sue Texas City

Dallas, Tex.—UPI—The father of a two-year-old girl who was ensnared and crushed to death by a Dallas Love field moving sidewalk said Saturday he had talked to a lawyer about possible legal action against the city.

"I don't want to get anything out of it because of her, but I think something should be done about that machine," L. C. Brandon said.

Blonde Tina Marie Brandon apparently fell and her clothing became caught in the step-off plate of the moving walkway in the lobby of the modernistic air terminal late yesterday. Her left hand, left wrist and half of her left forearm were pulled below floor level.

PR Man Appointed By GOP Committee

Washington—UPI—Hal E. Short, West Coast public relations expert, Saturday was named director of public relations for the Republican National committee.

Short, 48, was an aide in the Republican presidential campaigns of 1952 and 1956. Since then he has served as adviser to the U. S. delegation to the 26-nation conference of the intergovernmental committee on European migration, and as a delegate to many European meetings connected with the Refugee Relief Act.



What year car do the Jones drive?

The Jones drive a Volkswagen, and Volkswagens look alike from year to year.

A Volkswagen is never outmoded. Indeed, no one knows how long a Volkswagen lasts; the first VWs made have not worn out. We hear from VW owners who have clocked over 100,000 miles without engine repair. (If they should ever need it, they will find VW service is as good as the car.)

The Volkswagen does change—where it counts. An anti-sway bar has just been added to the front suspension to make curves even smoother. New insulation deadens engine and roadway noise. And the VW's new front seats are deeply contoured for even greater comfort. Over the years, almost every part in the VW has been changed—but not its heart or face.

Volkswagen owners find this a happy way to drive—and to live. No doubt you will, too.

Come in and drive a new Volkswagen.

MORSE MOTORS

SIXTH AND IVY, MEDFORD

NORFIELD'S

JANUARY CLEARANCE

"Women's Only"

SHOE SALE

NEXT WEDNESDAY

Any Way You Figure — Your Savings Earn More!

This Semi-Annual Dividend of \$274,812.41 Declared December 31, 1959, Makes a Total of \$529,030.02 In Dividends Received By Jackson County Federal Investors During 1959!

START SAVING FOR A THRIFTY "60"!

Jackson County Federal

SAVINGS & LOAN ASSOCIATION

Home Office
126 E. Main
Medford, Ore.

Ashland Branch
337 E. Main
Ashland, Ore.

Since 1904

Current Dividend

4%

Per Annum

Savings Add Up Faster!

SEMI-ANNUAL FINANCIAL STATEMENT
DECEMBER 31, 1959

ASSETS

| | |
|-----------------------------------|-----------------|
| First Mortgage Loans | \$13,529,788.36 |
| Loans on Savings Accounts | 140,311.67 |
| Other Loans | 4,576.09 |
| Properties Sold on Contract | 36,614.47 |
| Real Estate Owned and in Judgment | 14,322.25 |
| Investments and Securities | 215,800.00 |
| United States Government Bonds | 2,310,910.47 |
| Cash on Hand and in Banks | 630,373.31 |
| Office Building and Equipment | 53,794.70 |
| Deferred Charges and Other Assets | 98,625.10 |
| | \$17,035,116.42 |

LIABILITIES

| | |
|-------------------|-----------------|
| Savings Accounts | \$14,927,057.33 |
| Loans in Process | 502,341.46 |
| Other Liabilities | 47,422.64 |
| Specific Reserves | 12,249.72 |
| General Reserves | 1,313,718.30 |
| Undivided Profits | 232,326.97 |
| | \$17,035,116.42 |