

Ownership Among Issues Debated in Satellite Measure

Washington (CQ)—Every few years in Congressional history, a small but vocal group has found it necessary to itself for a fight against the "special interests"—the railroads, the coal barons, the bankers, the oil magnates, for the special interest. This year the fight has been carried to outer space. And the "villain" is the American Telephone & Telegraph Co.

After the House passed the President's bill to allow a private corporation, owned privately by communications companies and partly by individuals, to establish, own

and operate a communications satellite system, cries of "give-away" were heard in the Senate, and a small group of Democratic Senators promised a bitter battle against the bill. True to their word, they have succeeded in delaying action on the satellite bill, but also on other vital legislation, and have held the floor by using various devices, often for more than 12 hours in one day. They have no hope of securing passage of a bill for complete public ownership, which they prefer, but they hope to prevent action on the President's bill during this session.

What is their cause? They agree with backers of the Administration bill that some sort of mechanism for establishing a communications satellite system is desirable, but on other aspects—ownership, regulation, types of systems, foreign negotiations—there is practically no agreement.

Ownership controversy

The basic issue at stake in the Senate has been that of ownership of the system. The filibusters argue that the President's plan would give away a system potentially worth billions of dollars and developed principally with taxpayers' money, to a monopoly created and sanctioned by the Government and controlled by AT&T.

Another issue, tied up with the ownership fight, is the type of system to be used. The filibusters charge that AT&T is trying to push ahead on a system that is not the most efficient—a low-altitude system using several satellites like Telstar—and attempting to forestall a high-altitude system that would render its present facilities obsolete. Although AT&T has not publicly committed itself to a particular type of system, it has developed sooner than has been estimated.

The filibusters have opposed every major aspect of the President's bill and even some minor ones. Other points of difference:

Ownership of ground stations. The President asked that they be owned by the corporation, but that provision was eliminated during the legislative process in favor of landings directed by the FCC to encourage the carriers to construct and operate ground stations. The filibusters want the corporation to own them.

Government use of the system. Opponents want the Government to be allowed preferential treatment and rates in

tributing to another U.S. first in space by putting into operation a low altitude system which, they say, could be in operation long before a high altitude, synchronous system could.

On the other hand, the National Aeronautics and Space Administration has contracted with Hughes Aircraft to develop Syncom, a high altitude satellite of the type which many argue would ultimately be part of a more efficient, cheaper system than a system using satellites like Telstar.

Government use of the system. Opponents want the Government to be allowed preferential treatment and rates in

using the system because of the vast Government expenditure that has gone into it. They also criticize a provision which requires the Government to use the system, saying that this would in effect be a continuing subsidy to the private corporation because, except in unique cases, the Government could not use another system which might be cheaper.

Structure and finance. Filibusters contend that the corporation directors should have no connection with any communications carrier or equipment manufacturer, and that shares should be less than the \$100 each provided in the bill that has passed the House. They also propose that carriers be restricted to ownership of 10 per cent of voting shares outstanding, as are noncarriers, and that both be limited to 10 per cent of non-voting securities.

Urgency. Opponents say passage of legislation is not urgent and could easily wait until next year when a "better bill" could be produced. Others argue that a national policy must be established before the International Telecommunications Union meets in the fall of 1963 to allocate frequencies for use in space communications. They also say research and development are retarded in the absence of agreement on the type of system ultimately to be used.

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\$1.5 Million Highway Holdup of Mail Truck Executed With Precision

Editor's note—When the Plymouth mail truck robbery broke, United Press International assigned a special reporting team to dig into the story. Jack V. Fox, roving correspondent from the New York bureau, headed for the scene while reporters William J. Hefler and Peter S. Richards of the Boston bureau started the legwork. Here is their dispatch.

By JACK V. FOX
Plymouth, Mass.—(U.P.)—Anthony Tracinka thought the first phone call was a prank when an irate motorist raised the roof over a detour sign on Route 3, a main highway from Cape Cod to Boston.

But when a second steamroller came in Tracinka radioed a cruiser car to investigate.

At the Clark rd. exit, Officer Richard Diotido found a highway scene of a four-foot sign, white with black lettering, reading "detour." There also was a battery-operated blinking "danger" sign with flashing yellow lights on top and half a dozen rubber traffic cones blocking the road.

It was very efficiently done, looked official. The only catch was there was absolutely nothing wrong with Route 3 to necessitate a detour. Diotido removed the signs and traffic proceeded instead of being diverted off on Clark rd. into the wilderness of a state park as dozens of cars had been.

That was about 8:45 p.m. Tuesday.

An hour later, a 22-year-old premed student from Ecuador named Ricardo Unda Freire was toting along on his motor scooter near Randolph, Mass., about 25 miles northwest of Plymouth.

At the intersection of highways 25 and 125, he came upon a red, white and blue mail truck parked at roadside.

A man hailed me and I stopped my motor scooter," Unda Freire said. "The man said, 'call the police.' We've been robbed of a million dollars."

The young man sped to an outdoor phone booth and, in a matter of minutes, he had a piece of information. Randolph police told him to come to the station and tell them all about it.

And so broke the news of the great mail robbery, the biggest cash haul in American history, surpassing even the Brink's holdup in Boston in 1950.

The robbers got not a million but \$1.5 million in unmarked cash from six banks on Cape Cod. About \$400,000 of it came from the Barnstable County National Bank in Hyannis, Mass., where the Kennedy family often cashes checks when in Hyannis Port residence.

Today the Boston-Plymouth Cape Cod area was the center of a manhunt unprecedented in New England annals.

State police armed with guns checked motel after motel around the vacation-busy Cape, looking for the hideout of the five men and one girl armed with submachine guns and sawed-off shotguns. They believed to have staged the holdup.

Boston Police Commissioner Edmund L. McNamara, who as an FBI agent helped catch the \$129,000 Brink's command house holdup, ordered every man on the city's 2,600 strong force to turn in any information of the slightest interest.

Capt. Michael J. Cullane, head of the Massachusetts State Police Detective Bureau, said he had one strong suspect and that his men had staged out three locations in case he showed up. He was not, however, the suspect but said he was not a "big-time criminal."

Descriptions of the five men and one girl were distributed. The FBI threw its weight in, and files into it.

So meticulous was the performance of the robbers, however, that there was little reason to believe that they had been given top security clearance. The driver was Patrick Schena, 36, of Everett, Mass., and the guard was William Barrett, 49, of Mansfield. Both are family men who make about \$100 a week.

Late Tuesday afternoon, the mail truck picked up nine sacks of registered mail (the currency) at the Hyannis Post Office. Shortly before 7 p.m., seven men were picked up at the Buzzards Bay Post Office. Then Schena and Barrett headed up Route 3 toward Boston, driving about 45 miles an hour in drizzly, cold weather as the day's light began to fade.

Shortly before 8 p.m., as they neared the Plymouth bypass, a light-colored sedan whipped past them at 80 miles an hour. A few miles later, the mail truck came upon a man in police uniform standing by two parked cars. Barrett could recall seeing his 38 caliber revolver, gun barrels were thrust into the mail truck windows and Schena and Barrett were told to drop their weapons on the floor or "we'll blast off your heads."

The robbers wore white gloves, no masks. They bound and gagged but did not blindfold the two Post Office men and put them in the back of the truck with the sacks of money. One of the robbers, who was addressed as "Tony," got in the back with them.

"The scene was five miles north of the phony 'detour,'" it had not been there when they passed by. It must have been set up seconds later so the mail truck wouldn't be stopped by a 100-foot wide area of ground rising to a 15-foot crest.

Took to Back Roads

Two other men got into the mail truck and drove off, soon leaving Route 3 and taking to back country roads that bumped and jostled Schena and Barrett. They had to back on the truck floor.

Three times the truck was stopped and each time Tony pulled out some of the dirty white sacks and handed them to a man in front called "Buster." He presumably tossed them out to accomplices in other automobiles.

The currency pickups were stopped and each time Tony pulled out some of the dirty white sacks and handed them to a man in front called "Buster." He presumably tossed them out to accomplices in other automobiles.

The robbers were not alone. Police believe this was partially an "inside" job although no suspicion of any sort rests on Schena and Barrett. They were sent home to their families for rest.

The currency pickups are on irregular schedule known only to about 50 Post Office department employees. It was also known only to few that the state police escort had been removed.

Suspicion pointed briefly to two top men on the FBI "wanted" list—bank robbers Albert Nicholas and Bobby Wilcoxon. But authorities said today they did not believe the pair was involved. The truck driver and guard could not identify pictures of them as the \$1.5 million they saw.

To solve the \$1.5 million holdup, the Post Office was limited by law to offering a reward of only \$2,000 for information leading to the arrest and conviction of the robbers.

SNAKE BITES CHILD

Lakeland, Fla.—(U.P.)—Two-year-old Barbara Lynch was bitten in "poor" condition at Lakeland Hospital Wednesday after she was bitten by a rattlesnake. The snake struck the child Monday while she was playing in the backyard of her home. She was bitten once and grazed several times as the reptile continued striking.

A new kind of blanket is made of paper, bound in sateen.

Court Records

Normalcy Brown, failure to yield right of way, \$25.
Larry Robert Wier, violation of basic rule, \$10.
Mollie Marie Buehling, improper left turn, \$10.
Dorothy Kunkel, violation of basic rule, \$25.
Lillian E. Crawford, disobeyed traffic signal, \$10.
Marshall John Martin, improper left turn, \$10.
George B. Baker, failure to obey traffic signal, \$25.
Barbara Louise McDougall, failure to yield right of way, \$20.
Rodney Claude Reed, disobeyed traffic signal, \$10.
DISTRICT COURT
Clifford D. Chapman, overland, \$10.
Raymond Fletcher Coulter, overland, \$10.
David St. Shepherd, violation of basic rule, \$10.
Charles Eugene Cavin, angling in prohibited area, \$25.
Rupert Emmel Wood, overland, \$25.
Arvin Eugene Traylor, violation of basic rule, \$25.
William L. Corbett, wrong way on one way highway, \$5.
Phoebe Kathryn Doran, improper headlight, \$10.
Clifford Paul Chad, no signaling device, \$10.
Gordon Billy Nichols, unlawful use of vehicle, \$10.
Ralph Vernon Houston, no vehicle license, \$10.
Sherman Taylor Shultz, failure to yield right of way, \$10.
Ever Allen Heim, no tail light, \$10.
Raymond Lee Morris, overland, \$20.
Violet S. Beacham, overhanging load, \$10.
Cliff Black, no operator's license, \$10.
Earl Hooper, failure to stop, \$10.
Raymond Louis West, disobeyed stop sign, \$10.
Donald Rufus King, overland, \$20.
Walter Alvin Moore, no safety chains, \$10.
Virgil John Marsh, overland, \$20.
Thomas Jennings Oaks, overland, \$20.
Leroy Virgil Draper, overland, \$20.
James Bruce Jones, overhanging load, \$10.
Alfred Brown, no safety chains, \$10.
William Wallace Raymond Jr., camp white, drunk in public place, \$10.
Glen Raymond Best, no safety chains, \$10.
Delbert Jesse Wolf, improper passing, \$10.
William Gera Sharp, violation of basic rule, \$10.
Clifford A. King, violation of basic rule, \$10.
Barbara Blinn Ives, no vehicle license, \$10.
Virginia Donna Emmons, no safety chains, \$10.
Edward Mary Wain, no vehicle license, \$10.
CIRCUIT COURT
Marjorie L. Fox vs. Walter Fox, divorce decree.
Linda Sue Garrison vs. Freeman Olin Garrison, divorce decree.
Edward D. Oswald vs. Hazel V. Oswald, divorce decree.
Edward L. Sherer vs. Ruthie J. Sherer, divorce decree.
Marjorie A. Lewis vs. Curtis L. Lewis, divorce decree.
Barbara Blinn Ives vs. David Gibson Ives, divorce complaint.
Virginia Donna Emmons vs. Gary Lee Emmons, divorce complaint.
Millard Mary Wain vs. Elsie Edward Wain, divorce complaint.
NARRAGANSETT LICENSE APPLICATIONS
Roy E. Jackson, Pawlowski, route 1 box 8, Jacksonville, and Roseline Barbara Ruff, 123 De la Riva ave., Medford.
Jimmie Lee Burg, Butte Falls, Star Route box 150, Eagle Point, and Joyce Marie Smith, 300 Beekman ave., Medford.
Jimmie Lee Griffin, 1905 Stage Road, Medford, and Phyllis Elaine Porter, Lakeland, 814 West Eighth.
Robert Peter Klose, 1023 Gunn, Hill of Grants Park, and Myrna Robert Klose, 1110 Hawaii.
Michael Robert Harris, 2241 Bennett Rd., Medford, and Beth Ann Hildebrandt, 2441 Ash at Central Point.
ASHLAND MUNICIPAL COURT
Rosa Andrew Slavova, failure to yield right of way, accident involved, \$25.
Alan Henshall Cooper, allowing unauthorized operator to operate vehicle, \$25.
Charles Lynn Harm, violation of basic rule, \$10.
Doris Wayne Allen, firework's violation, \$25.
L. Wilson, reckless driving, \$25.
James Frank Brown, drunk on a public street, \$25.
Norbert Edward Cord, violation of basic rule, \$10.
John Homer Stott Jr., disobeyed stop sign, \$10.
Robert Diane Nichols, violation of basic rule, \$10.
David Arnold Stott, disobeyed traffic signal, \$10.
MEDFORD MUNICIPAL COURT
Gary Dean Rodolph, expired vehicle license, \$5.
Roy Jackson Phillips III, failure to obtain Oregon operator's license, \$25.
Michael C. Villanov, failure to yield right of way, violation of basic rule, \$10.
Frederick Martin, no operator's license in possession, \$5.
Allan Jenkins, defective equipment, \$10.
Robert Edwin Allen, no tail light, \$10.
James Albert Goul, expired vehicle license, \$5.
Elizabeth Lorena Grieve, violation of basic rule, \$25.
Linda Mae Marshall, violation of basic rule, \$25.
Thomas John Herranz, excessive noise, \$25.
John Dean Johnson, violation of basic rule, \$25.
Arnold Dennis Hauman, operation without working glasses, \$10.
Roy Jackson Phillips III, failure to yield right of way, violation of basic rule, \$10.
Thomas James Parker, defective tire, \$10.
Jack Lewis, disobeyed traffic signal, \$10.
Dorothy Elaine Lawton, violation of basic rule, \$10.
Frank Sylvester Jantzi, improper left turn, \$10.

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