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Education Value

By FLORENCE JENKINS

If your little boy wants to grow up to be in Who's Who in America, he stands a better chance if he will continue his education through college.

Marquis—Who's Who, Inc., reports that only a small minority of its listings are persons whose education did not go beyond secondary school. Only 8.3 per cent of the approximately 51,000 men and women of achievement listed this year had no college. This compares with 14.9 per cent of the total in 1928. The actual decrease percentagewise is much greater, however, because there are now nearly twice as many listings in Who's Who as there were in 1928.

How to keep youngsters in school is a problem which recurs every fall.

It is typical of the age in which we live that a monetary value is figured out for additional education.

The U.S. Department of Labor puts a price tag on it by saying that high school graduates earn an average of $30,000 more in a lifetime than those who do not complete 12 years of schooling. It adds that college graduates earn from $50,000 to $60,000 more.

Schooling beyond high school can be vocational in character or aimed at the liberal arts. In other words, your little boy can learn to use his hands along with his brains or he can specialize in culture.

Horatio Alger was quite the lad, but he was always representative of the minority, only, and that minority group has lessened in number today.

Still using the dollar sign, two or four years of college cost from $6,000 up. If that investment is worth up to $60,000 it represents a 10 per cent return on the money.

Of course, under the labor department's figures, it'll take a lifetime to earn it.

Columnist's Mail

By HAL BOYLE

NEW YORK (AP) — Things a columnist might never know if he didn't open his mail:

That you always can tell an elephant in the dark . . . by the odor of peanuts on his breath.

Ten million Americans have a hearing deficiency.

Oil wells soon will be pumped with supersonic — you can't hear 'em—sound waves. They reduce corrosion.

Aluminum foil is now so light it is used in Germany to tag butterflies . . . as a check on their migratory range.

An aircraft carrier in World War II cost about 55 million dollars. But the price tag on a nuclear-powered carrier today is about 314 million dollars. This represents the federal income taxes of some 950,000 married taxpayers with two dependents and an average annual salary of $4,500.

Chimney swifts, except when asleep or sitting on their eggs, spend their lives on the wing . . . They even court and mate while in flight.

As a people, maybe we'd be richer dead. Americans now have nearly 500 billion dollars in life insurance.

Tony Martinez, who plays the hired hand on the ABC-TV show, "The Real McCoys," is a brother of Dr. Milton Martinez, vice president of Puerto Rico.

During the French Revolution, it wasn't only Marie Antoinette who lost her head . . . Royalty lost out in playing cards, too . . . The kings, queens and jacks were removed from the deck and replaced by commoners . . . In 1813, however, they were allowed back in the game.

Lightweight derbies with narrow brims will be back in style with U.S. men this fall . . . This hat, first popularized by the 12th Earl of Derby, who started derby horse races at Epsom in 1789, has such nicknames as "Bowler" . . . "Iron Hat" . . . and "Billy Cock."

The Chamber of Commerce building in Williamson, W. Va., is built entirely of coal.

The old Romans made drinking cups from the horn of the white rhinoceros . . . because it was supposed to provide a defense against poison.

The 16 major league teams use about 64,000 baseballs a season. Although men swat them out of the parks, 95 per cent of the actual manufacture of baseballs is done by women.

The onion is not a vegetable. It's a fruit.

In Borneo a man's wealth is measured by the number of wives he has. In America, by how many he pays alimony to.

Spinach contains less iron than carrots. Maybe that's why it's easier to bend.

Here's a hopeful note for tomorrow's husbands: eight million American girls are now taking sewing lessons in school.

Bicycle accidents have dropped nearly 13 per cent in the last 10 years.

It was Mark Twain who said, "be careless in your dress if you must, but keep a tidy soul."

Integration

By JAMES MARLOW
Associated Press News Analyst

WASHINGTON (AP)—This is one of the important weeks in American history. The Supreme Court, meeting Thursday, must do two things:

1. Give a decision which will affect the whole course of public school integration.

2. Decide a critical principle in law enforcement: whether mob violence and community antagonism can block a court order.

Specifically, the court will only be hearing arguments on the Little Rock school board's request to delay integration in Central High 2½ years.

The reason: the opposition of Little Rock's white people to integration.

But the far-reaching effect of the Supreme Court's decision — whatever it is—can be seen from this:

Several federal district judges—faced with opposition to integration in their districts this year—indicate they'll be guided by the court's decision.

Integration in Central High began last September under order of a federal judge. Then came mob violence and growing hostility in Little Rock.

Arkansas Gov. Orval E. Faubus blocked the court order with National Guardsmen who kept Negroes out of the school. He said he did it to prevent violence.

Then, to back up the court order by seeing to it the Negroes got into school, President Eisenhower had to keep federalized National Guardsmen in Little Rock all year.

Some months ago the board asked, and got from, another federal district judge a 2½-year delay. This was overruled by the U.S. 8th Circuit Court of Appeals. Thus the case came to the Supreme Court for a final ruling.

The Circuit Court pointed out the broad implications of giving Little Rock a delay simply because of opposition to a court order by white people living there: "An impossible situation could develop. Every school district in which integration is publicly opposed by overt acts would have 'justifiable excuse' to petition the courts for delay and suspension of integration programs."

The court said a delay for Little Rock "would amount to an open invitation to elements in other districts to overtly act out public opposition through violent and unlawful means."

It so happens Little Rock's Central High provides a classic test of how long community opposition can delay a court order and hence law enforcement.

The reason: Integration didn't begin there haphazardly but carefully and according to prescribed conditions laid down by the Supreme Court.

The court, instead of saying integration had to begin everywhere at once, took into account the fact that getting it started one place might be more difficult than in another because of differences in public attitudes.

So it said integration must begin with "all deliberate speed"—a carefully vague phrase and left it up to the various federal district judges to decide when integration in their districts should begin.

The federal judge in Little Rock didn't act arbitrarily. The school board worked on an integration plan which it felt could be carried out peacefully, starting in 1957 and ending in 1963.

The federal district judge then, after consultation with the board, approved the plan and ordered it to begin last September.

It's possible—but highly unlikely—the Supreme Court will permit the public opposition in Little Rock to persuade it to grant the 2½ year delay.

It's possible — but perhaps unlikely — that the court will now spell out just what it means by the phrase "all deliberate speed" as a guide to federal judges who have to make decisions on when to integrate in their districts.

One thing is certain: Although the Supreme Court outlawed public school segregation in 1954, integration has been far from speedy.

The New York Times reports that of 2,892 biracial districts in this country, only 792 have been integrated.

Juniper Blight

FROM THE BEND BULLETIN

Between Bend and Redmond on U.S. Highway 97 is one of the most stately stands of junipers known in any part of western America. The parks division of the Oregon Highway Department recognized this. Juniper wayside parks, unique in the west, were established.

Now a "brown blight" has struck the roadside trees, some of them old when Columbus reached America.

Rusty in appearance, ugly, the dead foliage hangs adjacent to the highway, like old yule finery left too long near a fireplace. Some of the roadside trees are wilted only on one side. This dead foliage faces the highway. Most of the small trees appear dead from base to top.

On others, only scattered limbs are brown. Base foliage of other trees are brown, but their tips retain their natural hue.

What is the source of this "blight?" Highway officials would like to know. Several guesses have been advanced. Obviously most are far wrong. Certainly fumes from passing motor vehicles cannot be blamed. The "brown blight" is too localized. It appears to be confined to the 16 miles of highway between Bend and Redmond. U.S. 20 to the east of Bend is free of the "brown death."

No herbicides were used by either the highway department or utilities on the juniper route. But, one guesser noted, possibly herbicides were blown from a passing farm truck.

However, between Bend and Redmond, a soil sterilizer was used, in the roadside dirt, to prevent the growth of weeds. Passing cars have churned up that sterilized dust. It could have come to rest on the waxy surface of the juniper foliage. This is only a guess— but affect of the soil sterilizer should be carefully studied.

It has also been suggested that fumes from oiling work done on the Bend-Redmond section of the highway in July killed the juniper foliage. However, the "blight" apparently has not showed up in other areas where oiling has been done.

No possible source of the "brown blight" should be overlooked. The region's roadside junipers, old, unique and of great interest to tourists, need all the protection that can be given them.

Even if it is possible to determine the cause of the rusting of the purplish-green junipers, the present season must be one of watchful waiting. Will the dead leaves eventually fall and be replaced by new ones? Or will the affected trees, or limbs of trees, die?

Should the trees die, the highway department will face the task of clearing the dead timber from the 16 mile long juniper strip—one of Oregon's tourist attractions.

Industry Needed

By SAM DAWSON
AP Business News Analyst

NEW YORK (AP)—All across the land cities small and large are looking for new industrial plants to boost the local economy. Even in today's slower tempo of branch plant building there are still a sizable number of companies looking for new locations.

Getting the two together is the trick—both for the communities and for corporate management.

State and local development agencies are estimated to have spent 40 million dollars last year trying to attract more industries.

Even so, some industrial executives say many town boosters seem unaware of industry's actual needs before it can build a successful plant. One firm has drawn up a list of these needs as a yardstick, both for communities and industry.

A reverse switch to this is that some areas—particularly residential suburbs of big industrial centers—protest strongly against letting in industrial plants.

In this special field there are industrial and commercial realty firms that help communities find interested corporations and help industries find locations and fit into the local scheme of things with minimum of friction.

An industrial rule of thumb on choosing between different prospective plant sites is offered by J. C. Cleaver, president of Cleaver-Brooks Co. of Milwaukee. It grew out of the firm's search for a site to serve its Canadian market for boilers and burners. The company was flooded with letters and leaflets, some from the United States, although its announced intent was to build in Canada.

Cleaver's tests for choosing an industrial nesting place are these:

Nearness to markets, to population centers, to raw materials, to good transportation lines; labor's stability of supply, capability of being trained in skilled trades, and competitive wage structures;

Pleasant living conditions with good schools and recreational areas, a church-going population, adequate law enforcement; nondiscriminatory taxes, local government support and interest in new business, the citizens' sympathy for business problems, civic pride in community, enterprising press and radio, cooperation of established businessmen;

Availability of land to build and expand, good public utilities, and adequate services at hand for maintaining the new plant;

And last, says Cleaver, "an aura of quiet confidence in the success of the future."

(He finally chose Stratford, Ontario, for his $900,000 investment.)

Industrial relocation was running at a record rate before the slump. One Philadelphia specialist in the industrial and commercial realty field (Frank G. Binswanger Inc.) says the search still is fairly hefty.

On one hand, some companies old or fledgling don't need high rental space in cities and others want to lick rising transportation costs to new markets. On the other, many communities have unoccupied plants vacated by departed concerns. In some cases these can be converted to office buildings and in others they can be changed from a single plant to multi-tenant use.

Communities may be seeking new industries mainly to gain new payrolls. But also industry last year paid seven billion dollars in taxes to state and local governments—taxes that otherwise the local citizens might have had to foot themselves. Town fathers don't shrug that off.

Quotes

United Press International

WITH U. S. 7TH FLEET—Rear Adm. Paul Blackburn, commander of the U.S. Taiwan (Formosa) Strait Patrol, warning American ships will retaliate if hit by Communist guns:

"They are authorized to throw everything but the kitchen sink."

WASHINGTON — Civil Defense Administrator Leo Hoegh, urging Americans to build their own air raid shelters:

"The people must recognize they have a responsibility."

BELFAST, Maine — Mrs. Michael Rutigliano, witness to a hotel fire in which six persons perished:

"It was the worst thing I have ever seen. The woman who was trapped kept screaming, 'Help. . . Help. . . Please, help me. . .Help. . . Please, somebody help me.'"

Pogo

They'll Do It Every Time

By Jimmy Hatlo

Rocket Nose Is Recovered

CANBERRA, Australia (AP) — Supply Minister Athol Townley announced that the nose of Britain's Black Knight rocket was recovered today at almost exactly the spot for which its landing had been predicted.

The rocket, with which Britain hopes to put an earth satellite in rocket, was successfully fired Sunday night in south central Australia.

Townley gave neither the specific altitude the rocket reached nor how far it traveled.

QUAKES KILL THREE

SANTIAGO, Chile (AP)—A series of earthquakes in the Andes Mountains east of Santiago killed three persons, government sources said. Twenty others were reported missing and many buildings damaged. The stricken areas centered around the towns of Volcan and San Jose, and the shocks extended northeastward into Bolivia.

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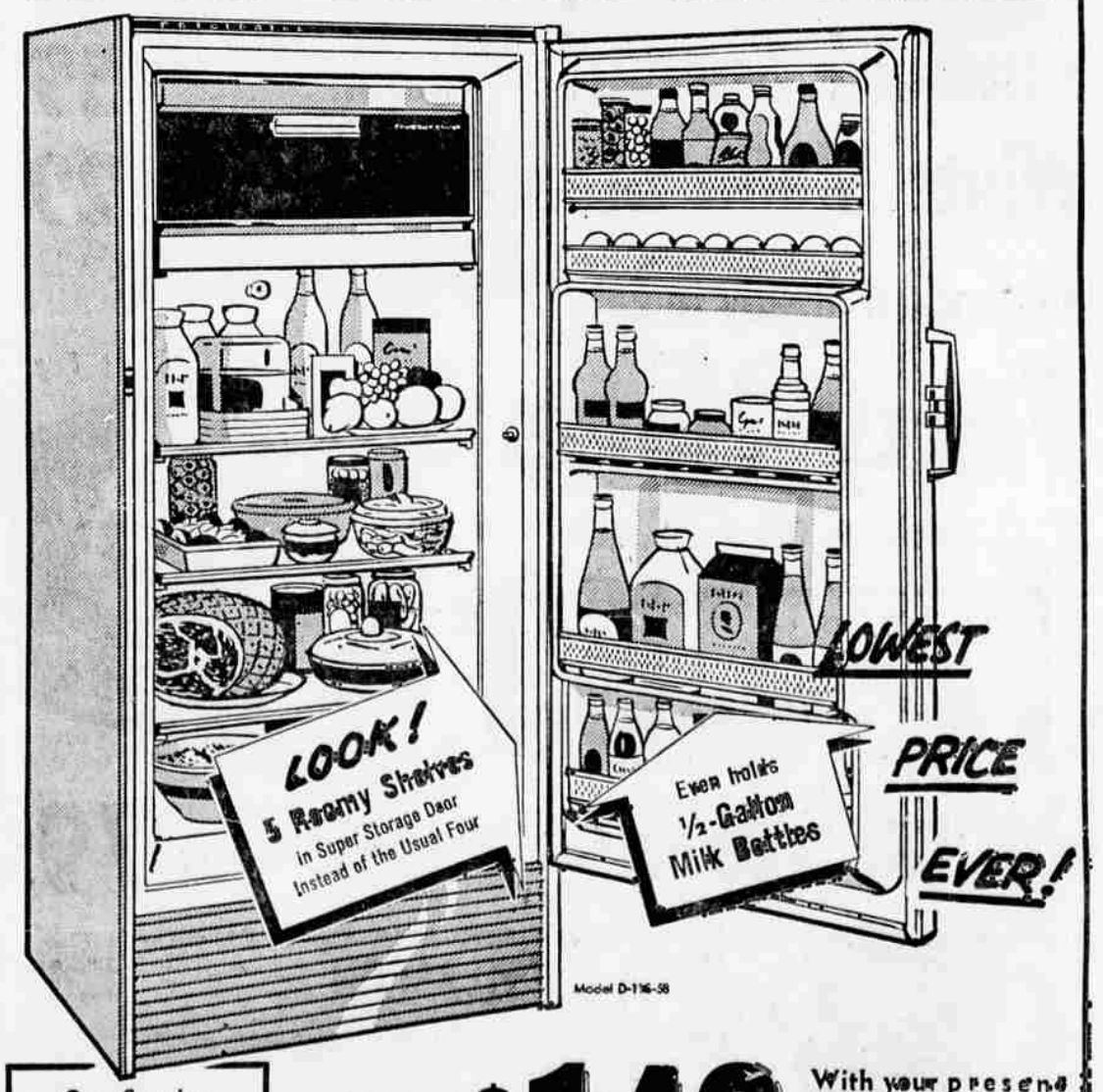

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