



By THE ASSOCIATED PRESS

Northwest residents traded their
hitchhike boots for galoshes Wednesday
as intermittent rains continued in
the wake of a rapidly moving
storm that blew through the area
Tuesday.

At least five deaths were at-
tributed to hard-hitting weather
front that packed winds of up to
63 m.p.h.

Drenching rains dumped as
much as 1.71 inches of rain on
Seattle between 4 a.m. and 4 p.m.
and a mufing blizzard snarled
traffic in the state's mountain
passes.

The center of the storm, born in
the Gulf of Alaska, passed over
Western Washington early Tues-
day evening carrying rain and
snow flurries to the eastern half
of the Northwest. A warming
trend rode the tail of the storm

NEW YORK (UPI)—A group of us rubberneckers—18 Russians, tourists plus a few American hangers-on such as reporters and guided-tour personnel—went on a bus tour of Manhattan Tuesday and found the place, as one of the Russians said, "very exotic."

We examined a parking meter (a very curious device), a drunken bum on the Bowery (he asked for a handout but didn't get one), the building where Al Smith went to school, the Brooklyn Bridge (there is a famous poem, by a famous poet, about it in Russia), the nice people feeding the pigeons in Times Square; Chinatown, and other Gotham curiosities.

We bought two copies of the *Hobo News*, a Bowery newspaper; drove down the high-capitalist thoroughfare named Wall Street; saw the statue of George Washington, the leader of the glorious revolution who later became first president of the United States; and the spot where the statue stands. Also, we got into an awful traffic jam at 30th St. and 6th Ave.

The Russians had just arrived by plane from Moscow to start a 12-day tour of New York, Chicago, and Los Angeles. They are members of the Russian state and film worlds—actresses, directors, producers, writers—who booked the tour through the Cosmos Travel Bureau. They'll spend five more days here. Tuesday was a quick starter.

We would have gone to Brooklyn, too, but Brooklyn is one of the U.S. places that are off-limits to visiting Russians, by State Department order. We gazed at it from a safe distance across the East River, its towers ghostly in heavy fog, and wondered what dark mysteries it held.

The travel bureau hired a regular Manhattan sightseeing bus for the trip but had to have one of its own employees, a lady, to act as speller because the spelling, naturally, had to be in Russian. The way it got translated back, by another employee, in English for me was interesting.

Such names as "Wassington Square," "Wassington Arc," and "Greenvitch Village" were recognizable without translation. At one point, a Russian asked why the people were standing in line in front of a radio. The answer was: "Televizyash."

It was a good tour. At one point, when we passed one of the gangs of workers repairing streets, somebody asked "What are they doing in the streets? They are fixing it all the time."

"I am living here and I am asking the same question," replied a guide, and let it go at that.

He also had a letter from Lebanese Foreign Minister Hussein Quenni asking that the Security Council drop the complaint filed last spring by the government of President Chamoun against the U.A.R.

EUGENE (AP)—Urban renewal and expansion poses the biggest problems for cities in the United States, San Francisco Mayor George Christopher told the League of Oregon Cities Tuesday.

"Cities have been aware of the problem posed by urbanization, but it is a phenomena which, in large measure, has received relatively little attention at the state and federal levels," he said.

When cities expand, he said, greater amounts of money must be spent in a short time for roads, schools and other necessities.

State and federal governments should share "in the costs," said Christopher, who last week asked the White House to hold an immediate conference on expansion problems.

Christopher, president of the American Municipal Assn., was the main speaker Tuesday night and capped the league's three-day convention.

Earlier, 400 delegates heard Gov.-elect Mark Hatfield, who spoke briefly in a voice hoarse with laryngitis.

Hatfield, a Republican, said he often has been asked how he will be able to get along with a Democratic - controlled Legislature next year.

"I'm going to go 99 per cent of the way to achieve success of the state's program," Hatfield said.

The delegates Tuesday elected as the league's new president Edward Harms Jr., a lawyer and the mayor of Springfield.

Tillamook Mayor Loren McKinley was named vice president. The new secretary is John Porter, city manager of Corvallis.

New directors include Salem Mayor Russell Ronesteele; Grants Pass City Atty. W. W. Baldere; Milton-Freewater Mayor Lee Price; Baker Mayor W. W. Jackson; and Klamath Falls Mayor Lawrence Slater.

GLENDALE, Calif. (AP)— Within a year and a half you may be able to hop into your own helicopter and whirl off to work.

The president of a helicopter firm today set that target date for marketing a two-place helicopter coupe for civilians. He said the revolutionary craft would sell for about \$5,000.

The tiny copier, called the Gyro-Jet, will have fold-up rotors and will be driven on the ground from home or office to heliports. Gilbert Magill said in an interview. He is president of Rotor-Craft Corp. of Glendale.

In the air the all-weather, enclosed Gyro-Jet will have a top speed of 100 miles an hour and can cruise for 2½ hours. Highway speed will be 60 m.p.h.

"First prototypes of the craft will be in the air within six months," Magill said. "We have lined up 125 distributors and have ordered 6,500 machines the first year."

The factory has yet to complete its first prototype, however.

Rotor-Craft began developing small helicopters for the Navy eight years ago. The first was the pinwheel, designed to be strapped on a service man's back to lift him aloft for observation. The Gyro-Jet resulted from this research.

"Obtaining a license to fly the Gyro-Jet will be about as simple as getting a driver's license," Magill said. "Anyone who can drive a car can fly and drive the Gyro-Jet."

The cheapest helicopter available now to civilians costs about \$40,000.

"A large part of that cost," said Magill, "is due to the great number of gears necessary to transmit power from the engine to the whirling rotors."

The Gyro-Jet has no gears. The main rotor operates on a jet principle, using liquid hydrogen peroxide as fuel with the exhaust gas providing jet propulsion as it escapes from the tips of the rotor blades."

NEWSPAPER CIRCULATION

ELGIN, Ill. (AP)—Despite television and radio, newspapers reach most citizens. The local newspaper reports that the Audit Bureau of Circulation announced that an average of 57 million copies of daily newspapers were sold every day last year. Its survey shows that 84 per cent of U. S. families buy at least one newspaper every day, and that 82 per cent of all persons 12 years and older read their paper.

UNITED NATIONS, N.Y. (AP)—Secretary General Dag Hammarskjöld announced today he was pulling the U.N. military observer group out of Lebanon.

His action followed the receipt of a report from the 591-man group declaring that its presence was no longer necessary in view of the improved relations between Lebanon and the United Arab Republic.

He also had a letter from Lebanese Foreign Minister Hussein Soueif asking that the Security Council drop the complaint filed last spring by the government of President Chamoun against the U.A.R.

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DALE H. GOODING, son of Mr. and Mrs. Herbert F. Gooding, 1346 Eldorado Avenue, is attending the technical training course for accounting and finance specialists at Sheppard Air Force Base, Texas. Airman Gooding attended Oregon Technical Institute before entering the Air Force. He completed his initial course of Air Force basic military training at Lackland Air Force Base, Texas.

Funeral services for Joseph A. Overton, a resident of Klamath Falls who died Monday, November 17, in Portland, will take place from the A. J. Rose Mortuary, Portland, on Friday, November 21 at 2:30 p.m. The Rev. Herman E. Chen will officiate. Interment will be in the Willamette National Cemetery.

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