



FAMILIES EXACUATED — The flooding has been declared an emergency area by Kickapoo river at Gays Mills, Wis., caused Gov. Gaylord Nelson. The evacuation of 54 families. The region (UPI Telephoto)

\$50 Trip to Europe May Be Reality

New York — (UPI)—You probably haven't heard much about it lately, but H. B. Cantor is still plugging away at making a \$50 ship fare to Europe a reality.

Cantor's theme could well be "Nobody knows the trouble I've seen." And he could add, "Nobody knows the money I've seen go out."

Cantor, whose name rocketed into headlines a few years back when he announced he was going to build two 90,000-ton super liners capable of carrying 6,000 passengers at fares ranging from \$50 to \$125, says he's already put three-quarters of a million dollars into his idea. As yet, the liners still are only on paper.

But Cantor isn't discouraged or planning to abandon his idea for the liners Peace and Good Will.

"I know it — I will see them sail," he emphasized. "You think I'm a sucker to put this time and money in."

Cantor, a successful New York hotelman, leaves no doubt he feels he was sabotaged in Washington every time he tried for federal as-

sistance and guarantees to build his \$80-million-each liners. Several times congressional bills to open the way to building the liners either died or were killed by opposition.

Overseas Financing
Frustrated by official Washington, Cantor turned toward overseas financing and construction. Preliminary construction contracts were signed in 1959 with the Deutsche Werft Shipyards in Hamburg, Germany — subject to his securing financing. And that's where the project stands today.

Cantor still is searching for the financing.

Only recently he returned from another trip to Europe, including stops in Germany and Belgium, in his quest for loan guarantees or actual financing which would allow him to give the go-ahead to putting final working plans on paper and start construction.

He said he was still hopeful of financing in West Germany. And he added that his proposal got a good reception in Belgium.

"Me and my group are ready with 10 per cent — up to \$20 million," he said.

The rub is that other 90 per cent.

"U.S. banking houses are interested only if they get a government guarantee (of the loan)," he said. Since he hasn't been able to get it in Washington, that's why he has been knocking at the doors of foreign governments and lenders.

He feels his best hope lies in countries which do not have a large, government-subsidized shipping industry. "I'm going to do this thing, and nothing is going to stop me," he exclaimed.

Evidently a lot of people are eagerly awaiting the fulfillment of his promise — judging from the stacks of mail and inquiries he keeps in a closet of his office in the Hotel Dixie here.

"I've got plenty of offers for bookings," he said. "Every day I still get letters from the \$50 little guys."

Cantor says he'll reserve 20 per cent of the space on his ships for the \$50 passenger. He feels he'll make his

money from "the higher priced room and the big spender."

Unlike conventional liners, the price of the ticket on one of Cantor's ships won't include meals, and there won't be any room service. The traveler will buy his meals in one of the cafeterias or restaurants on board.

But, as Cantor pointed out, "with \$50 and a big salary" a budget-minded passenger could get to Europe.

Hotel on Hull

As Cantor envisions his liners, they'll be one of his hotels set on a hull. The plans call for 2,750 passenger cabins on five of the 11 decks. All the rooms would have private shower and toilet facilities. The ships would travel at least 34 knots and carry 1,350 crew members. The crossing to Europe would take four days.

Cantor scoffs at the claims of critics that he couldn't fill up the ships. He maintains he'll fill the ships with conventions — "They were conceived for this business. There are 22,000 annual conventions. The ships don't know



you gave them a low cost vehicle, you'd get thousands of Europeans over here."

Cantor is convinced his ships will be built one day. But he can't predict the date they'll take to water.

So if you're planning a crossing on one of them, allow about 36 months for construction from the time Cantor gets the financing.

And you'll surely know when to begin ticking off those months — Cantor isn't one to let such news go unannounced.

Medford Man Appears In District Court

Sidney Ebert Davidson, 2291 Crater Lake ave., who is charged with larceny from a dwelling, is scheduled for a preliminary hearing March 31 at 2 p.m. He appeared in district court yesterday.

Davidson is charged with taking cloth, jewelry, radios and paintings valued about \$1,069 from the home of Thomas Edwin Cornwall Jan. 14. He has been released after posting \$1,500 bail.

BRIDGE OPENED

San Francisco — The Golden Gate bridge here was opened for use in 1937. It has a chance span of about 4,200 feet.

Salinger Press Briefings Described By Writer for M-T

By A. ROBERT SMITH
Mail Tribune
Washington Correspondent

Washington — The first telephone call of the week, bright and early Monday, came from a White House secretary who said: "Mr. Salinger thought you might like to attend his press briefing this morning."

Pierre Salinger, the President's news secretary, normally holds two briefings per day — the first at 11 a.m., the second at 4 p.m. — to fill in correspondents on the big and little events of the day involving the President or members of his family.

Among those who always cover these briefings are the White House "regulars," those dozen or more reporters who hang out at the White House all the time to cover the President's every move for the major eastern newspapers. In addition, a squad of irregulars like myself may show up occasionally, either out of curiosity, a sense of news in the making or because they've been tipped that something good may develop.

As the hour arrives, it appears that this is an unusual day. The White House lobby is fast filling with reporters and columnists. As one reporter who received a similar call from Salinger said: "There's no way of knowing whether he's going to announce a new district attorney appointment for my state or that we're going to war in Laos."

No War Announcement
As it turned out, Salinger had a long list of attorneys, marshals, and other minor appointments that he thought might interest certain reporters. There was no war announcement on this balmy spring morning.

But as we filed out of Salinger's office, Ambassador Adlai Stevenson bustled through the lobby, so fast afoot that he completely dodged newsmen en route to the President's office.

Not far behind would be Soviet Foreign Minister Andrei A. Gromyko. The crowd of reporters grew larger. All they knew was that the Russian diplomat had a message from his government for President Kennedy.

The television and film cameramen set up their equipment just outside the front door, cameras in a semi-circle aimed at a cluster of mikes where the man in the news was to stand.

Policemen Arrive
Then up the drive from the big iron gate way on Pennsylvania ave. came two motorcycle policemen, red lights flashing. Behind them followed a tired looking Cadillac with diplomatic license tags which indicated that it was a car from the Soviet embassy.

Gromyko and the Soviet ambassador at Washington sat in the back seat, a translator rode in front. Following them was an old Ford carrying several U.S. Secret Service men in crisp gray business suits and gray felt hats.

Without a word or a smile, Gromyko pressed through the crowd of newsmen and was escorted to Kennedy's office by the President's military aide. A group of press photographers soon gained access to the President's office to record the setting on film as the men greeted one another. Reporters were not allowed in.

Kennedy in Favorite Chair
Salinger then came out to report to newsmen that the conferees were seated on the cream colored sofas in the President's office — except for Kennedy, who was seated in his favorite rocking chair.

Before Gromyko emerged an hour later, Salinger came out and directed us all outdoors. The Russian then came out, stepped before the mikes, and spoke a few lines in Russian which were translated for reporters by his interpreter. When he had finished, a reporter shot a question about the possibility of a cease fire agreement. Gromyko answered it immediately in English — but again gave little hint of what he and Kennedy had said.

He raised his hand in greeting, said "Goodbye" and got back into his Cadillac and drove off as tourists lining the streets watched in silence, wondering what had happened, also hoping the day's announcements did not include war.

97-Year-Old Man Joins School PTA

Cleveland — (UPI)—Even if you are 97, it's not too late to join the PTA.

Arthur C. Spear attended his first PTA meeting recently and drew some surprised looks.

"I was the only one there with gray hair. They probably wondered why I came," he said.

The members didn't wonder long. Spear paid his dues and has attended meetings regularly. While the others are interested in their children, Spear is keeping an eye on Olive Hildebrand, his 9-year-old great granddaughter.

BEER'S SHARE

New York — (UPI)—Sales of canned and bottled beer — for off-premises consumption — ran to \$200 million in the nation's food chain stores last year. This is equal to 0.8 per cent of the total food chain sales. Chain Store Age reports.

Engineers Start Tests on Power Line Stretching

Corvallis — Engineers at Oregon State college have started running laboratory tests on the "sag or stretching" that takes place in aluminum power lines. Findings will provide a valuable future guide to power line installation.

Tests are being run for Bonneville Power administration under a \$13,300 grant. O. C. Paasche, professor of mechanical engineering, is project leader.

Stretching the lines—technically known as creep—is sufficient at times to create a safety hazard, Paasche pointed out. In addition, adjustments to correct the condition and to keep the lines uniform are costly, he added.

New and bigger voltage lines are being developed all the time, too, and little information is available on the stretching to be expected from them. Lines are strung on towers anywhere from 500 to 2,500 feet apart.

The OSC tests in the coming 2½ years are designed to provide exact information on the amount of creep that will occur in six different types of lines under different stresses and periods of time. Earlier tests indicated a stretch of some 85 inches over a six-month period in small lines one-half mile long.

The laboratory data, combined with field observations being made by BPA, will let installation engineers anticipate creep problems and adjust for them. It will also provide means of determining whether prestressing the conductors will decrease the amount of creep. It is anticipated too that the effects of overloads due to icing and wind can be evaluated.

The OSC engineers are developing creep figures for stretching that takes place within the first 24 hours after installation and up to 50 years time. Linwood E. Johnson, another member of the mechanical engineering staff, and Maurice Kurtz, Albany senior, are assisting Paasche on the project. Cooperating from BPA are P. F. Winkelman and R. J. Mather.

Indian Wasp Cutting Pea Aphid Population

Riverside, Calif. — (UPI)—A tiny wasp from India is reducing the numbers of one of California's major alfalfa insects, the pea aphid.

University of California scientists praise the wasp for cutting not only the numbers of pea aphids in alfalfa fields, but also reducing the necessity of using chemical pesticides on the crop.

Chemicals on alfalfa have been a major problem of California dairymen, who use alfalfa as a main component of dairy feed rations.

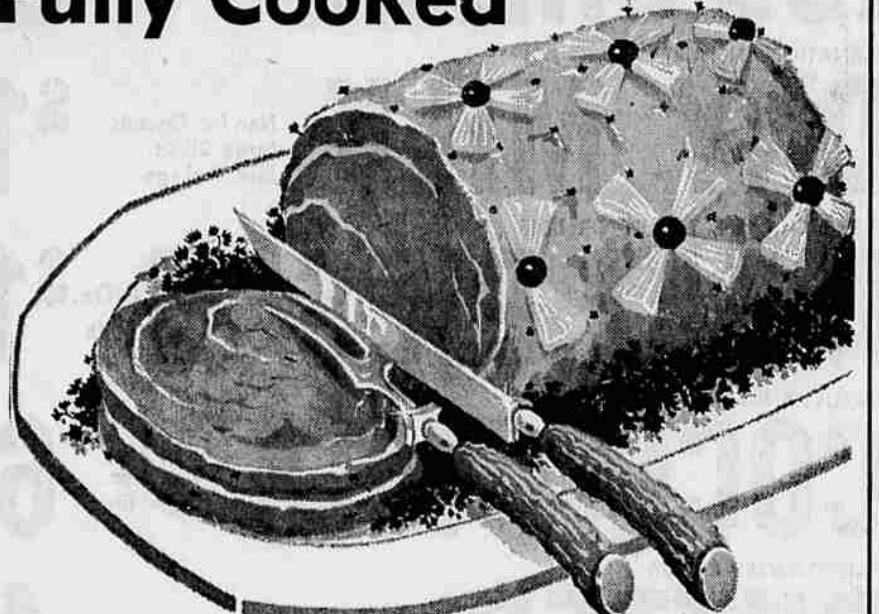
CHIEF INDUSTRY
New Delhi — Cotton textiles comprise India's chief industry and it produces about 4.3 billion yards of cloth annually.

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