

Migrant Workers Start Summer Crop Tour of Nation

(Editor's note: Up and down the land, migrant workers are reaping the harvest but few of the joys of its abundance. Here is the story of one of them to whom such work is a family tradition.)

By NOLEN HODGES
United Press International
Weslaco, Tex. (UPI)—Plump and motherly Mrs. Aurora Gonzales locked up her sagging frame house and got aboard a pickup truck with five of her children to see the country the hard way this summer.

A 42-year-old widow, Mrs. Gonzales is a migrant farm worker. Her parents were migrant laborers, her children are migrant laborers. It has been a family tradition.

The great goal in Mrs. Gonzales' life is to educate the children and give them the means to escape the drudgery the family has always known.

Statistics Few
The vital statistics on migrant workers are few. Mrs. Gonzales was married at 15. Her husband Elias died of cancer last January at the age of 56 and she still is in mourning for him. She had nine children. A married son and daughter live in Michigan. The seven at home range from 4 to 23. One, an eight-year-old girl, is mentally retarded.

The Gonzales are U.S. citizens. They are Roman Catholics, but on the road they find frequent help from Baptist churches. "They will give you a note and pay for the doctor," Mrs. Gonzales says.

Their possessions are few. The house in Weslaco badly needs repairs. But it is neat and clean. The floors are covered with worn red and green flowered linoleum. A cross and rosary hang on the living room wall.

The family has an income



MIGRANT MOTHER—In Weslaco, Tex., Mrs. Aurora Gonzales, 42-year-old widow, prepares to travel as a migrant farm worker with her five children. (UPI)

of a little less than \$2,000 a year. While working, they eat well-fresh vegetables, beans, tortillas and, for lunch, meat. While in Weslaco they receive aid from the city welfare program.

Potato Harvest
It is a hard life. The three eldest sons living with their mother, aged 16, 22 and 23, left home for the potato harvest in Alabama last April. Mrs. Gonzales later ar-

ranged for a ride in a pickup truck for herself, her two youngest daughters, the mentally retarded girl and four-year-old Juan. Their destination was Foley, Ala.

In the truck they had mattresses and a kerosene stove. If there is no room provided for them where they work, the family sleeps in the truck.

Neighbors describe Julio as alert and eager to learn. But his schooling always is inter-

rupted by the harvest and the hope of earning money to augment the family income.

The Gonzales family will work together in the Alabama fields. They'll go to Indiana for the tomato season and on to Colorado for more potato harvesting. After that, perhaps, they will travel to Michigan to work the beet fields.

There is a deadline. Mrs. Gonzales vows that by Sept. 1 she will be back in Weslaco so she can send Julio back to school and the 10 and 13-year-old girls can go into the fourth grade.

Education Goal
Education is a goal to Mrs. Gonzales, who had one year of schooling herself. It is the key to security.

"I don't want them to lack food, clothing and shoes," she says.

For four weeks at the height of the harvesting season, the Gonzales family can hope to make \$300 per week.

There are other dreams. Some day, Mrs. Gonzales says, she wants enough money to build an indoor bathroom in her home. But that must wait. The family still is paying the funeral expenses of her husband.

"We went everywhere together, even to the fields," she said of him. But she shows no despair.

Her trips to the fields she calls "adventures."

While the family is gone, she asks the neighbors to keep an eye on her little home.

"We leave everything and hope we can come back and find it," she says.

Irrigation Board Does Cleaning Chores at Meeting

Medford Irrigation district's board of directors this week performed a number of housekeeping chores.

Harbison and Piazza, Medford legal firm, was ratified by the board as attorneys for the district. Sam Harbison had been appointed during a recent special meeting.

The board attempted to clarify the status of Assistant Secretary Mrs. Jack C. Petterson, but reached no decision. She will continue to be responsible directly to Secretary-Manager Jack Hoffbuhr.

Board Chairman Albert Hueners said he requested the item to be put on the agenda "since there has been considerable misunderstanding." Mrs. Petterson is designated as an assistant secretary solely under the jurisdiction of the manager, he said.

Withdraws Resignation
Hoffbuhr said he was withdrawing his resignation "for the present time." His resignation, submitted Dec. 2, due to a series of grievances with a board member, was tabled at that time.

After considerable discussion a majority of the board members authorized Hoffbuhr to attend the Oregon Reclamation Congress meeting in Bend July 19.

It was reported the district had received \$225 for a meter from Edward Stevens, Hacienda park subdivider in Phoenix, which the district will install.

The district's attorney said MID should require a "hold harmless" clause before it approve the Leever-Whalin Siskiyou Village, Unit 2 plat near the Rogue Valley Country club and Murphy rd. The board approved the Rogue Terrace Unit 2 plat west of Grandview market subject to the approval of the district's lawyer.

Russians May Never Realize Car Dreams

By ROBERT J. KORENGOLD
United Press International
Moscow (UPI)—It will be a long time and maybe never before the ordinary Soviet citizen is going to have what he probably dreams of—a sort of "Communism with Cadillac."

The Soviet Union produced only 149,000 passenger autos in 1961 for a nation of more than 200 million citizens. And passenger car output during the first half of last year was only slightly higher than previous annual figures.

Complete plans for 1963 have not been published here but no significant changes in production rates are expected. Even truck and bus production, which acts as a clear aid to the economy, was only 406,000 in 1962.

In addition, most passenger cars produced in the U.S.S.R. are marked for official use by factories and offices.

If some ordinary Ivan wants to get one of the few left over for personal use, then he has to have a roll of rubles and be prepared to wait up to five years.

Cars Still Dream
Since early this year price hikes of some 25 per cent or more on automobiles for the Soviet home market have put that private car dream even a little further beyond the reach of most Soviet citizens.

This is consistent with a Soviet policy of charging exorbitantly for luxury goods to hold down demand.

Premier Nikita Khrushchev and other Soviet leaders have stated on numerous occasions that Russia is not going to get into a race with Americans on private car production.

In fact, the official policy is quite the opposite. In effect, it amounts to discouraging the idea of private automobiles in favor of plentiful public transportation.

"Let the people take taxis or buses," the Soviet chiefs say.

By western standards Soviet passenger cars are expensive and years behind in their styling.

The main models on the streets are the five-passenger "Volga" with a 75 horsepower engine and the slightly smaller "Moskvich" (Little Muscovite).

The Volga used to sell for about the ruble equivalent of \$4,444 but the price hike has put it up to \$6,105.

The Moskvich, which sold for the equivalent of \$2,775, has been hiked to \$3,863.

A third even smaller car which has been plagued with troubles since its inception several years ago, is the "Zaporozhets" named after the city of Zaporozhie in the Ukraine where it is produced.

It used to sell for \$1,998 but has been upped to \$2,442. Export prices usually are kept lower to increase sales and bring in foreign currency.

The Soviet Union usually exports about 30,000 to 35,000 cars a year. They are mostly Volgas and Moskviches sent to Finland, Sweden and socialist countries.

Government officials in the Soviet Union still are chafed around in big, luxurious "Zil" and "Chaika" cars, but none are privately owned and there is no information on how many are produced each year.

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