

Drunk Case Fine Paid

One of two persons arrested for drunkenness following a Saturday evening accident on U.S. 97 pleaded guilty in district court Monday.

The plea was entered by Mrs. Henry Davis, 2350 Shasta Way, who paid a \$50 fine.

A similar charge was lodged by state police against her husband, still a patient in Klamath Valley Hospital. He was scheduled to appear in court Thursday.

Police said a car driven by Davis entered U.S. 97 south of Diamond Lake junction in the path of a car driven by Raymond Fitzgerald of Seattle. Fitzgerald and his wife also were brought to the hospital by Peace Ambulance. Their conditions were reported good.

In other district court action: Russell Robert Ruff, 45, 435 Market Street, asked for a preliminary hearing on a charge of writing a worthless \$35 check.

Officers accused Ruff of passing the check at the Anita Shop June 10 in payment for \$10.71 worth of merchandise, which was recovered.

Judge D. E. Van Vactor set Ruff's hearing for 10 a.m. June 22.

A BAD LIE

BRIDLINGTON, England (UPI)—Golfers were advised today to leave the ball lie if it lands in the fifth hole sandtrap at the Bridlington Golf Course. A live mortar bomb has been found in the trap.

"DENNIS THE MENACE"



"TOMORROW IS RUFF'S BIRTHDAY. HADN'T WE BETTER START MAKIN' SOME PLANS?"

Taxpayers See Billions Going Down The Drain

By RAY CROMLEY
NEA Staff Correspondent
WASHINGTON (NEA)—Here's where taxpayers can see how billions of dollars of their money are going down the drain.

Right now, the Defense Department has plans for spending over eight billion dollars on rival methods of protecting the U.S. against Russian bombing planes.

That spending is programmed for the Air Force's anti-aircraft Bomarc missile system and the Army's anti-aircraft Nike-Hercules system.

These are the two missiles over which the big fight is raging now in Congress and in the Pentagon.

One group argues both systems are necessary. Others claim Bomarc duplicates Nike-Hercules so closely that one should be abandoned in favor of the other.

Neither system is worth anything against intercontinental ballistic missiles or even against short-range ballistic missiles fired from Russian submarines.

Yet by the time these systems are fully operational—with the needed radar and communications systems in place and the bugs taken out it will be well into 1961.

By 1961 the chief threat to the defense of the United States will be ballistic missiles, not bombers. According to the best intelligence estimates the Russians are not building a big intercontinental bomber force.

There's even some strong questioning on how good either system would be against Russian bombers.

Any Russian bomber raid—say in 1960—is likely to be with Hound Dog type of airborne missiles fired 400 or 500 miles from target. The Army's Nike-Hercules wouldn't reach that far.

When they move into position to fire their missiles, the Red planes are expected to push up to an altitude over 100,000 feet. Bomarc missiles won't reach that altitude. Furthermore, the Bomarc guidance system is tricky. It's worked well in tests. But there's a great deal of doubt as to how reliable it would be against a hundred or more bombers using decoys like the Quail missile, electronic gadgets to confuse U.S. radar and modern jamming tactics.

BOMARC

The Air Force's newest version of the Bomarc has a range of over 400 miles. It can be fired rapidly. Air Force men say a squadron of over 22 missiles can be fired in 30 seconds.

Like the Army's Nike-Hercules, the new Bomarc will do about 2,000 miles an hour. It will hit a plane at 90,000 feet.

With the Bomarc, the Air Force aims at setting up a line across the northern U.S. frontier—with groups of batteries several hundred miles apart.

The aim: to catch Red bombers long before they reach their targets. These batteries would attempt to knock down the bombers the Air Force's F-106's failed to catch over northern and central Canada.

A full complement of operational Bomarc's won't be in the hands of experienced Bomarc-firing troops for somewhat over two years.

Each Bomarc "B" missile will cost about \$400,000. The entire Bomarc system, including the tracking system, the communications and computer systems and the missiles will cost a total of almost five billion dollars. And this will be for less than half of what Air Force men claim necessary to do the job.

NIKE-HERCULES

The Army's Nike-Hercules aims only at defending selected strategic targets in last-ditch stands.

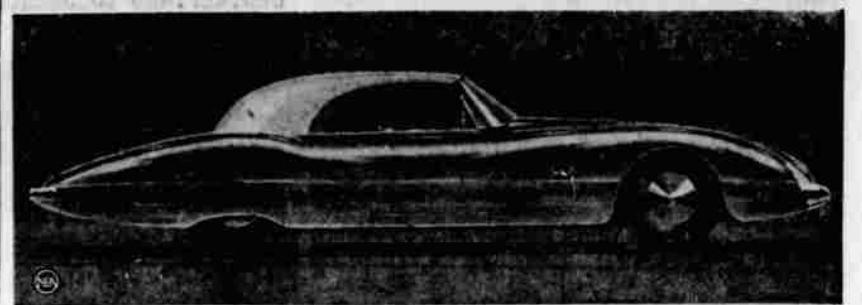
Hercules' range is about 80 miles. It has a speed of 2,000 miles an hour. And probably it can hit an enemy plane at around 120,000 feet. Like the Bomarc, it carries a nuclear warhead.

Army men say the Hercules is essential for shooting down those Russian planes that get through the Air Force's defenses—the planes that outmaneuver the Bomarc's or the 400-mile missiles with decoys and electronic "twists."

Why not just add on more Bomarc batteries to do both jobs? Army men say that would cost too much. A Hercules missile is priced at \$70,000 a sixth the price of a Bomarc. The Hercules system—since it will take over old Nike-Ajax bases—will cost only a fraction as much as the Bomarc system, they claim.

Army men also claim Hercules has a simpler, more foolproof guidance system that "takes advantage of" human intelligence.

Though Hercules missiles are already installed at 30 batteries, they're using short-range tracking and guidance systems in the main. Pentagon officials say it will be two years before the new Hercules systems are completely installed, checked out by experienced troops prepared to do a real job against Red bombers.



ARGONAUT FORMAL COUPE: For \$23,600 it will be built to last.

Crash Hurts Crosby Girl

WEST LOS ANGELES (UPI)—Cathy Crosby, 20, daughter of headliner Bob Crosby, suffered scratches early today when her Cadillac collided with another car whose driver received a possible broken wrist.

Officers R. L. Sauter and G. C. Adams said Miss Crosby, of Beverly Hills, explained the 12:30 a.m. p.d. accident like this: "The car turned left in front of me to go into a driveway. I tried to stop, but I couldn't."

The driver of the lighter car was identified as Joanna Eckstein, 54, Seattle, Wash. Each woman was alone in her car, and both cars received extensive front end damage and were towed away.

Officers said Miss Crosby's car left skid marks, indicating she tried to stop.

Each MPH Will Cost \$116 In New Luxury Automobile

CLEVELAND (NEA)—Slightly built, dressed in a three-button continental-style suit, Richard Luntz seems like the last chap around to be talking in terms of driving 200 m.p.h. on the Utah salt flats.

But Luntz, president of the Argonaut Motor Car Corp., of Cleveland, is out to build the fastest, lowest, safest, longest and most luxurious passenger car today.

The car, the Argonaut, may be the most expensive as well. Prices start at \$22,700.

Tests are scheduled on the Utah flats this summer. Luntz expects the Argonaut's 600-horsepower Chrysler marine engine to pull the car smoothly to 200 m.p.h. Bodies on all but one of the seven models will be fitted in Italy, and will be of aluminum.

Luntz does not seem worried about a small car trend spoiling the market for a 21-foot-plus luxury model.

"There is a renaissance taking place in America," he rhapsodizes. "Furniture, watches, appliances are in keeping with the styling dictates of true art. There are no more hicks in the world. People appreciate the finer things."

This is where the Argonaut comes into the picture, declares Luntz.

Here is a sample of what the well-heeled motorist will get for his money, if he selects an Argonaut: Engine: balanced, fuel and oil lines of stainless steel. Polished brass radiator. Steering wheel: magnesium and mahogany. Complete fitted luggage in every car. Racing tires. Individually adjustable shock absorbers. All bolts and nuts: torqued, stainless steel aircraft type. Fuel tank: 32-gallon capacity, honeycombed to prevent fuel surge. Instruments: everything from altimeter to oil temperature gauge. Optional equipment: air conditioning, vanity, telephone, desk, secretarial and recording equipment, refrigerated food and beverage compartment.

Luntz justifies the Argonaut on social as well as aesthetic grounds. "With millions of persons starving in the world, we simply can't afford waste," says the auto maker.

"The Argonaut is built to last. People would laugh at the idea of buying a home—and accepting a \$3,000 loss every year on their investment. But that's just what the present auto industry makes them do. They are tiring of the forced obsolescence built into today's cars.

"We are making no compromise with quality," insists Luntz. "If a family buys an Argonaut they will know the car could be put in storage for 15 years, and then taken on the street without a speck of rust and driven away."

Luntz says the Argonaut will be made in seven models: Sportive, Sedan, Convertible, Formal Coupe, Coupe, the Texas sports car, State Limousine and the Smoke.

The Smoke is assembled entirely in Cleveland. Wind tunnel tests are under way. The gleaming chassis was given its formal debut in the city earlier this year.

Many sections of the car are personally initiated by inspectors before leaving the plant.

Most expensive model planned is the State Limousine; \$27,400 plus extras and taxes.

Theory On Cancer Scored By Medical Authority

NEW YORK (UPI)—The scientific theory which has guided much of the total world effort to solve the cancer riddle for more than 50 years, "has resulted in no good thing, but in much that is bad."

This is no ordinary criticism because it is the criticism of Dr. Peyton Rous, who, though he is largely unknown to the general public, is a grade-A international celebrity in cancer science.

Some of the "bad," he said, is that devotion to the theory has caused many scientists to conclude cancer is "inherent" in life itself and therefore can't be solved until the very secrets of life are solved.

"Here is fatalism to blast many a hope and effort," he continued, "fortunately, the public, now empowering large-scale attempts to cure cancer, are a hard-headed generation. They have learned the lesson of the antibiotics, substances transcending all medical preconceptions."

But "most serious" of the "bad" is the effect of the theory on scientific research workers. "It acts as a tranquilizer on those who believe in it," said Dr. Rous, "and this at a time when every worker should feel goaded now and again by his ignorance of what cancer is."

The theory is the "somatic mutation hypothesis," and it should be understood that in science, theory is most useful. You take the known facts and from the way you relate them to one another, you try to get an idea of the nature of the unknown facts. When you get that idea, you have something to prove or disprove.

The most conspicuous fact about cancer is that cancerous cells arise somehow out of the normal cells which are called somatic or body cells to distinguish them from the germ cells which have the power to initiate new and independent life. Germ cells "mutate" or change and when it happens, their descendants can be freed of laws which governed the parents.

From this last fact, you can get the idea that somatic cells also mutate. When you add the fact that cancerous cells are outlaws when compared to the normal cells from which they originated, you have the "somatic mutation hypothesis." But the followers of this theory, Dr. Rous said, have yet to prove that the somatic cells of human beings mutate.

They have proved that the somatic cells of plants and of the lower forms of animal life do mutate and this, of course, has given more reason for faith in the theory. They have also proved that "hundreds" of chemical substances and outside conditions can start the cancerous process in human bodies, but they have yet to show that any of these set off "mutations" in normal somatic cells.

Dr. Rous, who will be 80 years old next October, is an adherent of the theory that viruses set off the cancer process he proved beyond any quibble that a certain type of cancer of chickens is caused by a particular virus. That cancer is now called the "Rous virus sarcoma." It is the basis of his celebrity in science, although he has made many more contributions.

Since his discovery, a number of other viral cancers have been discovered, but only in animals. So far no human cancer has been proved to be viral in origin. However, these animal facts are the basis of the theory that viruses cause human cancers.

If so, Dr. Rous' references to the lesson the "hard-headed" public learned from the antibiotics, is apt. The antibiotics cure diseases caused by bacteria which once were considered incurable, as cancer still is. From this fact a theory can be developed that it would be possible to deal with human cancer viruses (if they exist) just as effectively.

Dr. Rous, a native of Baltimore, has been affiliated with the Rockefeller Institute since 1909. He attacked the "somatic mutation theory" in the technical journal, "Nature."

Thyroid Glands Imperiled By Atom Radiation Fallout

By JOSEPH L. MYLER
WASHINGTON (UPI)—A scientist said today that atomic fallout has exposed the sensitive thyroid glands of U.S. children to annual radiation doses one to two times the yearly dose from natural radiation.

This estimate, covering "the last few years," was made in a report to the National Academy of Sciences by Dr. E. B. Lewis of the California Institute of Technology.

The fallout dose to the thyroid comes from short-lived radioactive iodine. Lewis said it poses "a special hazard to infants and children." He said there is evidence that their thyroid glands are much more susceptible to radiation-induced cancer than the same glands in adults.

Scientists differ as to whether low radiation doses like those from fallout can cause cancer.

But some of the world's leading authorities feel that the general population should not get man-made radiation in amounts greater than those from natural sources.

In his report, Lewis did not contend that fallout has actually caused any cancer of the thyroid among American children. And he noted that if atmospheric weapons testing is not resumed, radioiodine contamination from fallout, because of its short life, will practically cease to exist by the end of this year.

Lewis said it has been assumed that fallout doses on the average are "well below the corresponding doses from natural background sources." This may be true for most body organs, he said, but not for the thyroid glands of the average U.S. infant and child.

Radio-iodine concentrates in fresh cow's milk, a major item in the diet of young people, and in the human thyroid gland. Lewis said research indicates that from the same amount of radio-iodine the average infant will get about 18 times the thyroid dose that the average adult will receive.

Aide Named By Hatfield

SALEM (AP)—David H. Cameron, employe of the Oregon Unemployment Compensation Commission 22 years, was appointed by Gov. Mark Hatfield Monday as director of the Department of Unemployment.

The new department was created by the Legislature to replace the three-member Unemployment Compensation Commission, the change becomes effective July 1.

The three commissioners still will run the state Industrial Accident Commission, although Hatfield is expected to make some change in its membership. They are Mrs. Cecilia Galey, L. O. Arons and W. A. Callahan.

Cameron now is head of the UCC's contributions section, which collects payroll taxes levied against employers.

Hatfield said Cameron was supported by both labor and management.

Cameron, an accountant, started as a field man and technician for the commission. In 1939 he took over his present job.

Air Wreckage Climb Object

HAILEY, Idaho (AP)—Ground parties planned to climb into the remote mountain country of eastern Blaine County Tuesday to reach the wreckage of a light plane.

Sheriff L. E. Outz said the wreckage might be that of a plane reported missing last fall on a flight from Pocatello to Boise. Pilot Ed Wilson, 34, Boise, and John Church, 30, Seattle, were aboard.

The burned out hulk of the plane was spotted on its nose near the top of a ridge at the head of Porcupine Creek, about 15 miles northeast of Hailey. The site was almost inaccessible and the sheriff said it might take two days to reach the wreckage.

An unidentified sheepherder, who first spotted the plane, told of finding two bodies in the wreckage. He reported his find to his comp foreman who in turn hiked eight miles to Little Wood River where a Bureau of Reclamation crew radioed out the news.

Additional Land Will Be Cleared

MOUNT SHASTA—John C. Watt, district forest ranger in charge of reforestation on Mt. Shasta, has announced that 50 acres of additional land will be cleared of brush this summer for planting young pines next spring. This area is beside the John Everett Memorial Highway.

This region was included in the pioneer planting of more than 20 years ago. Some of the early plantings proved successful, but the greatest value of that period was in learning how to handle the varied soil and climatic conditions there.

The survival rate in the beginning was very low in the all-over results. Today the rate is above 90 per cent. Mt. Shasta is expected to be back in sustained full production by the year 2,000.

Cook Secrets Revealed

FORT LAUDERDALE, Fla. (AP)—Some of the finalists in the Mrs. America contest disclosed a few of their cooking secrets Monday night.

The most startling intelligence: the women said they often use prepared mixes to cut cooking time.

After all, said Mrs. Pennsylvania, Ellen Purnell, 27, mixes are prepared by persons more expert at homemaking.

"I consider myself a very average homemaker," she said.

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Seven Killed In Car Crash

BAKERSFIELD (UPI)—The death toll was listed as seven today in a two-car collision on a straight stretch of Highway 6 about 30 miles north of Mojave Sunday.

The Highway Patrol reported the lone survivor, Lonnie Curtis, 7, of Edwards, died Monday night in the base hospital at the China Lake Naval Test Center. He was the son by a previous marriage of Mrs. Millie Thornton, 26, who was killed with her husband, Howard Thornton, and three other children Susan, 8, Cindy, 5, and Timothy, 6 months.

Also fatally injured was the driver of the other car, Processo Subala, 49, of the test center.

The military ceremony tattoo, which marks the beating of retreat for soldiers, originates from early years when the drums warned soldiers to return to their billets late at night.

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