

Kennedy Cautious On Sino-Soviet Differences

Washington—(AP)—President Kennedy says he is not at all certain the dispute between Russia and Red China has passed the point of no return. "Quite obviously there are strong indications of pressure," he said at a news conference Wednesday, but premature opinions would be foolish, "because history has shown that they are frequently reversed."

The President was cautious but optimistic on the possibility of reaching at least a limited nuclear test ban agreement with Russia and said this would be possible — if at all — without a summit meeting.

Would Consider Meeting

He added, however, that he would be ready to consider a session with Soviet Premier Nikita Khrushchev if the "situation" became such that it was "essential to the making of an effective agreement."

Kennedy sought to reassure U.S. congressmen and NATO allies that the American mission negotiating with the Russians and British in Moscow would not make any secret deals or fatal concessions.

He noted that any test ban agreement which might emerge from the Moscow negotiations being carried on by Under Secretary of State W. Averell Harriman would have to be approved by the Senate.

The NATO allies, Kennedy added, could be certain no deals affecting their "rights and interests" would be made in Moscow and they would be fully filled in on any discussion of European subjects which might be going on there.

This obviously meant the United States would not give Khrushchev any assurance, one way or the other, on the non-aggression pact between NATO and the Communist Warsaw Pact countries which the Soviet leader wants.

Kennedy said the first three days of the Moscow talks had been "businesslike" and he was "still hopeful" of securing a test ban treaty, at least one prohibiting atmospheric, land and under water blasts — which can be detected afar without on-site inspection.

Air Force Still Investigates UFOs

Chicago—(AP)—Reports of unidentified flying objects, commonly known as "flying saucers," are still being investigated daily by the U.S. Air Force, says Professor Joseph Hynek, chairman of the astronomy department for Northwestern university, in an article on the subject in the 1963 Encyclopaedia Britannica. For the first time Britannica has devoted an article to flying saucers.

Since 1947, says the article, the U.S. Air Force has investigated more than 7,000 reports of unidentified flying objects. In 1947, when a civilian aviator first reported "disc-like" objects in the air over Mt. Rainier, Wash., the Air Force began officially investigating each report of the phenomena. The peak year was reached in 1952 when 1,501 reports were made. In 1961 the number dwindled to 488, but reports are still coming in and are still being investigated.

Virtually all the reports received by the Air Force were highly subjective, lacking such verification as pictures, material fragments and other more precise technical data, says the article, adding that during the fifteen year investigation, the number of unexplained cases fell from an early value of 10 per cent to as little as 2 per cent or 3 per cent.

"Nonetheless," say Britannica, "it must be recognized that knowledge of the universe and of the physics of our atmosphere is still imperfect. UFO sightings, as long as they continue, will merit serious study and may lead to advances not only in physical knowledge but in the area of human behavior as well."

IT'S YOUR LAW

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Editor's note: The following is offered as a public service by the Oregon State Bar and is not intended to be legal advice. Persons having a legal problem are urged to consult an attorney.

AUTOMOBILE ACCIDENTS

Now that millions of people are taking their summer vacations and driving about the country, automobile accidents are occurring with increasing frequency. When involved in an accident, it is hard to keep your wits about you and know just what to do.

It is therefore a good idea to plan in advance just what you would do in event of a smash-up. Here are a few simple rules that every driver should commit to memory:

1. Stop! Failure to stop can result in serious criminal consequences.
2. Render aid. If anyone is injured: (1) Render first aid. (2) Stop bleeding. (3) Call a doctor or an ambulance or both. (4) Do not move an injured person in any way that could possibly add to his injury.
3. Protect the scene from further damage. You may be liable for damages to approaching drivers, unless they are properly warned. If the highway is obstructed at night, have someone turn his headlights beams on the wrecked vehicles.
4. Call an officer. Police, highway patrolmen, sheriffs and their deputies are trained accident investigators whose testimony may be invaluable in establishing your civil claim for damages.
5. Gather information. Write it down. Don't trust your memory. Don't guess. Measure skid marks. Step off distances. Be sure to obtain names and addresses of witnesses. You are required by law to exhibit your driver's license to the other driver — and he must do the same.
6. Be careful what you say. Even if you feel you probably are to blame, it is best to

make no admission. You may learn later that the other driver was equally at fault, or more so. Emotional comments can be misconstrued by others, or may be misquoted. Whatever you say, make it factual.

7. See your doctor if there is the slightest chance you may be injured. Serious injuries do not always result in immediate pain or bloodshed.

Can Protect Rights

8. Consult your lawyer immediately. The sooner your lawyer is brought into the matter, the better he can advise you and protect your rights. He can obtain statements from the witness while their memories are fresh, and do many other things to insure that the true facts are preserved. Get your lawyer's advice before giving any interviews or statements to investigators or adjusters for the other side.

9. Inform your insurance company promptly. Failure to do so may void your policy.

10. Report the accident to the sheriff, or to the police department, or to the Department of Motor Vehicles. An official accident report may be procured from any of the above-listed agencies.

Try and Stop Me

By BENNETT CERF

MRS. GUMBINER came back from her canasta party and asked the baby sitter, "Did you bathe the children as I instructed you to?" "Yes, ma'am," said the baby sitter, "and they behaved like lambs about it—all except the biggest boy. He fought like a wildcat before I could get him undressed and into the tub."

"What do you mean, biggest boy?" inquired Mrs. Gumbiner. "We have only one son. Which biggest boy?" "The one with a bald spot and eyeglasses," said the baby sitter. "Good heavens," gasped Mrs. Gumbiner, "that's my husband!"



Funeral Held for Former Legislator

Portland—(AP)—A funeral service was held here today for attorney and former state legislator Alfred Milton Esson. He died Monday at the age of 95.

Esson retired from active law practice only recently. He was one of the oldest practicing attorneys in the state. He was a member of the 1937 Oregon Legislature, Portland city recorder from 1906 to 1911 and was elected city attorney of St. John's in 1911.

OVERHEARD:
Complaint by a fashion model driving a roadster at over 60 miles an hour on a crowded thoroughway: "Just LOOK at how close that idiot is driving in front of me!"
At the Four Seasons: "He said he'd go through anything for me so I'm starting on his bank account."
Comment by a small boy after watching a troupe prouetting in a ballet: "Wouldn't it make things easier for everybody if they just got taller girls?"

Cindy Adams cites the case of one young chorus girl who was so dumb that when she rented an apartment, the landlady left the "Vacant" sign up.

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