

They'll Do It Every Time
By Jimmy Hatlo

YOU CAN TAKE MY BROWN EVENING DRESS... I WON'T BE GOING ON VACATION TILL SEPTEMBER...

MY SKUNK STOLE THAT BE JUST THE THING FOR THE EVENINGS ON THE PORCH...

VANILLA IS GOING ON THE VACATION, BUT IT'S THE OTHER GALS' WARDROBES THAT'LL CATCH ALL THE GRAY...

VANILLA CAN'T HURT THEIR FEELINGS... I HOPE SHE'S GOT SENSE ENOUGH TO LEAVE THEIR DUDS IN THE MOTH-BALL FLEET...

I'VE SEEN FLOTILLA IN THAT HIKING SUIT—SHE LOOKS LIKE DAVEY CROCKETT!

THE ONLY GUY SHE'LL CATCH IN THEIR DUDS IS A COMIC-VALENTINE COLLECTOR!

MY HIKING SUIT WILL FIT YOU—THEN YOU CAN LEND ME YOUR VALISE WHEN I GO...

LISTENING TO THE OFFICE GALS DRESS UP THE PAL WHO'S GOING ON VACATION... THAT AND A TIP OF THE HAT TO "CHUCK" BOWDEN AKRON OHIO

Small Worlds Around Us
By Lynn M. Watkins

The Carp May Live 150.
Dull, Dreary Years

What good does it do to live a hundred and fifty years if, by so doing, nothing worthwhile has been accomplished? The answer is elusive. It has been established that an off-beat, fishy character known as the "carp" has been known to live for a century and a half, and under conditions which would hardly be possible for a less hardy creature.

Because the common European carp has been under man's discerning eye so long is probably one important reason why the age of these fish can be so accurately known. These fish were introduced into Europe from Asia over 700 years ago. It should be reasonable to suppose that much should have been learned about a fish in seven centuries.

Raised for Food

For hundreds of years the carp was raised for human food, both in Asia where it originated and in Europe where it was introduced. It is even important as a food in America, where it was introduced much later. It has been here about 150 years. Had it been kept, the first one brought here might still be alive.

The fresh water carp is extremely prolific and very tenacious. One variety, the so-called "mirror carp," is almost devoid of scales, having at best a couple of rows down the side of the body. The fish is short of teeth, but it has facsimiles of them on the bones of the throat. It is only natural that various uses have been found for a creature that has been used for man for so many centuries. One of the strangest is the manufacture of singlass from the fish's swimbladder.

The flesh of the carp is very soft, but the fish's spirit is firm. It would have to be for it to attain such advanced age. A century and a half, for a fish, is a very long time. And what years! How time must drag, for surely this fish leads about as uninteresting a life as any creature in the world.

Imagine spending 150 years just rooting around in the mud of a pond or river bottom. Why should it even want to survive for so long? Yet in this sluggish fish the desire for survival is as strong as in any other form of life.

He Doesn't Care

To make its life even more ridiculous, the carp doesn't care too much as to the purity or condition of the water in which it lives. The water can be so silt-filled as to be almost the consistency of mud, or contaminated to the point where a less hardy fish would quickly die.

Even under these or worse conditions, the old carp will continue to thrive and raise numerous progeny up to a century and a half, and, with a little encouragement, probably longer. Life to the fresh water carp is an easy and deliberate process.

(Released by The Register and Tribune Syndicate, 1960)

Investors Seem To Have Lost Confidence in Transportation Industry, Says Publication

By HENRY J. BECHTOLD
UPI Financial Editor

New York—UPI—Investors once again appear to have lost confidence in the transportation industry.

And this confidence will not be restored until the industry is put back on a sound and efficient operating basis, according to Henry Bechtold, the monthly publication of Calvin Bullock.

The firm's investment management department notes there has been a great deal of talk along these lines by the proper authorities, "but no concrete program has been advanced by, or has the back-

ing of, a group to put it into operation."

It notes that any program should include, as a minimum, less regulation of a fiercely competitive industry, new rate-making policies, equitable treatment of each of the several segments, user charges for facilities paid for public money, reduction of the railroad passenger deficit, and changes in outmoded working rules.

Government Help Needed

Perhaps the most important step of all, Perspective adds, would be a coordinated government policy which embraces all segments of the industry and permits each one to serve the public in the areas for which it is most economically suited.

The publication says there are a number of reasons why investors may be justified in being "wary" of the transportation industry for some time to come. Among these, it cites:

—A decline in pre-tax earnings and pre-tax profit margins relative to all manufacturing corporations.

—A decline in the per cent of national income originating in the transportation industry — 8.37 per cent in 1939 compared with 4.37 per cent in 1959.

—Revenues of the transportation industry have declined in relation to the gross national product — from 8.1 per cent in 1939 to 5.0 per cent in 1958.

Perspective discusses the three major segments of the transportation industry in the August issue. It terms as "natural" the superior growth of the trucking industry, a much newer mode of transport.

The railroads have seen a steady erosion of their position in the transport field and have spent an average of \$1 billion annually the past 14 years in the hope of gaining increased efficiency.

These additions and betterments have kept the railroads out of deficit operations but have not been able to offset completely the adverse effects of rising wages and material prices and loss of traffic, Perspective notes.

And, it adds, whether the railroads will be able to make additional improvements which will reduce operating costs in an amount similar to the benefits of dieselization

and other betterments "is doubtful."

The publication also points out that the railroads' policy of rate increases to offset rising costs has reached the point of no return. Each time rates were boosted more traffic was lost to competing carriers and the railroads wound up with little or no net benefit from the higher rate.

Trouble for Railroad

Now the railroads have been devising new incentive rates, but Perspective says all may not be approved by the ICC. Moreover, it adds that the trucking companies and waterway operators, having their own problems, can be counted on to provide substantial opposition to nearly all rate proposals made by the railroads.

With the exception of regulation, the major problems of the domestic truck airlines may be regarded as unique, according to the publication. Excessive competition has reached a point on certain routes, it says, where, at present levels of traffic, profitable operations are difficult to attain.

Increasing seating capacity and a smaller relative rise in passenger miles have combined to reduce the load factor which is an important determinant of net results.

Perspective says the airlines need a rather large and constant increase in passenger miles, especially during the present period of relatively high operating costs brought about by the transition to the jet age.

Perspective also notes that the merger fever has hit the transportation industry, not for the sake of diversification as in other industries, but because of sheer necessity.

Because of possible complications in merger action, the publication states, recovery by the firms involved may be quite slow in certain instances, but the outlook is considered to be fairly bright.

Advance in Last Session Lifted Market to Plus Side

By HENRY J. BECHTOLD
UPI Financial Editor

New York—UPI—The stock market needed an advance in the last session to lift it on to the plus side for the week.

The Friday advance on average was the tenth in the last 12 sessions, and also marked the twelfth consecutive session that more stocks advanced than declined.

The market in general was rather hesitant this week with trading slowing down substantially from the previous week. Market technicians note, however, that it is only natural for the list to take its time after two weeks of almost uninterrupted advance.

Most of the trading community is pleased that the market has been able to make

Crater, Diamond Lakes on Agenda For Foresters

Crater Lake National park and Diamond Lake Recreation area are among the areas visited by members of the International Union of Forest Research organizations, today.

Eighteen persons from eight foreign countries and the United States will participate in the tour sponsored by the forest service's Pacific northwest forest and range experimental station, Portland.

Station Director R. W. Cowlin said the group will be accompanied by several U.S. research scientists, including Dr. V. L. Harper, forest service assistant chief in charge of research and member of the IUFRO permanent committee on organization.

James Macdonald, director of research and education of the forestry commission in Great Britain, is president of IUFRO and tour chairman.

Founded in 1890

The IUFRO was founded in 1890 to establish close relations between forest research workers. Members meet annually at a member point in the world. This year's meeting was held at the Fraser Experimental forest in Colorado.

Participants flew to southern California and are now traveling by bus up the West Coast. They will arrive in Seattle in time for the Fifth World Forestry congress, Aug. 29 to Sept. 10.

The Oregon portion of the tour began today in Cave Junction, where forest service personnel described five problems in southwest Oregon and discussed the research program underway at the Roseburg Research center.

From there they were scheduled to visit Crater and Diamond lakes. The group plans to continue visiting forest industry operations in the northern part of the state through Sunday.

Fire Destroys Woodburn Home

Woodburn—UPI—Fire destroyed the home of Michael Sissoev here Tuesday night and officials have placed the damage estimate at \$4,000.

The fire apparently started in the kitchen in the seven-room frame dwelling. No one was in the house when the fire started.

The American Red Cross has provided Sissoev and his six sons with temporary motel space, and a local drive to assist the family has started.

Sissoev is a farm laborer.

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The Family Council

Editor's Note: The Family Council consists of a judge, a psychiatrist, three clergymen, three editors and a women's editor. Each article is a summary of an actual case history. The Council reports on problems that have been dealt with by responsible agencies and counselors.

Marilyn H. — Mother is standing between me and happiness.

Mrs. L. R. — She should sacrifice for the children.

Marilyn H. — I am a widow in my late 40's, with three children ranging from 10 to 15.

I have been extremely lonely since my husband's death four years ago and have not gone out with any men until recently. A couple of months ago I met a divorced man of about my own age and became involved in an affair with him.

Gil is seriously interested in me, but was so badly burned in his first marriage that he is frightened about taking the ultimate step. We want very much to take a short vacation together to see how things work out between us. I have asked my mother to take care of the children, as she has done before for short periods, but she refuses. I feel she is standing between me and great happiness.

Mrs. L. R. — I am shocked at my daughter's foolish carrying-on. I am sure the children will realize what is going on — if they don't already. Is this the kind of example she wants to set for her 15-year-old daughter?

Marilyn says she has sacrificed enough for her children, but I think there is no limit to what a mother may have to do for her children's sake. Many women sacrifice life itself for their children.

Marilyn should accept the fact that her chance for a second marriage is far from good. I was widowed myself at about her age and I know how hard it is, but I think a woman just makes herself more unhappy by brooding about that. You've got to learn to take life as it comes — for better or worse.

The Council: Mrs. L. R. certainly has a valid point when she is concerned about the affect of Marilyn's conduct upon her children. Her suspicion that the children already sense what is going on is prob-

Wall Street Chatter

New York—UPI—The ability of the stock market to stage a slow but steady recovery this month indicates that adverse earnings and international factors have been pretty well discounted, according to the Alexander Hamilton Institute's investment bulletin.

"The proof of whether the current stock market advance is the beginning of a sustained recovery, or another short term rally, will depend on improved third and fourth quarter earnings."

"As yet," the institute says, "we see no confirmation of a definite trend."

According to a follow-up report on Mesabi Iron by Ira Haupt and Co., dividends of \$5 a share next year are anticipated assuming favorable Treasury ruling on the company's proposal to create a royalty trust. Also, it says, a sizeable stock split appears likely in order to provide for increased marketability and make the stock attractive for institutional buyers.

Stanford and Poor's "Outlook" recommends seven aircraft-missile issues: Boeing, General Dynamics, Gruman, Lockheed, Martin Co., North American Aviation and Northrop.

Attorney General Sets Portland Talk

Portland—UPI—U. S. Attorney General William P. Rogers was scheduled to speak at a \$100 a plate Republican dinner in Portland and another one in Eugene Sept. 29.

Republican State Chairman Peter Gunnar said Rogers will be flown between the cities for the dinners.

Both affairs will be tied by closed circuit television to seven other GOP dinners across the nation. The program will include President Eisenhower speaking at Chicago.

Gunnar said the two Oregon dinners will be programmed in tribute to Robert Mautz, Portland, who recently ended four years as GOP national committeeman for Oregon. Mautz was not a candidate for reelection.

MEMO TO ADVERTISERS

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EXECUTIVE DIES

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