

Bronze Plaques To Be Dedicated At Memorial Park

Four bronze military plaques, one for each branch of the service, will be dedicated in ceremonies at Hillcrest Memorial park on North Phoenix rd. at 2 p.m. Sunday, May 29.

Hillcrest Memorial park was founded by Conger-Morris Funeral home in September, 1958, and is managed by William Driscoll.

Lt. Col. Otto Ewaldsen, Army reserve, will be master of ceremonies, and Brig. Gen. William H. Prentice will make the dedication address.

Accepting plaques will be Lt. Col. Donald H. Whalin, commanding officer of Headquarters and Headquarters detachment 382 quartermaster battalion, Army reserve; Maj. Robert Rix, Marine reserve; Lt. Richard A. Schuchard, commanding officer, Naval reserve electronics division 13-5; and Lt. Col. Edward B. Jacobson, Air Force reserve.

Capt. Gordon C. Hays, commanding officer Headquarters battery, second gun battalion, 249th artillery, will raise colors, and taps will be sounded by Bob Heids and Ray Smith, Medford High school.

The firing squad and color guard will consist of members of the Ashland National Guard unit and invocation will be by the Rev. William S. Walsh, an Army retired lieutenant colonel.

Plaques will be placed on the flag pole base near the chapel entrance, and names of servicemen buried in the park will be inscribed on the plaque designating the branch of service in which they served.

Three Accidents Reported in Area By State Police

State police reported three automobile accidents yesterday.

A one-car accident occurred about 8:45 a.m. yesterday on Blackwell rd. when a car driven by Howard Eugene Freeman, 18, of Gold Hill, rolled over, state police said. The car apparently failed to make a curve. The driver lost control, and the car rolled over, police said. There were no injuries, police added.

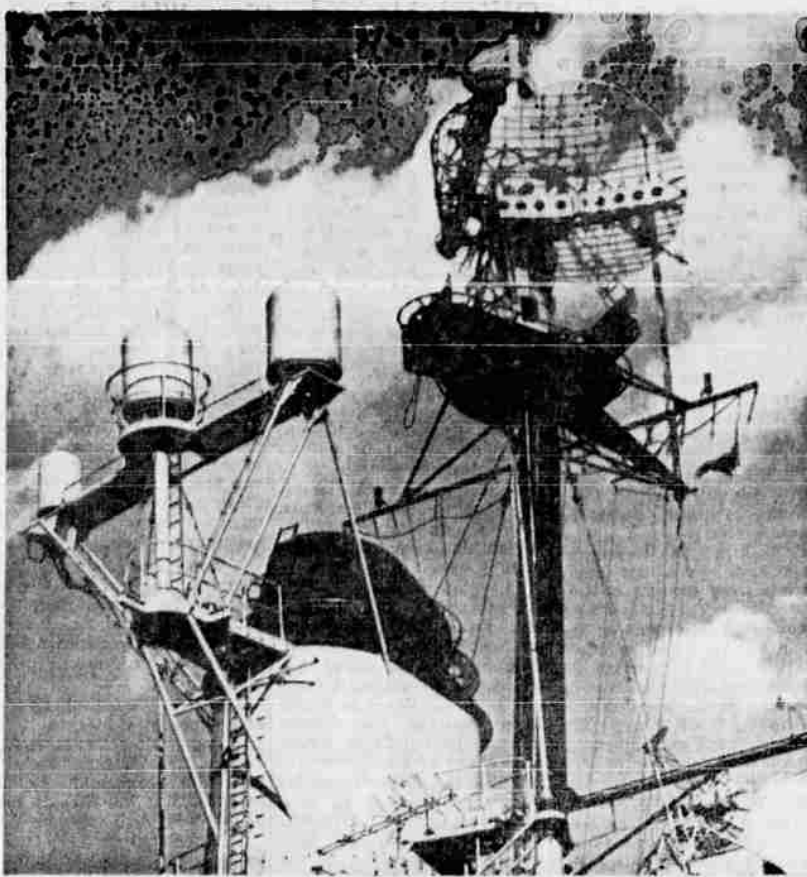
Charles Fred Wade, 77, of 1063 Ellendale dr., Medford, was informed by state police that a complaint would be filed against him charging improper changing of lanes following a two-car accident about 10:30 a.m. yesterday.

The accident occurred at the intersection of Harry and David's Bear Creek orchards and the South Pacific highway. Wade's car was struck in the right rear fender by a car driven by Michael Guy Dugan, route 2, box 325, Central Point, police said.

Slippery road conditions were blamed for a one-car accident on the Phoenix bypass yesterday afternoon, state police said.

Evidently Genevieve Saloma Pressman, 41, of 181 Oak st., Ashland, applied the car brakes, the car went into a spin, knocked down a highway sign post, and landed bottom up in a ditch. No injuries were reported.

Trailers Hold Millions
New York—UPI—Mobile home or trailer dwellers number more than 3,500,000, about equal to the population of Chicago, the nation's second largest city, according to the American Finance Conference, national association of independent sales finance companies.



LONG-RANGE RADAR—The award of a \$14 million contract for the production of the AN/SPS-30, one of the Navy's longest range radars, has been announced by General Electric's military electronics department.

Shown installed atop the mast of the USS Macon, the new radar features a three dimensional capability which simultaneously detects range azimuth and height of a target. (UPI Telephoto)

Death Takes Seven-Tenths of Second When Speeding Car Smashes Into Tree

Columbus, Ohio—UPI—How fast can you die in a speeding car?

The Ohio Highway Safety Department released this information, prepared at the Madigan Army Hospital, Tacoma, Wash., answering that question in an effort to get motorists to slow down during the Memorial Day week end.

This is the slow-motion, split-second reconstruction of what happens when a car, traveling 55 miles an hour, crashes into a solid, immovable tree:

1/10 of a Second
The front bumper and chrome "frosting" of the grill-work collapse.

2/10 of a Second
The hood crumples as it rises, smashing into the windshield.

3/10 of a Second
Spinning rear wheels leave the ground.

4/10 of a Second
The fenders come into contact with the tree, forcing the rear parts out over the front doors.

5/10 of a Second
The heavy structural members of the car begin to act as a brake on the terrific forward momentum of the 2½-ton car.

6/10 of a Second
But the driver's body continues to move forward at the vehicle's original speed (20 times the normal force of gravity, his body weighs 3,200 pounds.)

7/10 of a Second
His legs, ramrod straight, snap at the knee joints.

8/10 of a Second
The driver's body is now off the seat, torso upright, broken knees pressing against the dash board.

9/10 of a Second
The plastic and steel frame of the steering wheel begins to bend under his terrible death grip.

10/10 of a Second
His head is now near the sun visor, his chest above the steering column.

11/10 of a Second
The car's front 24 inches have been demolished but the rear end is still traveling at an estimated speed of 35 miles per hour.

12/10 of a Second
The driver's body is still traveling 55 miles per hour. The half-ton motor block crumples into the tree.

13/10 of a Second
The rear of the car, like a bucking horse, rises high enough to scrape bark off low branches.

14/10 of a Second
The driver's fear-frozen hands bend the steering column into an almost vertical position.

15/10 of a Second
The force of gravity impales him on the steering shaft.

16/10 of a Second
Jagged steel punctures lung and intercostal arteries. Blood spurts into his lungs.

17/10 of a Second
The driver's feet are ripped from his tightly-laced shoes.

18/10 of a Second
The brake pedal shears off at the floor boards.

19/10 of a Second
The chassis bends in the middle, shearing body bolts. The driver's head smashes into the windshield.

20/10 of a Second
The rear of the car begins its downward fall, spinning wheels digging into the ground.

21/10 of a Second
The entire, writhing body of the car is forced out of shape.

22/10 of a Second
Hinges tear, doors spring open.

23/10 of a Second
In one last convulsion, the seat rams forward, pinning the driver against the cruel steel of the steering shaft.

24/10 of a Second
Blood leaps from his mouth, shock has frozen his heart. He is now dead.

25/10 of a Second
Time elapsed, seven-tenths of a second.

26/10 of a Second
The hood crumples as it rises, smashing into the windshield.

27/10 of a Second
Spinning rear wheels leave the ground.

28/10 of a Second
The fenders come into contact with the tree, forcing the rear parts out over the front doors.

29/10 of a Second
The heavy structural members of the car begin to act as a brake on the terrific forward momentum of the 2½-ton car.

30/10 of a Second
But the driver's body continues to move forward at the vehicle's original speed (20 times the normal force of gravity, his body weighs 3,200 pounds.)

31/10 of a Second
His legs, ramrod straight, snap at the knee joints.

32/10 of a Second
The driver's body is now off the seat, torso upright, broken knees pressing against the dash board.

33/10 of a Second
The plastic and steel frame of the steering wheel begins to bend under his terrible death grip.

34/10 of a Second
His head is now near the sun visor, his chest above the steering column.

35/10 of a Second
The car's front 24 inches have been demolished but the rear end is still traveling at an estimated speed of 35 miles per hour.

36/10 of a Second
The driver's body is still traveling 55 miles per hour. The half-ton motor block crumples into the tree.

37/10 of a Second
The rear of the car, like a bucking horse, rises high enough to scrape bark off low branches.

38/10 of a Second
The driver's fear-frozen hands bend the steering column into an almost vertical position.

39/10 of a Second
The force of gravity impales him on the steering shaft.

40/10 of a Second
Jagged steel punctures lung and intercostal arteries. Blood spurts into his lungs.

41/10 of a Second
The driver's feet are ripped from his tightly-laced shoes.

42/10 of a Second
The brake pedal shears off at the floor boards.

43/10 of a Second
The chassis bends in the middle, shearing body bolts. The driver's head smashes into the windshield.

Trailers, Mobile Homes Turn Into Billion Dollar Industry

By ELMER C. WALZER
UPI Financial Editor

New York—UPI—Trailers and mobile homes are being built faster than space to park them become available, according to the trade.

And the whole industry, including in a tentance, this year will become a billion dollar industry, James Brunskill, president of Trailer Coach Association, says.

Last year there were 114,400 mobile homes built and 34,200 travel trailers—a total of 148,600 units valued at \$690,850,000, up 11 per cent over 1958 and a record high.

At the present time there are 1,200,000 of these units in use and only 542,896 spaces to park them.

There are 13,338 mobile home parks in the U.S. containing from 20 to 1,200 spaces with the average park holding about 46.

One of the biggest of these parks is "Trailer Estates," owned by Mobilife Corp., which recently sold 200,000 shares of its stock and became a public owned company.

Trailer Estates is in Sarasota, Fla. It now houses about 1,200 once mobile homes and has a population of more than 2,000 persons.

The words trailer and mobile homes are loosely used interchangeably. A trailer unit is one that can be towed around by a family car. When the unit gets so big—say 10 feet wide by 60 or 70 feet long—it has to be moved by a special contractor it then becomes a mobile home.

When either of these is anchored to a lot, say at Trailer Estates, it is immobilized and becomes a permanent home no longer movable from place to place.

Trailer Estates made money at first on the sale of lots. Now nearly all of them are gone and the income comes from services to the residents of the site. They pay not to exceed \$120 a year in most instances for maintenance of the community beach, shuffleboard courts, auditorium, water, sewage treatment, garbage disposal facilities, garbage collection, central television antenna system, recreational program and other community facilities.

Additional fees are charged for use of the boat marina. The company also derives additional revenue from the operation for its own account of the laundry, post office and general store, from com-

munty newspaper advertising and from rental of a marina supply concession.

Mobilife, according to its president, Sydney Adler, has 1,500 trailer sites completed and 5,000 in the works. Of the latter, 2,000 are planned for Tucson, Ariz., 1,500 more in Florida, and 1,500 in Michigan.

Lots were originally sold at \$898 each for inside lots and \$998 for corners in the Sarasota development. Sizes run from 2,400 square feet up. Today, Adler says, inside lots are selling at a minimum of \$1,298 and marine waterfront locations are going at \$4,498.

Booming Enterprise
"Mobile home living will continue to boom in the coming years, as an increasingly large proportion of the population retires," says Adler.

"Florida and the Trailer Estates area will continue to be a trailer residence center."

"Trailers today are above average in income. They require top quality services as offered by Trailer Estates. The income of these mobile home residents is insulated against deflation."

"The inherent economies of Trailer Estates living after lot and trailers are purchased make it an especially attractive way of life for those on fixed incomes in times of inflation."

He holds that mobile home living is especially appealing to the retired person because a mobile home is relatively small, easy to care for and unusually economical.

Some Owners Retired
Just now only about 10 per cent of the owners of mobile homes and trailers are retired, according to a Michigan State University survey. This survey shows 37 per cent are owned by skilled workers, 20 per cent by service personnel, and 18 per cent by professional people. The other 15 per cent are held by people from all walks of life.

This same survey showed that the typical buyer of a mobile home is impressed less by the prospect of mobility than by economy, comfort, convenience and ease of house-keeping.

It is estimated the average price of a mobile home runs at \$5,500. This includes furniture and appliances. Each is sold something like an automobile—about 25 per cent down and the remainder up to 84 months—7 years at the most, against 20 to 30 years for a regular house.

Kennedy Receives Sunrise Gift
Washington—UPI—Sen. John F. Kennedy (D-Mass.) got a surprise birthday gift Thursday.

It was a well-worn golf club. A card attached to the No. 7 iron with some yellow ribbon read: "Happy birthday to my successor."

It was signed: "Ike." Of course, it was all a joke too. Kennedy's staff decided to honor their boss in advance of his 43rd birthday Sunday because he will be out of town campaigning.

They thought the gift would bring a chuckle. And it did. What kind of a party do you throw for a potential presidential candidate and possible President of the United States? And the son of a multi-millionaire at that.

Well, it made a bean supper look like a royal ball. The celebration was short, lasting about a half hour. The main dish was "cokes."

Former Diplomat Dies in New York
New York—UPI—William Morgan Shuster, 83, book publisher, former diplomat and one-time center of an international dispute, died Tuesday.

Shuster's work as collector of Cuban customs, a member of the Philippines Commission and as Philippines secretary of public instruction so impressed the shaky Persian government that in 1910 it invested him with strong powers as its treasurer-general.

Persia, now Iran, was then the center of a power struggle between Great Britain and Russia.

Seeking to solve Persia's financial troubles, Shuster let it be known he would not recognize European nations' extra-territorial rights in Persia.

Russia threatened war unless Shuster was fired. He was dismissed on Christmas Day, 1911, after Russia sent troops into Persia.

DIVERS BUY AIR
New York—UPI—Skin diving has created a \$150 million business—filling skin diver tanks with compressed air, according to Ingersoll-Rand Co., compressor manufacturer. The company estimates that seven million skin divers in the nation buy an average of 15 tankfuls of air a year at a cost of \$1.50 per refill.

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WELCOME ELKS!—WELCOME TO MEDFORD
Open for Breakfast 7 A.M.

WELCOME ELKS!
TABU
Dinner House and Lounge
—Featuring—
ITALIAN DINNERS
Corner 10th & South Riverside

MEMO TO ADVERTISERS

The Hallmark of Circulation Value

In the same way that STERLING on silver signifies a standard of known value, so is the A.B.C. emblem a symbol of integrity for the circulation of newspapers and periodicals. It means that circulation so identified is measured according to the rules and standards of the AUDIT BUREAU OF CIRCULATIONS

The A.B.C. is a cooperative and non-profit association of 3,450 publishers, advertisers and advertising agencies. Organized in 1914, these buyers and sellers of advertising brought order out of advertising chaos by setting up standards for paid circulation and establishing rules and methods for measuring, auditing and reporting circulations.

Therefore, the work of the A.B.C., of which this newspaper is proud to be a member, provides you with a direct and valuable service. You can buy advertising as you would make any other sound business investment—on the basis of well known standards, known values.

At regular intervals one of the Bureau's large staff of experienced circulation auditors makes a thorough audit of our circulation records. The results of this exacting audit show: How much circulation we have; where our circulation goes; how it was obtained; and many other FACTS that you need in order to know just what you get for your advertising dollars.

This audited information is published by the Bureau in easy-to-read A.B.C. reports which are available to our advertisers on request. Ask for a copy of our latest A.B.C. report.

ABC Report

MEDFORD MAIL TRIBUNE
A.B.C. REPORTS—FACTS AS A BASIC MEASURE OF ADVERTISING VALUE

DANCE 9'TIL 1
EVERY SATURDAY NIGHT
Jacksonville Community Hall
Old Time and Western Music as Played
By The Westerners
Men, \$1.00 Ladies, 50c
EVERYONE WELCOME

DANCE
Every Saturday Nite
Beautiful Gold Mill Grange
Music by
Doyle Smith & The Music Makers
EVERY SATURDAY NIGHT
Large Dining Facilities—Free Check Room
Dancing 9 P.M. to 1 A.M.

Lumber Index In Sharp Decline
Portland—UPI—Crow's Lumber Price Index registered a sharp decline in the two week period ending May 26 with green fir dimension contributing heavily to the lower price level.

WEBB'S MOTHER DIES
Inglewood, Calif.—UPI—Mrs. Henrietta F. Webb, 85, mother of construction industry leader Del E. Webb, died Wednesday.

The Dreamland Orchestra's Return Was a BIG SUCCESS!
They'll Be Here Again This **SATURDAY NIGHT**
Playing your favorite dance music. Join the congenial crowd for an evening of pleasure—Meet new friends.
Enjoy our snack bar—serving REAL COFFEE
—Always Good Music.
Men \$1.00 Ladies 50c

DANCE EVERY SATURDAY NITE
Central Point Legion Hall
Good Music by
Gus Woody's Rangers
WESTERN—POP—OLD TIME
Popular Prices: \$1.00—\$1.50

DANCE
VFW Hall in Rogue River
EVERY SATURDAY NITE—9 to 1
Music by
Bobby Burton & Rythm Masters
Featuring Ray Hanson
(The Gettinst Gee-tar Man)
• Hardwood Floor • Enlarged Dining Facilities
• Check Room Free • Large Parking Area
SPONSORED BY VFW—EVERYONE WELCOME

WELCOME ELKS
Special Dinner
Memorial Day
ROAST TURKEY AND DRESSING
ROAST LEG O' PORK, w/applesauce
VIRGINIA BAKED HAM w/yams
Southern Fried Chicken.....\$1.75
Children Always Welcome
See All of Historic Jacksonville

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Jacksonville, Ore. — TW 9-1606