

Historic Parallels Claimed in Lives of Two Johnsons

Man and Space

Lack of Goal Brought Death To America's Dyna-Soar Plans

By ALVIN B. WEBB, JR.
United Press International
CAPE KENNEDY (UPI) — America's Dyna-Soar space project lived a curious life and died a curious death.

Dyna-Soar was to be the world's first space glider—a winged ship that astronauts could truly pilot, as opposed to the current breed of capsules that have the flying characteristics of a rock.

Except for mock-ups and rough models, Dyna-Soar never became more than a "paper project" in its seven-year life despite the \$400 million the Air Force pumped — sometimes leisurely, sometimes frantically, never predictably — into its blueprint blood.

Dyna-Soar's failing was the lack of a goal, a specific mission that would give it a reason for just being. It was handicapped under the tag of a military vehicle, because the United States steadfastly refused to establish a military role for manned spaceflight.

Rumors that Dyna-Soar would be "scrubbed," as space linguists would say, have been rampant for years. Experts, particularly those on the "pro" side felt that one of two events could save it from extinction: —Creation of a military mission from man in space; Dyna-Soar as the first in line, would have had a running start. —Creation of a U. S. project

to build a laboratory-type manned platform in orbit around the earth. Such a program, it was felt, would automatically fall heir to Dyna-Soar, or an approximation, for use as a maneuverable shuttle bus to and from the orbiting platform.

Axe Dyna-Soar

Thus, it was ironic that, when U. S. military leaders announced last week they would finally set out along both these lines, they axed Dyna-Soar in virtually the same breath.

Defense Secretary Robert S. McNamara outlined plans for a house trailer-sized space lab the Air Force hopes to put in orbit by 1968, and said flatly it would be used "to determine the military usefulness of man in space."

Under the existing philosophy of austerity in defense operations, money for the new project had to come, at least in part, from older programs. The "old" Dyna-Soar fell victim.

McNamara argued that the potential for a ferrying service did not exist with the Dyna-Soar glider. There are numerous technical and engineering experts that think differently — the very opposite in fact.

The Air Force space station will start out with a modified Gemini capsule to return astronauts to earth. Capsules require precise guidance, a complicated system of parachutes and a widespread recovery

force to insure the safe return of the spacemen.

Unless the United States is willing to commit itself to spending hundreds of thousands of dollars to spread a recovery net over half the surface of the globe every time, the capsule technique of orbit-to-earth transportation faces a foreseeable dead end.

Trump Suit

Dyna-Soar's trump suit was its theoretical maneuverability that would have permitted a returning astronaut to guide and control his descent, to land in airplane fashion on land rather than dropping like a boulder dangling at the end of a parachute somewhere at sea.

Dyna-Soar is dead. But the problem of developing an adequate, inexpensive, dependable shuttle service for orbital duty is very much alive — more so, in fact, now that a space station project is reality.

Outside the Dyna-Soar glider, the military has — or had — no visible space bus service in the works. The Civilian National Aeronautics and Space Administration (NASA) has been flirting with so-called "lifting bodies" such as the M2 vehicle.

But in the NASA scheme of things, projects Gemini and the man-to-moon Apollo get the cream. M2 and the others, way down the line, get what is left over, if anything, in the way of support.

NASA's stand is logical. It is not building manned space stations. Therefore it does not need a shuttle service.

The Air Force, however, has permission to go ahead with the space lab program it has long sought. Now, someone is going to have to come up with a logical means of getting men to and from it.

By JOHN H. MILLER
The man destined to become president of the United States by an assassin's bullet was a southern Democrat.

He was to turn his back on the attitudes of his native Southland toward the Negro. His early education was skippy; his family didn't have the money to send him to college.

He was a proven politician when he arrived at the White House, a man of integrity and ability imbued with an out spoken desire to serve his country.

Though many historic parallels are present, this was not Lyndon Baines Johnson, the 36th president of the United States. It was Andrew Johnson, the 17th.

What sort of a man was Andrew Johnson? What befell the "other President Johnson" after he took over the reins of the government on April 15,

1865, following the assassination of Abraham Lincoln? Who was this man, the only U.S. president ever to be impeached?

Born In Poverty

Andrew Johnson was born Dec. 29, 1808, in Raleigh, N.C. His father died when Andrew was four years old, leaving the family in poverty.

At the age of 10, Andrew was apprenticed to a tailor and later made his living as a journeyman tailor.

His mother remarried and the family moved to Greeneville, Tenn., in 1826. Two years later Andrew Johnson married Eliza McCordle, the daughter of a Scottish shoemaker. They had five children.

Johnson grew into a dour looking man of medium height with black hair and dark eyes. He entered politics in 1826 at the age of 19 and was elected an alderman in Greeneville on a workingmen's ticket. An aggressive, powerful speaker, he was re-elected twice and then served as mayor of Greeneville for three years.

From there it was on to two terms in the Tennessee House of Representatives, one term in the state senate, and 10 years as a Democratic congressman.

He was governor of Tennessee from 1837 to 1845 and then was elected to the U.S. Senate.

Runs with Lincoln

Lincoln, the Republican, came up for re-election in 1864. His running mate was Johnson, the Democrat. The National Union party — the Republicans — hoped that Johnson's name on the ticket would help reorganize the Unionist element in the South. The ticket won.



ANDREW JOHNSON — Washingtonians find many historic parallels linking President Lyndon B. Johnson and Andrew Johnson, shown here in a photo taken during his administration as 17th president. (UPI)

Then came April 14, 1865. Lincoln, the shrewd chief executive with the consummate tact, was assassinated. In a simple ceremony the following day, Andrew Johnson, a man noticeably lacking in shrewdness and tact, was sworn in as the 17th president.

The Civil War had brought about a vast expansion of the executive powers. This aroused the resentment of Congress.

It soon became apparent after the war that Congress was trying to strip Johnson of his powers. Congress attempted to limit his pardoning power because of his wholesale pardons of Confederates. Much of his

authority as commander-in-chief of the Army disappeared. The passage of many bills over his veto by ample majorities was proof that he no longer was able to interfere with legislative power.

The Final Straw

But the straw which was to break Johnson's back was the Tenure of Office Act, passed March 2, 1867, over his veto. The act forbade the President to remove any office holder approved by the Senate unless that body gave its consent.

The main reason Congress wanted the act was to keep Edwin M. Stanton as secretary of war. Johnson was certain that Stanton was merely an informer for Congress.

After making an unsuccessful attempt to suspend Stanton, Johnson formally removed him in 1868, instructing him to turn his office over to Gen. Lorenzo Thomas.

Stanton refused. The Senate backed him up and refused to confirm Thomas. The House promptly impeached Johnson for flouting the Tenure of Office Act. Johnson was tried before the Senate and was acquitted on May 26, 1868, by a vote of 36-19, one vote short of the necessary two-thirds to convict.

The Tenure of Office Act was held unconstitutional in 1926 by the Supreme Court, but for Andrew Johnson, it was the end.

He served out his term as president and was a candidate before the next Democratic convention. He was not nominated. He later ran unsuccessfully for the Senate and the House.

Johnson did get elected to the

Senate in 1874 but the end was near. He died on July 31, 1875, out his impeachment by a less than one year after a single vote.

Six-Star Rank for MacArthur Urged

WASHINGTON (UPI) — Sen. Start Symington, D-Mo., proposed Wednesday that Gen. Douglas MacArthur receive the "ultimate tribute" from the nation by making him a six-star general of the armies.

The rank was conferred only once before — on the late Gen. John J. Pershing.

Symington, in introducing a bill to carry out the proposal, said MacArthur is a "towering figure" of the times that embraced World War II and the Korean conflict.

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Power Boat Racing Sport Booms Again

By ROBERT WALTERS
United Press International
CINCINNATI, Ohio (UPI) — Power boat racing — ranging from mid-ocean contests for the pros to weekend competition for the "Sunday sailor" — has become a booming sport, say the men who sanction the races.

"The greatest increase is among pleasure boat owners who are quickly turning into the water-borne version of the sports car fan — they soon learn that racing is a far more lively Sunday afternoon sport than simply cruising down the river," says Charles Strang, newly reelected president of the American Power Boat Association.

Strang, of Oshkosh, Wis., offered his optimistic prediction at the close of the APBA's 60th annual convention here: "Americans with increased leisure time are turning more and more toward boating and many are becoming interested in racing."

Racing Reborn

Although Detroit and Seattle remain the major centers of boat racing, Strang pointed to Miami as an example of "the rebirth of public interest in power boat racing."

That city will utilize, for the first time, a new marine stadium to accommodate spectators at the annual Orange Bowl Regatta later this month.

The APBA, sensing an increased interest in ocean racing, has cleared the way for a uniform set of rules and procedures to govern such competitions as the Miami-Nassau and Miami Key West races.

Other possible deep-water races are planned for the Texas Gulf coast, Miami-New York and a Rochester, N.Y.-Toronto competition to tie in with the Canadian National Exposition, Stang said.

New York Interested

New York, home of the Gold Cup Race — Powerboating's world series — has for many years been preoccupied with a host of other sports, but has expressed new interest in racing, Strang said. This year's

Albany - New York City race down the Hudson attracted 150 entrants and a renewal is in the works for next year.

"One million people a year are now viewing our races for 'unlimited' boats," Strang noted. "Some of the finest evidence of increased interest in the competition to obtain sponsorship of our premier races."

Detroit put up \$40,000 in prize money — an all-time high — for the 1964 Gold Cup race, but Seattle was close behind with \$31,500 and three other cities also bid for the major unlimited hydroplane event," Strang added.

His views were echoed by Lee Schoenith, of Detroit, chairman of the APBA's Unlimited Racing Commission, who said the increase in pleasure boaters would mean "more people who can play the sport, but like to watch the pros, do it a little bit better."

In addition to the July 5 Gold Cup race in Detroit, he listed a six-race card for the 1964 unlimited circuit:

Six Races Listed

Guntersville, Ala., June 21; Coeur d'Alene, Idaho, July 26; Seattle, Aug. 9; Madison, Ind., Sept. 7; Washington, D. C., Sept. 14, and Lake Tahoe, Calif., Sept. 27.

Schoenith's goal is to increase that list by at least one or two races in each of the next several years.

Already in line as candidates for races are Cypress Gardens, Daytona Beach, Miami and Delray, Fla.; San Antonio, Dallas and Houston, Tex.; Baton Rouge, La.; Elizabeth City, N. C.; Honolulu, Mexico City; San Diego, Calif.; Polson, Mont.; Portland, Ore., and Petoskey, Mich.

"With increased promotion, elimination of red tape and a wider geographic range of races, we're convinced that power boat racing is the sport of the future — both for participants and spectators," Schoenith added.

Man With Chimp Kidneys Planning To Leave Hospital

NEW ORLEANS (UPI) — Dockworker Jefferson Davis, with a pair of chimpanzee kidneys miraculously hooked into his ailing system, prepared to return home today for a new life owed to medical science.

Davis, 44, got his life-saving kidneys six weeks ago. He said today he feels "like a man who hasn't been sick a day in his life."

Drugs and X-rays were winning a second part of the battle, against the tendency of the human body to reject all foreign objects, including healthy kidneys. By medication, doctors said it appeared the transplant was working despite this tendency.

"At this time," Dr. Keith Reemtsma, a surgical spokesman, said, "it appears the rejection mechanism of the body has been overcome."

Second In History

Davis' operation was the second such surgery in history.

A 12-member team of Tulane University surgeons performed the operation Nov. 5. The first operation, performed on a 32-year-old unidentified woman, was on Oct. 3. The kidneys — in this case from a rhesus monkey — failed and had to be removed. She died two days later from her original kidney disease.

But in the woman's case, doctors said, anti-rejection drugs failed.

Reemtsma explained the drugs had been used in human-to-human kidney transplants. He said there was no way of knowing how long the kidneys would function in Davis or when the patient's system might reject the transplanted organs.

Davis Feels Well

"I can't feel any better than that," Davis told newsmen Tuesday. "I feel better than I have for five years. I feel like a man who hasn't been sick a day in his life."

Asked why he agreed to the operation, he said the doctors told him "I couldn't live with what I've got. I had no choice. I want to outlive you all. I just want to survive."

Reemtsma said the main significance of the case was that the special drugs and X-ray treatments apparently overcame the body's natural tendency to reject foreign tissue.

Transplantation of other animal organs into humans is "not outside the realm of possibility," he said. He said such transplants were plagued by the same problem — the rejection mechanism.

GOOSE FOR YULE

COPENHAGEN, Denmark (UPI) — The Christmas goose or duck is the main dish on the holiday table in Denmark, although spare ribs sometimes take the place of fowl.

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