

Dennis the Menace



"OKAY, OKAY! I'LL TAKE 'EM OFF!"



Your Money's Worth

By SYLVIA PORTER
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WHAT IS GATT?

"It's come almost to the point now that we better start taking care of the United States first and last," said Secretary of Commerce Luther Hodges the other day, and the blunt-speaking government official warned our top competitors in the world trade markets that the U.S. is not going "to stand by in a namby-pamby way" when we negotiate on new tariff cuts at the GATT meetings next spring.

As Hodges was putting it on the line, President Kennedy's chief trade negotiator, Christian Herter, was on his way to GATT headquarters to discuss preparations for the "Kennedy Round" of tariff cutting in 1964 — so called because these negotiations will be the first under the 1962 trade act giving Kennedy power to slash U.S. tariffs by as much as 50 per cent if through GATT we get similar concessions from other nations. At GATT's offices in an 18th century villa in Geneva, which were making elaborate arrangements for the talks — which, many believe, may be the most important trade negotiations in modern history.

What is GATT?
 While it has been in existence since 1947, its activities have strongly affected all our lives, and 50 nations — ranging from the giant U.S. to the tiniest African country — belong to it, I'll wager few of you have the slightest notion of what it is.

GATT stands for "General Agreement on Tariffs & Trade," and here is the tale brought up to date.

At the end of World War II, the trade markets of the world were in chaotic condition. When a tariff-cutting deal was made, it was between two countries only and these two would maintain higher barriers against all other nations. The tariff structure was utterly befuddling and the high trade walls each nation maintained against its competitors were drastically limiting world commerce.

It was the objective of the United States then, as it is now, to expand world trade, and we urged that the nations shift bargaining to a multi-nation and most-favored-nation basis — meaning that when one nation granted a tariff cut to another, it would grant the same cut to all others. Under our leadership in 1947, 23 nations signed a treaty in Geneva agreeing to negotiate tariffs on this basis, setting up a code of trade ethics and ordering the establishment of an International Trade Organization to regulate trade among the nations. The treaty was named the General Agreement on Tariffs and Trade and GATT was supposed to be just the name of the treaty after the ITO came into existence.

But then our Congress vetoed U.S. membership in the ITO. To prevent a return to chaos, GATT was transformed from a "treaty" into a permanent organization which in the years since has been of crucial value in expanding world trade, settling tariff disputes between nations and setting the stage — as it is now doing in the Kennedy Round — for worldwide tariff reductions.

Through GATT, there have been five worldwide tariff negotiations to date, reducing tariffs on over 64,000 products and involving tens of billions of dollars of trade. As a dramatic illustration, the average U.S. tariff today is around 11 per cent compared with an average of 50 per cent before World War II.

GATT has been primarily responsible for this. Its contribution to the prosperity of the Western trading nations has been enormous.

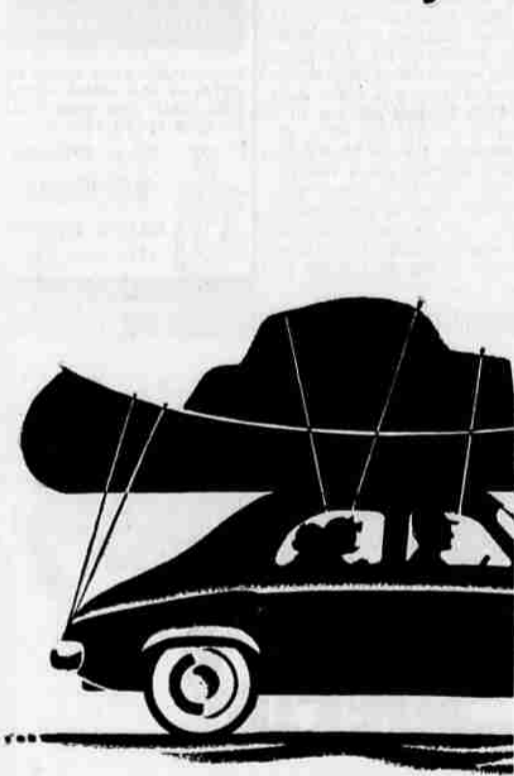
Nor is tariff-cutting the only achievement of GATT's small staff at Geneva headquarters. Every year it holds conferences at which the member nations solve trade problems. At all times, the GATT council — on which each member nation has a representative — is ready to settle disputes between members.

It is facing its biggest test of its life in the Kennedy Round next spring, for, because of fights about tariffs on farm products and France's stiff attitude, experts are worrying out loud that the scheduled talks may fall, and if so GATT itself might crumble. We must not permit this, for it would be a disaster to the free world.

Court Records

DISTRICT COURT
 Ralph Edward McClure, failed to yield right of way, \$10.
 Larry Dean Clement, overload, \$12.
 Adolph Carl Ulrich, overload, \$10.
 Robert John Bohl, overload, \$15.
 Alfred Lee Erwin, overload, \$32.
 Fred Pettigrew, disobeyed traffic signal, \$15.
 Claude LeRoy Sullivan, disobeyed traffic sign, \$15.
 Goppe Lewis Parker, overload, \$14.
 Twila Maurice Schmuher, violation of basic rule, \$10.
 Gary Ronald Burns, improper change of lanes, \$15.
 Donald Francis Maddox, truck speeding, \$10.
 Alvin John Paudols, overwidth, \$10.
 Lloyd Allen Lovell, violation of basic rule, \$10.
 Robert Franklin Brown, truck speeding, \$10.
 Donald Calvin Hanlon, overload, \$10.
 Alford Frederick Harris, overload, \$14.
 Floyd Bud Parzner, failure to punch salmon and steelhead fee, \$25; angling with prohibited methods, \$50.
 Lyle Vernon Doty, no operator's license, \$5.
 Emil Edward Cody, violation of basic rule, \$15.
 Scott Bruce McDonald, failure to stop, \$7.50.
 Jerry Glenn Oliver, 24 of 256 South Columbus ave., Medford, reckless driving, \$150.
 Franklin Glen Patrick, four in driver's seat, \$5.
 Grant Joseph Metternick, no fixed load parts, \$5.
 Verne Remington Wilder, no operator's license, \$5.
 Emil Becker, angling without license, \$5.
 Gerald Allen Hough, violation of basic rule, \$10.
 William Lee Robinson, violation of basic rule, \$10.
 Roger Duane Copley, violation of basic rule, \$10.
 Harold Richard Gartin, overload, \$50.
 Darrell Wayne Whitman, overload, \$36.
 Cecil Loren Johnson, overload, \$25.
 Jimmie Lee Burg, truck speeding, \$10.
 James Calvin Gilbreath, no binder, \$10.
 Dave J. Schelenbaum, overload, \$98.
 Robert Jay Van Duker, expired vehicle license, \$5.
 Gary Leon Stockton, insufficient brakes, \$10; disobeyed stop sign, \$15.
 Roy Allen Jenkins, disobeyed stop sign, \$5.
 Robert Benton Zeigler, failure to drive on right side of highway, \$15.
 James A. Clark, violation of basic rule, \$10.
 Kermit Gordon DeHaas, no operator's license, \$5.
 Judith O'Connell Allen, violation of basic rule, \$10.
 Clinton Richard Phelps, truck speeding, \$10.
 Jerry Gilbert Runney, overload, \$78.
 Rance Eugene Champion, violation of basic rule, \$25.
 Charles Evelyn Berckel, violation of basic rule, \$25.
 Lewis Sylvan Mason, failure to dim lights, \$15.
 Everett Myers Doolin, no vehicle license, \$5.

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1000	47.21 54.14 80.28 143.92
1500	70.82 81.21 120.42 215.88

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Racial Disturbance In Brooklyn One of Long Bitterness

By AL KUETTNER
 UPI Correspondent
 At the corner of Clarkson ave. and Lenox road in Brooklyn, New York City, one of the most dramatic skirmishes in the civil rights battle is being waged.

The immediate issue at stake is the alleged discrimination against Negroes in the employment of construction workers. The crux of the matter appears, however, to be part of a long-standing and simmering bitterness against what Negroes call the North's "segregation in fact."

Thursday saw "chain-ins" introduced to the New York racial struggle. Negroes locked themselves together at the Brooklyn site where a new hospital is under construction next door to the basic sciences building of the downstate medical center.

Bolt Cutters Used
 Police separated the demonstrators with bolt cutters and hauled them off to jail. At 2 p.m. Thursday, the count was 532 arrests for the week, a record not matched in many places in the South. Demonstrators lie down before moving traffic on Lenox road. They have halted a number of huge cement mixers carrying fresh concrete to the new building which has its steel girders up. Some have narrowly escaped being run over.

In the tree-shaded Brooklyn neighborhood, a mixture of frame private dwellings, the chain-ins have provided a strange commentary on the race issue. It is an area apparently picked for this reason—where there is a large liberal vote in every election.

The National Association for the Advancement of Colored People and the Congress of Racial Equality have heavy membership in that section of New York.

The predominant goal is this: Negroes and Puerto Ricans, often in competition for jobs, have joined forces in a battle for more jobs in the building trades. The Brooklyn hospital project was selected because of periodic charges of discrimination there.

The demonstrators are demanding they be hired under a formula of 25 per cent Negro, 25 per cent Puerto Rican and 50 per cent other races on jobs financed by state or city funds.

Rejects Formula

Gov. Nelson Rockefeller, whose New York City office has been regularly picketed over the issue, holds that the demanded formula is unworkable.

"We cannot abandon the concept of giving equal opportunity to all by giving special privilege to a few," the governor said of the proposal.

As for the city's 122-union building trades council, a spokesman insisted there is no discrimination in hiring. But the council recently has proposed a new central board to review Negro applications for apprenticeships and journeyman advanced jobs.

"The barriers are invisible and will take time to remove them," Rockefeller said. The arrested pickets included ministers who broke into the strains of "We Shall not be Moved," an often-heard hymn at the integration rallies in Dixie Negro churches.

The fight of the Negroes was for more of the good jobs. A top grade construction worker can earn almost \$11,500 a year in New York for 40 hours of work a week.

Birth Control Data To Be Distributed

Salem—UPI—A planned parenthood group which will distribute birth control information will go into operation in Portland Sept. 1. The State Public Welfare Commission has been told.

Rep. Grace Peck (D-Portland) said she had been informed of the plans of the new private program and wondered what the state commission's policy toward it would be.

Members of the commission took no stand on the question pending further information.

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- ORANGE JUICE GOLDEN GOBLET Frozen Product 5 6-oz. tins 99c
- SALAD OIL WESTERN CHEF 24-Oz. Btl. 39c
- TUNA WHITE SPRAY, Light Chunk 4 No. 1/2 tin 99c
- CORNED BEEF BRAVO 12-Oz. Tin 39c
- BISKIT MIX FISHER'S 40-Oz. Pkg. 29c
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