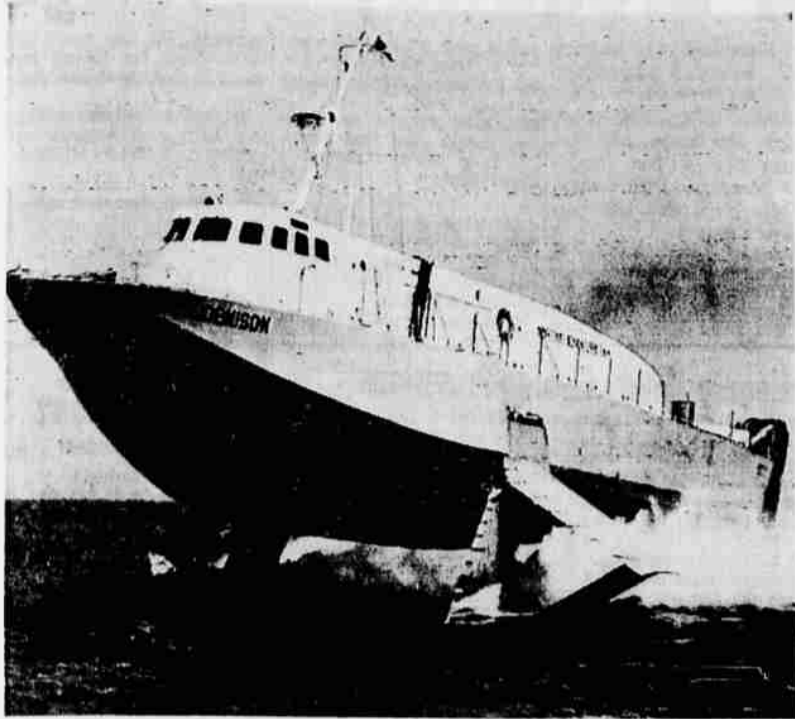


# Taxi On Water Gains Favor of New York Commuters



REPLACING TRAIN — This is a hydrofoil in the photo above. It is the boat that is swiftly replacing the commuter train for many New York suburbanites. This photo was taken during one of the boat's recent runs. (UPI)

By FRED T. FERGUSON  
United Press International  
NEW YORK, (UPI)—On July 15, a strange little water craft was making its first taxi run when the president of the new commuter service slipped from the deck and fell into the East river.

The hydrofoil had been off with a splash!

"What a story I had for the boys in the office," said one of the commuters then. And what a story since.

The Albatross, which the developers call "The Model 'T' of the industry," has kept a better schedule than many a commuter train.

Each of two firms—the one with the boat in service, the other with a slightly larger one making demonstrations—hopes to have 35 Hydrofoils on runs to and from the New York World's Fair next year.

Both firms are counting on fair runs to provide development and expansion of revenues to establish what amounts to water rapid transit. They plan commuter runs before and after the daily trips to the fair to cover operating costs.

**Describe Boat**

What is a Hydrofoil? Essentially, it is a boat with a somewhat conventional hull and winglike foils on struts that raise the hull out of the water when the boat gets up speed.

This eliminates some water resistance and permits relatively high speeds.

Hydrofoils have been said to "fly in the water," but the man who started the water commuter service here prefers to compare his boats with buses.

Ira Dowd, president of American Hydrofoil lines, said they are more like buses because their present passenger load is similar and the foils still meet friction more like wheels on ground than aircraft wings aloft.

During the Albatross's first commuter run, Dowd was arguing from the deck with a Coast Guard cutter's skipper about keeping the Albatross' schedule and making a report later on the rescue of film maker Samuel Goldwyn, his wife, and an investment banker Robert Lehman.

He slipped and was thoroughly drenched.

The Hydrofoil already was late, having stopped to take aboard the Goldwyns and Lehman from Lehman's disabled cabin cruiser in Long Island sound. Said Goldwyn, "I've made pictures with less excitement in them."

**Executives Commute**

The executives who were the initial commuters on the 21-mile run from Port Washington, held \$200, 60-day commuter tickets—three the comparable train fare.

But they were far from disturbed at the additional 35-minute

delay tacked on the first 50-minute run. It was an exciting start.

"Now," said Dowd, who makes the commuter himself, "they use the electric shavers or just read their papers, talk golf and drink coffee."

Since the first saga of the Albatross, she has been late once, when debris fouled her foils and she had to proceed like a boat in water. Otherwise—unlike commuter trains which cannot run ahead of schedule—the Albatross has cut an average of four minutes off her schedule each way. Her best time was 40 minutes and she even has beat her schedule in 45 MPH winds.

The trip from Port Washington by train is several minutes faster to mid-Manhattan, but several minutes slower when a subway ride to Wall Street is added in.

In the Albatross' favor, Dowd said, was that her time schedule included the time required for passengers to disembark while train unloading was not counted in railroad timetables.

**Disadvantages Told**

But there are these disadvantages to the Albatross: She cannot operate at sea. She only has a 25-mile range. Her top speed is only 36 mph. She is limited to 22 passengers.

Dowd said some of these dis-

advantages result from avoidance in her design of unsolved problems in Hydrofoil development and an attempt to build what he claims now is "The Model 'T' of the Industry." He said the limitations make for advantages in other ways.

The Albatross' diminutive size enables her operators to cart her around on a tractor-trailer and to dock her at Yacht clubs to pick up passengers.

Her relatively low speed limits strain on her foil system and permits the craft to run for an hour on 5 1/2 gallons of diesel oil.

**Simple Control**

These somewhat primitive foils further permit a control system Dowd described as "forward, reverse and steering—that's all there is to it."

What about winter operation in ice? Said Dowd, "We'll run, but we may have to set down on the water and be a little late

just like the trains."

Dowd's competitor, North American Hydrofoils, is concentrating on demonstration of its 34-passenger boat, the Enterprise, on runs from Westchester and North Jersey. Dowd has five more Albatross-type craft in production with one to be demonstrated in Boston Bay and another between Potomac River points and Washington sometime in October. His firm plans to

start building another five this month.

"Look out there at the East River," said Dowd. "Where are you going to get a million-dollar-a-mile freeway that wide?"

"We feel that within five years we'll see 1,000 of this size boat in the New York area. You couldn't park 1,000 buses here, but the Hydrofoils can find space to deliver passengers, then go back for more."

## In the Day's News

By FRANK JENKINS

The big news? The treaty was ratified. AS EXPECTED.

**THE vote:**

80 Senators FOR.

19 Senators AGAINST.

Nobody d u c k e d. Everybody stood up and was counted. The only absentee was Senator Engle of California, who is in the hospital after critical brain surgery. It was announced that if he had been physically able to present he would have voted for the treaty.

**HOW did they all vote?**

Less space is required to tell who voted NO—there were only 19 of them. Of the 19, eleven were Democrats—Byrd of Virginia, Byrd of West Virginia, Eastland of Mississippi, Lausche of Ohio, Long of Louisiana, McClellan of Arkansas, Robertson of Virginia, Russell of Georgia, Stennis of Mississippi, Talmadge of Georgia, Thurmond of South Carolina.

The Republicans voting NO were Bennett of Utah, Curtis of Nebraska, Goldwater of Arizona, Jordan of Idaho, Mechem of New Mexico, Simpson of Wyoming, Smith of Maine and Tower of Texas.

Geographically, the West and the South tended to vote against the treaty. The East tended to vote for it.

**IN THE final showdown, 24 Republicans joined 55 Democrats in voting FOR the treaty.**

The Big Surprise (in fact, about the only surprise) was provided by Senator Margaret Chase Smith of Maine. She said in a statement that her "troubled vote" was one of the most difficult decisions she had ever faced in her 23 years in congress. She added: "The jeopardy the treaty imposes on our national security is a more compelling argument against the treaty than the political and psychological disadvantages that would stem from rejection of it."

**SO—** She voted NO.

She goes along with Kipling, who said in his The Truce of the Bear:

"Make ye no truce with Adam-zad—  
"The bear that walks like a man."

**SENATOR GOLDWATER** voted against the treaty, as he said he would when his amendment calling on Russia to GET OUT OF CUBA first was rejected.

On the strength of the vote in the Senate, it is obvious that the Goldwater amendment never had a chance. Sentiment throughout the country is clearly favorable to giving the treaty a try—and it is also rather obvious by this time that Russia never would have agreed to the treaty if it had included the Goldwater amendment.

**AND—** Sooner or later, one supposes, a test will have to be made of Russia's peaceful intentions. It is possibly true that this isn't the time to make the test.

But— It would have been wonderful if Russia had voluntarily accepted the Goldwater amendment. As long as there is a communist build-up in Cuba, we will be suspicious of Russia's intentions.

**Unusual Vehicles Used at Airport**

WASHINGTON (UPI)—The largest rubber-tired land-going passenger vehicles ever built roll back and forth to get passengers up and down. They are the airport mobile lounges used to carry travelers between terminal and airplanes at Dulles International airport here.

The king-size wagons can carry up to 90 passengers, and a built-in extension ramp allows travelers to cross to and from the planes. To meet extreme braking requirements, special hi-torque brakes were specially designed by B. F. Goodrich to provide short, safe stops for the heavy-weight vehicles.

**Time for a NEW Car?**

You pay a lower rate of interest with a new car loan from The Oregon Bank. There are no hidden costs or penalties for prepayment—and your loan is arranged quickly. Compare loan costs before you buy.

**\$4.50 PER \$100 A YEAR**

**NEW CAR LOANS!**  
1/2 DOWN  
Up to 30 months to pay

**the oregon bank**  
PORTLAND  
East Medford—701 E. Jackson St.  
Rogue Valley—1109 Court St.  
Member Federal Deposit Insurance Corp. and Federal Reserve System

# NEW FULLER LATEX HOUSE PAINT LASTS UP TO 10 YEARS ...OR MORE!

**INTRODUCTORY OFFER ENDS OCTOBER 9TH**

**FREE —** your choice of  
5-ft. Extra-sturdy Wooden Stepladder or  
4-in. Heavy Duty Nylon Brush  
Reg. \$4.88 values  
FREE with 4-gallon purchase of Fuller's Finest New Exterior Latex

**Covers Most Colors in One Coat — Eliminates Hours of Back-breaking Surface Preparation**

- COVERS ANY PAINTABLE SURFACE... wood, metal, stucco, concrete.
- LASTS 10 YEARS OR MORE under normal conditions — 50% longer than top-quality conventional paints!
- CUTS WORK IN HALF! ... no separate priming needed over old oil or latex paints. Fuller's new paint additive eliminates special primers over chalky surfaces.
- COLORS WON'T FADE... new acrylic formula blocks sun out!
- GOES ON AS EASILY AS INSIDE PAINT... dries dustproof, bugproof in 30 minutes.
- CLEANS UP WITH WATER... no thinner needed.

Available at all Fuller Retail Stores

**FULLER SPECIAL INTERIOR LATEX**

FRESH NEW COLOR FOR WALLS WITH FULLER INTERIOR LATEX PAINTS

Fuller latexes won't show lap marks, touch up easily, dry odor-free in less than an hour to a beautiful flat finish. Tools clean up with water.

LOWEST-PRICED OF ALL 8 smart colors. **\$2.98 gal.**

**BETTER QUALITY—LONGER-LASTING**

Greater coverage... dirt washes off easily. 10 colors. **\$4.98 gal.**

**FULLER'S FINEST—EXTRA SCRUBBABLE**

Your best buy! Hides better, goes farthest, lasts longest. 10 colors. **\$6.89 gal.**

**FULLER WALL & FASHION**

**FULLER FENCE & RUSTIC**

FLAT WHITE RUSTIC FINISH

Thrifty spruce-up for fences, trellises, rough textured surfaces. **Only \$2.98 gal.**

**FULLER WESTERN WHITE**

GLOSS WHITE PAINT VALUE

A real dollar-saver for smooth white siding, picket fences, etc. **Only \$3.95 gal.**

**FULLER REDWOOD STAIN**

FULLER'S RUGGED REDWOOD STAIN

Just a hint of tint enhances the natural beauty of redwood or red cedar. Protects against weathering and **\$2.48** decking. **gal.**

**FULLER WEATHER COAT**

FULLER'S FINE QUALITY HOUSE PAINT

Weather-dyeing glossy finish for smooth wood and metal. Gallon covers 500 sq. ft. Western colors. **\$5.98 gal.**

There is a Fuller Paint Store\* or Dealer near you

<b>CALIFORNIA</b>	<b>OREGON</b>	<b>JACKSONVILLE</b>	
HAPPY CAMP Klamath Hardware	ASHLAND Ashland Lumber Co.	Jacksonville Jacksonville Lumber Co.	
MONTAGUE C. L. Churchill & Son	EAGLE POINT Eagle Point Hardware	MEDFORD Medford Lumber Co. Hiway Lumber Co.	
SEIAD Seiad Store	GOLD HILL Gold Hill Builder's Supply	PROSPECT Gundersons	
YREKA Yreka Hardware			

**DON'T TURN YOUR BACK ON A BLAZE!**

**Remember—only YOU can prevent forest fires!**

**BE SURE THE DEMON IS DEAD!**

**Remember—only YOU can prevent forest fires!**

**Medford Mail Tribune**