

# Members of Zamaria Family of Ohio Retire to Peace of Trail Creek Area

By A. LOUIS DAY  
Mail Tribune Correspondent  
Trail - Two of the most recent residents to locate in the Trail creek area are brothers, Steve and Joseph Zamaria, members of a well-known Ohio family distinguished for its war service record.

Both are veterans of World War II, and are now retired from the Navy.

Pending construction of their home, they are staying with another retired Navy man, George Barney, who also was a shipmate and friend of Joe. Their property is about 1 1/2 miles northwest of Trail along Highway 227.

Steve said there were several considerations that influenced their decision to select the spot they did. Principally, however, they wanted to get away from the smog, general confusion and traffic congestion of big city living. After a full career of service travel and excitement, both agreed they couldn't have chosen a more peaceful and tranquil site.

### Survived Attack

Numbered among the servicemen who survived the Japanese attack on Pearl Harbor, Dec. 7, 1941, Steve was serving aboard the USS Vega, cargo ship at the time.

Steve also was a member of the task force that took Attu Island in the Aleutians back from the Japanese. The Vega was later converted to a torpedo-net-laying ship, and strung nets at Attu and in the Marshall Islands.

In 1947, Steve left the Navy and joined the Army Air Force, spending most of his time as the skipper of an 86-foot crash boat in the waters around Guam. But in 1950 Steve was back in the Navy, and helped in the commissioning of the USS Cambria (APA-36) in Norfolk, Va. After



**DISTINGUISHED WAR RECORD**—Steve, left, and Joseph Zamaria are two new residents of the Trail area. They are members of a family that is well known in Cleveland, Ohio, for its distinguished record of war service. Both men are veterans of World War II and are now retired from the U.S. Navy.

er serving in the Reserve Fleet in New London, Conn., and on board the salvage ship, USS Windlass, he performed his last duty aboard the seagoing tug USS Palute, where he retired in 1958.

### Assigned To School

Joseph entered the service in 1942, and was assigned to the Navy machinist's school at the Great Lakes (Ill.) Naval station. From there he went to the submarine school in New London, Conn., and was a member of a submarine relief crew sent to Midway.

He later served on the submarine, USS Barb; was

aboard the radar picket sub USS Spinax at its commissioning in Portsmouth, N. H.; aided in the commissioning of one of the first streamlined subs, the USS Pickrel, and was at the commissioning of the USS Hammerhead from the mothball fleet in San Diego, Calif.

After tours of recruiting duty in Canton, Youngstown and Warren, Ohio, he was sent back to sea aboard the USS Leopard, and later aboard the USS Cusk, where he met Barney. Upon completion of sea duty, he was assigned to recruiting service in Young-

stown, Ohio, where he retired in 1962.

Joe made many sub war patrols while his ships were attached to the Pacific Seventh Fleet, but he says that one of the most memorable was when his sub, the USS Barb, was ordered to proceed to the China Coast, investigate the harbor at Namkwan, and destroy any Japanese ships present.

### Slip Into Harbor

Slipping into the harbor itself, under cover of darkness, they found an assortment of 30 fighting and merchant ships anchored and moored. They were so congregated as to make a torpedo miss almost impossible. The Barb fired 10 torpedoes, and every missile registered a hit.

Steve and Joe come from a family of 13, and the Plain Dealer, a Cleveland, Ohio, newspaper, described it as a family "where patriotism was contagious."

Their Armed Forces participation record reads almost like the story of a one-family effort, to single-handedly win World War II. Mrs. Zamaria was the outstanding Blue-Star Mother of the state of Ohio, for at one time there were seven members of her family in uniform, and in active theaters of war.

Although the Zamaria family was represented at one time or another in all parts of the Atlantic and Pacific Oceans, Hawaii, Spain, Italy, Tunisia, Arabia, Germany and Japan, luckily, none of them was ever injured.



**NAMED PRESIDENT**—Charles A. Swain, Cape May, N.J., businessman, was elected president of Kiwanis International recently at the 48th annual convention in Atlantic City, N.J. As head of Kiwanis International, Swain will be official spokesman for some 262,000 Kiwanians in more than 5,200 clubs in the United States, Canada, Mexico, the Bahamas, and Western Europe. He succeeds New Mexico broadcaster, Merle H. Tucker, who has held the presidency during the year immediately preceding.

## 75 Cases of Major Criminal Offenses Reported in City

There were only 75 cases of major criminal offenses in Medford during June, according to the monthly police report recently released by Chief Charles P. Champ-

lin. The figure represents a decrease of 36 over the 111 reported during June, 1962, the report showed. Of the 75 reported last month, 26 were closed for a 34.7 average.

Thefts of items with a value of less than \$50 exceeded all other violations. Next highest category of violations was burglaries; 14 were investigated by police during June.

### No Violent Crimes

No crimes of violence against the person were reported in the city last month. There were 12 cases of thefts of items with a value of more than \$50.

A total of 45 cases of embezzlement and fraud, mostly matters involving bad checks, were investigated, and of that number about 22 were closed.

The report stated there were 62 cases of drunkenness in the city last month, and 15 instances of disorderly conduct.

Officers issued 196 citations last month for violation of road and driving laws, and 3,534 parking tickets were issued.

Seventy motor vehicle accidents occurred in Medford during June, and 29 persons reported injuries. There were no fatalities.



## Small Worlds Around Us

By LYNN M. WATKINS

(Register and Tribune Syndicate, 1963)

### Other Attributes Besides Speed Grace Greyhounds

The silly thing doesn't even look much like a rabbit, but that is what it is called. It travels on a track and is run by electricity. Its speed is adjusted just fast enough to always stay a safe distance ahead of the fastest greyhound that is chasing it.

It has always been a debatable question whether the eager dogs that chase this mechanical rabbit are really fooled into thinking it is alive or, more likely, the dog chases it just for fun. Probably they know they are being fooled but they enjoy the game—that is the nature of the greyhound. Whatever the reason, trained greyhounds furnish sport for those folks interested in finding out which dog can run faster than some other dog.

### Intelligent Animal

The word greyhound and speed are synonymous. Merely the appearance of this animal is suggestive of rapid motion, and the dog is built for it. He is also a very intelligent animal and has a natural, inborn facility not brought into play in greyhound racing. This is no discredit to him, but simply shows his eagerness, obedience and adaptability.

Unlike the true hound, as well as many other dogs whose nose serves as a guide, the greyhound depends on his keen eyesight. This is the reason, aside from his natural tractability, why this breed of dog so willingly chases the mechanical rabbit around the track. The dog sees the rabbit and follows him by sight.

The greyhound proved, thousands of years ago, it was the proper companion to the man who desired game to eat. The animal could see the game, even a creature as small as a hare, from a considerable distance and he had the speed necessary to run it down.

### Loyalty, Aristocratic

The ancient Egyptians from as far back as 3,500 years ago appreciated the loyalty and aristocratic bearing of the greyhound. On the walls of ancient temples of that time were painted pictures of hunting dogs that closely resemble today's greyhounds, indicating this breed of dog was a favorite with those people.

About 1,000 years ago, greyhounds were used as hunting dogs in England in the capture of deer, hares and other game which would run instead of hide. An ancient

## Requests Listed in Recommendations Adopted by Group

Requests to be made to the three airlines serving Medford are listed in the recommendations recently adopted by the aviation committee of the Medford Chamber of Commerce which conducted an investigation of air service in this area.

The first finding of the committee was that frequency of service is the major problem. There would be sufficient seats available in air service in and out of Medford if the schedules were properly spaced to accommodate public need, the committee reported.

Fares are first class and the service is tourist class, the committee complained. Members further contended that schedules are established without an attempt to satisfy local needs with the times changed from month to month, year after year.

### Seek Round-Trip

Pacific Airlines, as a result of the study, will be asked to give no less than one round-trip per day from San Francisco to Medford via the valley route and no less than one round-trip per day via the coast route. Equipment, the committee directive states, should be at least as good as that used to serve southern California cities.

West Coast Airlines is asked to continue the good service offered to intermediate cities between Medford and Portland. It is advised not to become a trunk carrier unless

the established trunk carrier is unable or unwilling to provide service consistent with public needs.

United Airlines will be urged to "pay attention to local needs." Its sales representatives should become increasingly familiar with local needs by meeting with the chamber of commerce committee and attempting to understand the committee's requests, the chamber of commerce group stated.

The committee asked that the board of directors of the chamber of commerce make it clear to United Airlines that these things should be done if continued good will support is to be forthcoming.

The committee suggested that West Coast Airlines be thanked for its service efforts.

### Ask for Authorization

The aviation committee asked that the board of directors of the chamber of commerce authorize letters to be written to the Civil Aeronautics board, Oregon state board of aeronautics, Public Utilities commissioner for Oregon, U.S. senators and representatives, presenting the findings of the committee.

The committee concluded the report with a decision to review the investigation from time to time and to make a report with recommendations to the board of directors every six months.

The committee also asked the chamber of commerce board to send letters to the airlines representatives who made themselves available for the conference, thanking them for their cooperation.

## Former Local Man Injured in Accident

A former Medford man, Maj. Gene Rae, 36, was injured critically Friday when his car was involved in an accident at Oakland, Calif. His wife, Beth, 37, suffered severe face cuts, according to reports. Rae is the son of Mrs. Selma Rae, of Medford.

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## Foiles Transferred To Portland Position

Portland - Otis W. (Pete) Foiles, recreation and lands staff officer on the Siuslaw National forest, Corvallis, has transferred to the division of recreation in the U.S. forest service regional office, Portland, J. Herbert Stone, regional forester, has announced.

Foiles, who has been in Corvallis since 1957, has worked in national forests in Colorado and Montana, and was a park ranger with the National Park Service at Rocky Mountain National Park and Crater Lake National Park (1939-42) before transfer to the Pacific Northwest region of the forest service.

He was at one time timber sale officer on the Union Creek district, and district ranger on the Butte Falls district of the Rogue River National forest.

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