



Your Money's Worth

By SYLVIA PORTER
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ONE-CLASS AIR SERVICE?

If you're among the skyrocketing number of air travelers who a few years back went first class but who now almost automatically buy coach tickets, you are contributing to one of the top problems of the airlines today: the rapid decline in first class passenger traffic.

The slump started with the introduction of coach service 14 years ago. It has been accelerated by the jets, which have slashed the duration of trips and coach "discomforts." As "Aviation Week and Space Technology" recently pointed out, the difference between a first class and economy ticket for a New York-London round trip is \$414 and, "What can an airline offer the transatlantic traveler in two 6-7 hour flights that is worth \$414?"

There is no question but that those who take frequent business trips have been relentlessly switching from first class to coach and economy class. There is no question but that there has been an ever-increasing crowding in coach facilities while the most expensive sections are half empty or worse.

To counter this trend, William A. Patterson, president of United Air Lines, is now pushing a plan that would eliminate all first class and coach fares and substitute a new, all-one-class service, somewhat improved over today's coaches. Here, from Patterson, is an explanation of his plan and its meaning to you.

Porter: How would an air traveler benefit from your proposed one-class air service?

Patterson: When we first ordered jets, we expected that the 105 seats would be divided 40 per cent first class, 60 per cent coach. Instead, our jets run about 80 per cent coach, 20 per cent first class. We are crowding 120 or more passengers into double rows of three seats in the coach section, separated by a narrow aisle.

In the very near future, we will file application with the Civil Aeronautics Board to try out single fares on one of our routes (probably Chicago-San Francisco or Los Angeles) at substantially less than first class prices and only slightly higher than present coach fares. This plan would go into effect in early spring.

In the new planes we will begin receiving in late 1963 the seating will be arranged for one-class service, two seats on one side and three on the other side of a much wider aisle. Seats will be larger than the present coach seats, although not as roomy as those currently in first class. This will vastly improve passenger comfort and safety. Those accustomed to a good dinner and other amenities of first class travel will lack nothing. You've always been able to get better dinners at a fine restaurant than on airplanes.

Porter: What would be the industry-wide implications of returning to an all one-class fare system?

Patterson: In United's case, this would reduce our annual operating expense by \$4.7 million. We would have about \$3.3 million a year on food costs and beverages alone. Other airlines would be able to save on a similar scale.

Porter: What is basically wrong with the present system?

Patterson: Simply that trying to build air traffic by all manner of pricing gimmicks hasn't worked. Our experience shows that a 50 per cent reduction in fares will increase volume by only 3 per cent. We'd have to increase our volume by 30 per cent or more to offset a 25 per cent reduction in some coach fares. Just to keep up with the fishing expeditions of others, United now offers more than 20 types of fares, and we're just one airline.

It's time for the airlines to stop befuddling the public with multi-fare and multi-class service.

Porter: So you think two-class airline service is doomed?

Patterson: Coach service was originally introduced to develop a new market. But, especially since the jets came in, all that has happened has been a diversion from first class—a diversion which has been extremely costly to airlines everywhere. After many years of experimenting with disappointing remedies suggested by the transportation economists, I think the airline industry ought to take another look at its concept of two-class service.

The Medical Roundup

by *Walter Alvarez*
Emeritus Consultant in Medicine
Mayo Clinic
Register and Tribune Syndicate,
1962

Multiple Sclerosis

Multiple sclerosis is a chronic and often life-long disease in which, here and there in the brain and the spinal cord, the sheath of myelin (a fatty insulating material) which surrounds the nerves is lost. This loss of the insulating material causes some of them to work erratically, some to work weakly, and some to fail to work at all. Naturally, the nature of a patient's symptoms will depend on the location and severity of the disease process.

An early symptom may be a sudden loss of vision in one eye or a spell of double vision. These eye symptoms usually soon clear up and then they stay away for months or years. There may be peculiar feelings, with numbness and tinglings here and there. Later, there may be weakness in the legs with difficulty in walking; there may be trembling, jerking of the legs, and trouble with talking. A hand may become clumsy or useless. There may be a tremor in the hand when the person is picking up something. There may be trouble with the urinary bladder and the rectum.

Fortunately, these symptoms may, for years, be mild, or for years they may even disappear and stay away. After 25 years perhaps half of the patients will still be going to work and earning their living.

Two characteristic features of the disease are the scattering through the body of the symptoms, and the tendency of these symptoms to disappear for periods of time. No two cases are alike in their symptoms or in the course of the disease. Fortunately, the mind is rarely injured.

Not 'Catching'
As yet the cause is unknown. No germ or virus has been found. Seldom is there any sign of a familial tendency, and the disease is not "catching." It does not seem to be influenced by diet.

So far the most promising lead is that in some cases

when a person is given the Pasteur anti-rabies vaccine made out of rabbits' spinal cords, a multiple sclerosis type of disease develops. This type of reaction to the injection of foreign nervous tissue is now being studied with care. Another strange fact now under investigation is that the incidence of the disease varies much in different countries, and in different parts of one country. No race of men, or economic group, or working group of men is immune. The disease attacks usually men and women between the ages of 20 and 40.

In many cases, especially when the symptoms are mild and transient, the correct diagnosis is for years missed. What would help us doctors would be a good laboratory test for the disease.

Unfortunately, as yet, there is no definite or logical treatment that can be counted on to produce results. This is sad, but it is a fact. Patients and their relatives find it so hard to sit by and do nothing that they tend to go to anyone who will do something and give them hope. He may think he has a cure. In many cases, when the patient goes into a spectacular spontaneous remission, the drug he happened to be taking at the time gets the credit.

While waiting for a treatment to be discovered, all patients with multiple sclerosis (m.s.) should become members of the National Multiple Sclerosis Society, whose address is 257 4th ave., New York 10, N.Y. With such a membership, the person will not feel so lonely; he will know that if any real cure is discovered, he will be notified, and he will know that any money he or his family can contribute will be used for research into the cause and treatment of his disease.

Motion Sickness

Many people appear to have inherited a tendency to motion sickness. Some cannot stand traveling in an automobile which is following a curvy mountain road. Some persons become very ill on shipboard—unless the sea happens to be very smooth. I remember one stormy December coming back from Europe on a ship. We went through three gales, one after the other, and as a result, only some two dozen people showed up for meals in the huge dining-salon. I was fortunate in not being bothered at all by the motion of the boat. My impression is strong that in some families motion sickness is inherited.

The trouble appears to rise in too great a stimulation of the three tiny semi-circular canals or spirit levels which are to be found alongside of the hearing mechanism in the inner ear. Fortunately in late years a number of drugs have been found which will reduce a person's tendency to get motion sickness—drugs such as Dramamine, Bonine, Marezzine, and Tigan.

Often persons just beginning to have a little trouble with vision do not entirely understand what should be done. Dr. Alvarez has prepared a booklet, "How To Safeguard Your Vision," which you may obtain by enclosing 25 cents and a self-addressed, stamped envelope with your request for it. Address Dr. Walter C. Alvarez, Dept. MMT, The Register and Tribune Syndicate, Box 937, Des Moines 4, Iowa.

New Street Maps of Cities Available

Salem—New street maps for five Oregon cities are now available through the Oregon state highway department, State Highway Engineer Forrest Cooper has announced.

The maps include markings for post offices, school, railroad stations, city halls, courthouses, and libraries. Streets are marked as open for travel or dedicated but not open. The maps, now available to the general public, were prepared in co-operation with the bureau of public roads.

Revised maps are available for Butte Falls, Canyonville, Cave Junction, Lowell, and Rogue River.

Large reproductions of the maps, 17 by 19 inches, may be purchased for 25 cents each, and smaller reproductions, 8-1/2 by 11 inches, are available at 10 cents each.

Requests should be addressed to traffic engineering division, state highway building, Salem 10, with checks payable to the Oregon state highway department.

Tresses Shroud Clavicle

Dick West and Wife at Odds Over First Haircut for Little Ignatz

By DICK WEST
Washington—In most states, taking your son to the barbershop for his first haircut is not grounds for divorce.



West

She took our year-old son to the barbershop the other day and I still haven't forgiven her. Time may heal the breach but right now it's touch and go.

I am aware, of course, that I am flaunting tradition. When a feud develops over when a male child should be shorn for the first time, it is standing operating procedure for the father to insist and the mother to resist.

One familiar tableau has the father spitting his shaggy hair out for a flatterer while the mother is looking the other way.

In our house, however, it didn't happen like that at all. When my wife observed one evening that the tresses of little Ignatz were shrouding his clavicle, I balked at her suggestion.

"There's no hurry about it," I said. "Wait a few years and he will be able to go to the barbershop himself."

"But people mistake him for a girl," she protested.

"That's all right," I said. "Just introduce him around as Robert Frost."

But on the 131st time that some stranger asked my wife what "her" name was, something just snapped. She whisked him down to the shopping center and submitted him to Cecil, our neighborhood barber.

The odd thing was that Cecil wasn't surprised. He said it had been his observation that most fathers around my age switch sides in the haircut controversy. "You'll note," Cecil said, "that Baby John still has long hair."

When my wife told me what Cecil said, it made me feel some better. Until then, I had thought of myself as being the only father in the world who was anti-haircut.

From what Cecil said, I gather that it is a common attitude among vintage fathers. But apparently you have to get yourself elected President before you can make your views prevail.

I do not, of course, know for certain that this is the case with the Kennedys. I'm just putting two and two together.

Nevertheless, as I gaze upon my own son's nearly naked noggin, I find it reassuring to assume that we have a man in the White House who is firm about haircuts.

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The editorial appeared to deny statements made in Rome by the vice president of the Polish parliament, Zenon Kliszko, who said that "reasonable principles of co-existence" between the Catholic church and the Polish government had been established in the last 12 years.

Adaptation Difficult
Kliszko, a delegate to the recent Italian Communist party congress, gave his views in a press conference. He said that the Evangelical and Orthodox churches had "adapted" themselves to the Communist regime, but the anti-Communist character of the Catholic church "renders this adaptation difficult."

"The process of co-existence develops slowly," he added.

He said there were 14,000 Catholic priests in Poland, compared to only 10,000 before the war, and that the number of Catholic churches and chapels has almost doubled in this period.

Kliszko said Poland could become a model for the establishment and development of relations between the Catholic church and the socialist countries.

He said: "The possibility is not excluded that in the future a concordat will be reached between the Catholic church and the socialist countries."

Relations With Vatican
This statement was in line with recent Polish moves apparently aimed at establishing diplomatic relations with the Vatican.

One such move was a private audience Nov. 20 between Pope John XXIII and Jerzy Zawieyski, a member of the Polish council of state. The meeting went unpublicized for several days.

The editorial in Osservatore Romano was the first indication from the Vatican that the condition of the church in Poland might be worsening.

The newspaper charge that Poland's Communist leaders recently renewed attempts they made in the immediate postwar years to tie the church to the Marxist regime and detach it from loyalty to the Holy See.

Nothing New
The newspaper said that the Communists were trying to make it appear that Stefan Cardinal Wyszyński did not see eye-to-eye with the policies of Pope John XXIII. Wyszyński is Catholic primate in Poland. The newspaper said:

"In all that there is nothing new. Nor is the effort to put the bishops against the Holy See, and vice versa, new. Nor is the conscious distortion of the truth new. Rather, it is constant."

"The aim that is pursued is as always, and that is the total enslavement of the church, the renunciation by her of the mission of teaching, of propagating, of deepening the faith and Christian morality."

Influenza Leads List of Diseases

Influenza led the list of communicable diseases reported to the Jackson county health department this week, according to Dr. A. Erin Merkel, director.

Six cases were reported in Medford, three in Ashland, and one in Shady Cove.

Other diseases reported included one case of pneumonia in both Medford and Talent, one case of infectious hepatitis in Medford, and one case of chicken pox in Medford.

Two members of the Jackson county planning commission whose terms expire Dec. 31 have been reappointed to the commission by the Jackson county court.

Reappointed were Gerald Latham, Medford, and Victor Birdseye, Medford. Their terms will be four years each.

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Highway Commission Authorizes Bond Sale

Sale of \$12 million of Oregon state highway bonds was authorized here Thursday at a meeting of the state highway commission.

The \$12 million is part of \$24 million par value bonds authorized by the legislature, and known as Series 1963 highway bonds.

The commission set Jan. 22, 1963, as the date for receiving bids for the sale of the bonds.

County Planners Are Reappointed To Group

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