Edge of Competition for Jobs Goes to Person With Experience

By CHARLES WILSON
United Press International

SAN FRANCISCO (UPI) — In the competition for jobs, the edge is generally given to the man with experience—providing he's not past the age of 40.

This is the conclusion of Lee V. Harris, who has devoted much of the past eight years to helping competent, out-of-work executives find new jobs.

"Employers today seem to want a man 35 years old with 25 to 30 years of experience," Harris said, pointing to the help-wanted ads in a local newspaper to emphasize his point.

A retired Army colonel, Harris closed down the 40-Plus Association of Northern California, a non-profit organization that worked for 23 years to solve the problem of the unemployed business or professional man.

Harris made it clear the association was closing its doors because of lack of funds, not because the problem has been solved.

"Ten years ago a company would say, 'Don't send me anyone over 52,'" Harris said. "Today the age limit has dropped to 45."

Harris was a member of the association's board of directors for eight years and spent much of his time handling its day-to-day activities. He took charge of the group when its executive director, David Abrams, died in August.

One of 18 such organizations in the United States, the 40-Plus Association of Northern California had a chronic shortage of funds and depended largely on the volunteer work of its members.

But its efforts were quite successful. During its 23 years, the association placed some 6,500 executives with 2,400 companies. Harris figured the earnings of those men totaled $36,400,000.

"We were very selective in the men we accepted as members," he said. Membership in the association was limited to executives with annual earnings of between $7,500 and $20,000 who had been displaced by retirement policies of their companies, mergers or sale of their companies. Only one applicant in 10 met the membership requirements.

But even such top quality executives had difficulty locating new jobs, Harris said. He blamed the attitudes of both industry and the unemployed executives for this.

Companies today hesitate to hire an older man despite his valuable experience because of the time and money that must be spent on training and retraining programs, Harris said.

Some companies also feel that an older man will not work long enough to contribute his share to pension and health funds that he will benefit from.

The out-of-work executives, however, create some of their own job-hunting problems, Harris said. Many don't know how to start preparing a resume. Harris told of one man who was about to leave for a job interview dressed in a sport shirt and slacks.

To Harris, the key attribute that an unemployed executive most possess is adaptability. He must be willing to learn the new skills and vocabulary that are a part of the growing electronics and space industries to improve his chances for a new job.

He must recognize that the methods of his former company may not apply in his new job. And he must realize that his past experience will be meaningless if he cannot prove himself to his new employer by his on-the-job performance.

U.S. Appeals Court Upholds Forming Indian Trust Funds

SAN FRANCISCO (UPI) — A decision in the U.S. Court of Appeals Tuesday upheld the establishment of trusts for some Klamath Indians "in need of assistance in conducting their affairs."

Under the Klamath Termination Act, the Indians were allowed to choose in 1958 whether they would withdraw from the Southern Oregon tribe and take their share of tribal assets in cash or remain in the tribe and have their share of assets managed with the group's.

The then-secretary of interior determined that the plaintiffs in the appeals case, Furman Crain Sr., Marian Crain and Tilda Chavez, were in need of assistance. He placed their assets, which they had withdrawn from the tribe's, in trust with the First National Bank of Oregon at Portland.

Under law, the plaintiffs could have challenged this arrangement in a naturalization court, but they did not do so.

Instead, they asked a Federal District Court to hold the private trust unconstitutional. The district court rendered summary judgment against them.

The court of appeals denied the argument of unconstitutionality.

Also rejected was an argument that the form of the choice given the Klamath Indians in 1958 did not comply with the requirements of the termination act.

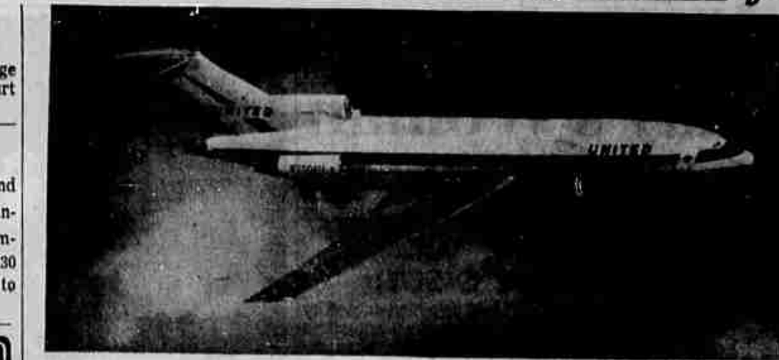
The court of appeals said the law did not require any particular form of ballot and that the interior secretary had ultimate authority in the adoption of any plan.

The opinion, issued last Wednesday in Los Angeles, was written by U.S. Dist. Judge William T. Beeks of Seattle. It also was signed by Chief Judge Richard H. Chambers and Judge Stanley Barnes of the U.S. Court of Appeals.

Resolution Would Authorize Authority

WASHINGTON (UPI) — Sen. Claiborne Pell, D-R.I., has introduced a resolution in Congress to authorize eight states and the District of Columbia to establish a joint transit authority.

The authority would build and operate an "Atlantic Coast Cannonball" high speed rail commuter service at speeds of 130 miles an hour from Boston to Washington.



NEWEST JETLINER — This new Boeing 727 jetliner will soon be a familiar sight in numerous cities of the United States but not at the Medford airport, United Airlines reports. United has ordered 40 of the 600 mph jets and will place them in scheduled service early next year, expanding jet service to many cities. The Medford airport is equipped to handle this jet service, United pointed out, but no schedule has been announced including Medford.

Fight Under Way To Block Merger Of Two Railroads

SAN FRANCISCO (UPI)— A fight was under way today by dissident shareholders and directors of Western Pacific Railroad to block merger of the line with the Santa Fe Railway.

The group, which includes three of the 16 directors, hopes to keep the 1,193-mile San Francisco-to-Salt Lake City line independent. The WP board majority has voted to support Santa Fe's application to the interstate commerce comission for authority to acquire stock control of WP.

The "rebels" maintain that the railroad is solvent and as such should continue to operate independently. Both Santa Fe and Southern Pacific applied to the ICC to acquire the WP. An ICC commissioner recommended on Sept. 10 that Santa Fe be authorized to acquire WP through a common stock exchange. The full commission has yet to rule on the case.

Would Fight

Monday, the "rebels" vowed they would fight the board down to the last vote in an effort to keep WP independent. The group announced that as soon as filing can be made with the Securities Exchange Commission, it will solicit proxies in opposition to management's position.

In view of the action, management announced that a special meeting of shareholders will be held Jan. 10 for the purpose of "getting shareholders' views as to the board's action in opposing Southern Pacific's application and in endorsing and supporting Santa Fe's application to the ICC for authority to acquire stock control of WP."

Pleasant Valley Plagued by Foxes

PLEASANT VALLEY, Ore. (UPI) —It takes a lot to annoy the residents of this small community near Sweet Home.

While noisy jets, automobiles, and the everyday confusion of the world pass by without notice, residents here are finding sleep hard to come by since an increase in the wild fox population.

The yapping of baby foxes is heard on the hillside, young reddish foxes are seen in barn and poultry yards, and a large old shaggy grey fox appears to know when he's safe and trots boldly down the road during times when the humans who see him lack a gun.

With the increase of foxes there has been a decrease in the poultry population. Some say Pleasant Valley is less pleasant this year.

Publicly Owned Rapid Transit Revenue Source

CHICAGO (UPI) — Publicly owned urban rapid transit lines can be a source of revenue for privately owned railroads.

The Chicago and North Western Railway, which operates commuter service in competition with the Chicago Transit Authority (CTA) in some areas of the city, realizes $168,000 annually in rent from the CHA for 2.5 miles of double-track right-of-way.

Court Records

JUSTICE COURT
Ashland District

Delmer Randel Shults, no red flag on extended, $15.
Jerry P. Snider, overload, $25.
Gordon C. Meilicke, failure to stop—school bus, $15.
Lloyd W. Whitaker, truck speeding, $10.
Howard P. Hunter, expired motor vehicle license, $5.
Walter V. Hubbard, overload, $74.
Wanda S. McElroy, violation of basic rule, $12.50.
Maxwell C. Roberson, truck speeding, $10.
Woodrow W. Atwood, overload, $23.
Roger R. Wilson, no PUC permit, $25.
William D. McKinnon, no rear view mirror, $10.
Joseph P. Hoffa, no rear mirror, $10.
Regina E. Adams, obstructed vision, $10.
Gary R. Smith, no headlight, $10.
David E. Foreman, no declared weight receipt, $25.
William M. Davis Sr., disobeyed stop sign, $15.
Donald L. Jimerson, ovrload, $94.
Alan C. Pruitt, overload, $80.
Carthal J. Hamilton, overload, $24.
Ernest S. Fitzgerald, overload, $28.
Gertrude C. Beecher, expired motor vehicle license, $5.
Robert V. Wagner, violation of basic rule, $10.
Edward A. Pantle, overload, $24.
Frank P. Layton, overwidth, $15.
Wilber A. Taylor, expired motor vehicle license, $5.
John L. Vote, failure to tag deer properly, $29.50.
Vincent C. Claflin, overload, $114.
Donald R. Thompkins, disobeyed stop sign, $15.
Harold R. Tuttle, no lights, $10.
Robert G. Baker, violation of basic rule, $25.
Dennis L. Edwards, violation of basic rule, $25.
Donald E. Wilcox, excessive noise, $10.
James W. Akerill, disobeyed traffic light, $15.

DISTRICT COURT

Ronald Keith Bever, no operator's license, $5.
Boyd Albert Hampton, no operator's license, $5; improper left turn, $5.
Mary Rita Hampton, no operator's license, $5.
Howard Glenn Bess, no emergency brake, $10.
Jack Cyrille Petterson, excessive noise, $5.
Lester Earmel Crandall, overload, $24.
Jan Lewis Dusenberry, failure to transfer title, $5.
Larry Lee Frazier, violation of basic rule, $25.
David Gene McMurry, violation of basic rule, $25.
Wilbur Ray Brogon, violation of basic rule, $25.
Ida May Goshorn, improper turn, $15.
Frank Armstrong, truck speeding, $10.
Elmer LeRoy Champion, overload, $21.
James Verdon Brophy, angling with prohibited method, $60.
Stanley Edward Smith, failure to stop, $5.
Georgene Ann Webber, failure to dim lights, $5.
Harry Glover Dowson, violation of basic rule, $10.
Manfred Bruna Stromm, failure to dim lights, $5.
Harold Leslie Schmelzer, failure to stop, $5
Daniel Charles Martinec, driving without lights, $15.

CIRCUIT COURT

Frances Maxine Barker vs. Ramon Rex Barker, divorce decree.
S. Bon Cordier vs. Marjorie Cordier, divorce decree.
Ronald James Dehut vs. Arva Joyce Dehut, divorce decree.
Gloria Sue Wilson vs. Walter L. Wilson, divorce complaint.
Marilyn Z. Kling vs. Ronald Frank Kling, divorce complaint.
Barbara Ray Babbitt vs. John Ennis Babbitt, divorce complaint.
Carol Ann Morris vs. J. Bradley Morris, divorce complaint.
Catherine Edith Ellis vs. Willard Austin Ellis, divorce complaint.

MARRIAGE LICENSE APPLICATIONS

James George Walker, Route 1, Box 212, Talent, and Diana Rose Maddox, Route 2, Box 2, Jacksonville.
Stanley Orland Neff, West Main Street, Medford, and Edel Karine Bergheim, 6342 S.E. 57th Ave., Portland.
Marvin Wendell McGee, 2410 Stevens Way, Medford, and Jane Louise Evans, 2405 Starlite Lane, Medford.

MEDFORD MUNICIPAL COURT

Ronald Gale Jones, improper tail light, $10.
Cecil Claude Stanley, driving on wrong side of street, $10.
Karen Alice Mayfield, violation of basic rule, $20.
Doreen Maisie Knowles, failure to yield right of way, $25.
Jerald James McGrew, disobeyed traffic signal, $10.
David Lloyd Dixon, disobeyed traffic signal, $10.
Daryl Grant Long, improper left turn, $10.
Martha Lavell Black, disobeyed traffic signal, $10.
Clifford Edward Cooper, disobeyed traffic signal, $10.
Jerry Lee Jarman, no vehicle license, $5.
Charles Douglas Wilson, violation of basic rule, $10.
Johnnie Leon Spencer, no operator's license, $5.
Dale Arlin Barnard, speeding, $40.
William Leslie Jones, violation of basic rule, $20.
Carol Alene Rose, failure to yield right-of-way, $20.
Richard Allen Bailey, disobeyed traffic sign, $10.
John Harry Bunker, no vehicle license, $5.
Hans M. Skinerlund, improper passing, $5.
Karen Velma Warner, violation of basic rule, $5.
Jean LeRoy Rubenmayer, no vehicle license, $2.50.
Erhardt John Blind, violation of basic rule, $5.
Veronica Katherine Rasher, no Oregon license, $50 suspended.
Irvin Day Bostwick Jr., violation of basic rule, $15.

House Approves Oregon Projects

WASHINGTON (UPI) — The House Tuesday passed an appropriation bill containing funds for several Oregon projects:

Rep. Walter Norblad, R-Ore., said the following amounts were included:

Yaquina Bay and Harbor, $1.5 million for construction, $125,000 for operations and maintenance.

Tillamook Bay North Jetty, $1.1 million construction and $30,000 operation and maintenance.

Depoe Bay, operation and maintenance, $27,000.

Willamette River Basin Survey, $350,000.

Willamette River bank protection, $600,000.

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