

Ayrshire, Brown Swiss, Guernsey, Holstein and Jersey are the principal breeds of dairy cows in the United States.

# Seven U.S. Spacemen Sample What Lies Ahead

LANGLEY RESEARCH CENTER, Va. (AP)—The nation's seven Mercury astronauts, sampling what lies ahead for them, watched a miniature space capsule glow white hot in thousands of degrees of roaring heat today.

It was a part of a demonstration for visiting newsmen of the man-in-space program which the National Aeronautics and Space Administration is pressing "with utmost urgency" at its laboratories here.

The capsule was a model of those in which the astronauts are to ride into space orbit in 1961. The heating effect of air friction is only one of the problems being studied here in an effort to assure their safe return. That problem apparently has been solved.

The astronauts have watched this and similar space flight experiments for weeks as they prepare themselves for their first space excursions. They now know intimately all the problems—the 11,000 degrees of heat on the outside skin of their vehicles as they come flashing back into the earth's atmosphere, the devices intended to save them if something goes wrong, the mighty compressive "G" force of gravity from acceleration and deceleration.

During this first full-scale demonstration and briefing for newsmen, officials also disclosed that:

1. Troubles encountered in recent tests of the final combat version of the Air Force's Atlas intercontinental ballistic missile may delay NASA's Mercury manned-satellite program. The Defense Department disclosed last week that its Atlas ICBM testing has been suspended while trouble is being corrected. Re-entry heat tests, using the Atlas booster had

been scheduled for this summer, but now will be slowed. However, NASA officials still claim that the 1961 goal for putting man up in a satellite will be met.

2. NASA apparently is getting ready to drop the Army's Jupiter intermediate range ballistic missile from its present list of four launchers to be used in connection with testing. Robert Gilruth, director of the Mercury project, said elimination of the Jupiter booster "is under consideration," and that plans for further use had been ordered "stopped pending decision." The Army's smaller Redstone rocket still will be used in the Mercury project, for preliminary testing of capsules and other equipment.

3. Under a change of plans, the first attempt to send a man aloft in a capsule will be intended to put him into orbit, using the Atlas booster. Until now, the plan was to send men first in a comparatively short trip of 1,500 miles down the missile range from Cape Canaveral, Fla., recovering the nose cone capsule in the ocean.

As the test program now stands, NASA scientists will begin experimenting late this summer with the "Little Joe" rocket launcher—a squat cluster of solid fuel rockets—designed for measuring the reliability of equipment, with test firings from Wallops Island, Va. Following this will come capsule re-entry experiments using the Army Redstone rocket, then moving into tests in which chimpanzees ride in the capsules. When the chimpanzees have "test flown" the capsule, the astronauts will be ready for manned flight—some time in 1961.

Gilruth told reporters that in Project Mercury "We do not need any new scientific breakthrough" to accomplish the objective of sending man into orbital flight. But NASA does have ahead of it "formidable engineering problems" to perfect the equipment needed, he said.

# "DENNIS THE MENACE"



"HEY, I GOT AN IDEA! INSTEAD OF SEEN' HOW CLOSE YA CAN COME, WHY DON'T YA KNOCK THE BALL IN THE GLASS?"

# Trucking Industry Grows In Appeal For Investors

By ELMER C. WALZER  
NEW YORK (UPI)—The nation's trucking industry has grown to three times its size in 1935 and one of these days there'll be more of the firms listed on the big exchanges.

Bache & Co. draws this conclusion in a study of the trucking industry. It says the trucking industry is the largest non-agricultural employer of labor with more than seven million employed directly and thousands more indirectly in truck building, tires, and services.

The study includes details on ten of the companies which Bache regards as representative of the industry. Eight of them are traded over the counter, one on the New York Stock Exchange and one on the American Stock Exchange.

Bache rates the industry as one of the fastest growing in the nation. To date, the expansion has been internal with earnings plowed back, some little debt financing and little equity financing. While there are a few large ones, most truck firms are essentially small operators.

The era of the small operator is coming to a close, the study indicates.

"These small operators," says the study, "will find it increasingly difficult, if not impossible, to operate profitably and take advantage of traffic potentialities of their routes and service areas."

"A company cannot operate profitably without modern equipment, as well as mechanization of terminal facilities and accounting procedures, all of which are expensive."

Bache believes the future will see large companies dominate the trucking field. It predicts increasing mergers and consolidations among the smaller operators until all of them are absorbed.

This move is expected to lead to increased equity financing by the corporations as they seek additional funds. Thus the number of companies with public stock participation will grow and those who already have "some degree of public participation will seek listings on recognized exchanges and increase the shares in the hands of the public both through stock splits and new financing."

Larger companies are expected to take advantage of technological improvements, thus reducing costs and increasing profit margins.

Bache notes that the industry, already cognizant of the importance of coordination, strongly believes that coordination between the trucking industry and the railroads is the only solution to the country's transportation problem.

"After witnessing some hesitation while the phenomenal growth factors were being digested," the Bache study notes, "the trucking industry is again ready to accelerate its growth pattern."

"Widening public interest in the equities of this growth industry should result in a progressively more liberal capitalization of earnings and earnings prospects."

Incidentally, if the truckers wished, they could give the railroads a real run for their money. Trucking companies don't have the giant debt load the railroads are carrying.

They can get into spots the railroads cannot reach. They don't have to buy land for rights of way. The nation's improved highways make their business grow and they also are helped by technological improvements and mass production methods in capital goods industries, free reciprocity among the states, greater weight and size limitations, and the accelerated pace at which industry has been decentralizing since World War II.

These factors, coupled with our rapidly increasing population and the mass exodus into the suburbs have made the trucking industry a most vital factor in our economy, the Bache study says.

"There is every indication that the pace has not slackened but rather that it will gather even greater momentum in the next decade," it adds.

# View Of Administration Pointed Up By New Rate

WASHINGTON (AP)—A near-record interest rate on government borrowing pointed up today the Eisenhower administration's contention it must be permitted to offer more for long term bonds.

The Treasury announced Wednesday night it will pay nearly 4 1/2 per cent—the highest rate in 38 years—to borrow two billion dollars for a year. The rate was determined by bids.

The announcement came a few hours after the House Ways and Means Committee approved, a compromise plan permitting President Eisenhower to set aside the 4 1/2 per cent interest limit which the law puts on bonds issued for five years or longer. The authority was limited to two years.

There was no direct relation between the committee's action and the Treasury announcement. There is no legal limit on the interest rates for securities to be repaid in less than five years.

Short-term interest rates normally are lower than those for longer borrowings. But Wednesday's bids put the short-term rate nearly one-half per cent above the present legal maximum for bonds.

The actual rate of 4.728 per cent compared with 4.05 paid in May for the last one-year offering. It is the highest since a 5 per cent rate was paid on a six-month borrowing in 1921, and the largest for a one-year issue since June 15, 1920, when the Treasury paid 6 per cent.

The House committee gave Eisenhower less than he had asked, but it nevertheless opened the way for criticism from many who contend that an increase in government interest rates would touch off a spiral of higher interest costs for individual and business borrowers.

Eisenhower had asked Congress to remove entirely the 4 1/2 per cent ceiling in effect since 1918. Instead the committee voted 17-7 to give the President authority to exceed the ceiling in the next two years if he feels it is for the good of the country.

Both the House and the Senate have yet to act on the plan, which Secretary of the Treasury Robert B. Anderson accepted reluctantly. He said it accomplishes "for the most part the objectives we sought."

At the same time the committee prodded the Federal Reserve Board to buy more government bonds as a means of expanding credit and holding down rates. The prod, however, was put in the form of congressional advice without the force of law.

Privately, Treasury officials voiced disappointment over the two-year limitation of the President's authority. They also voiced grave reservations over the congressional directive to the Federal Reserve Board on credit policies.

The limited authority the committee approved would extend both to long term bonds—securities with maturities of five years or more—and to government savings bonds of the E and H variety. Savings bonds now carry a limit of 3.26 per cent. The President has said the Treasury will increase this to 3 1/2 per cent if Congress permits it.

Pacific Gas & Electric and California-Oregon Power Co. oppose each other in a fight to secure the water rights for the controversial project.

William R. Gianelli, acting assistant director of engineering for the state, said "It is presumptuous" of the Department of Water Resources to rule on the question of whether a state filing for water rights could take precedence over those already made by PG&E and COPCO.

"No funds are available at present for state construction of a power project," said Gianelli at a hearing here, "but that isn't to say the Legislature in its wisdom couldn't make any funds available."

A sportsmen's group from Yreka objected to methods of COPCO in developing water resources. The Klamath River Sportsmen's Assn. sent a letter and resolution to the Water Rights Board which is conducting this week's hearings.

The letter said the group did not advocate stopping hydroelectric development, but was opposed to dam construction that would cause unnatural fluctuations in stream level, damage fish life, endanger human life, or cause interference with agricultural and public rights.

The resolution said that COPCO had not built a regulatory dam proposed for 1930 and had been "entirely selfish in relation to water use on the Klamath."

# Union Magazine Sees No Merger

LOS ANGELES (UPI)—Teamster President James Hoffa apparently is taking a key role in major United States dock unions, but there is no indication the Teamsters will formally merge with Harry Bridges' longshoremen's union, according to a Los Angeles publication.

The Daily Journal of Commerce speculated Wednesday about Hoffa's role in shipping contracts with longshoremen.

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# Charges Face Top Criminal

DES MOINES (UPI)—George E. Cole, 32, one of the FBI's 10 most wanted fugitives until his arrest here Monday night, was to be returned to California today with his common law wife to face charges of killing a San Francisco policeman.

Cole and his wife, Yvonne Conley, 45, both waived extradition Wednesday. Miss Conley is charged with being an accessory to the murder.

Cole, who first denied knowledge of the killing, later admitted "it's possible that I did it, but I don't remember." He said he was drunk at the time.

California authorities were to fly the couple to San Francisco. Cole was arrested at the service station he operated here under the name of James E. Walker. He was taken before U.S. Commissioner James Bennett on a charge of unlawful flight to avoid prosecution.

Sgt. Joseph E. Lacey was shot to death during a holdup at a San Francisco bar Dec. 30, 1956. Thomas Hamrick is serving a life sentence in San Quentin Prison for his part in the slaying. Hamrick has accused Cole of firing the two bullets that killed Lacey.

Los Angeles Roasts In Heat  
LOS ANGELES (UPI)—A summer heat wave hit Los Angeles Wednesday, pushed the temperature up to 92 to tie the year's high and is expected to bring a high of 95 degrees today.

Moderate smog which covered the basin area will return again today to plague residents, according to the Air Pollution Control District.

Hot weather covered many nearby cities with Arcadia reporting a high of 93, Monrovia 92, Glendale 94, and San Fernando Valley 99. In the desert areas, Palm Springs recorded 113 degrees and El Centro 112.

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# Solon Urges Acre Limit

WASHINGTON (UPI)—Rep. John F. Shelley (D-Calif.) urged Gov. Edmund G. Brown Wednesday to work for a 160-acre limit on distribution of water from state reclamation projects.

Shelley said in a telegram to Brown "that he intends to join other congressmen in efforts to strike from the House version of the San Luis bill a section which would exempt California from the 160-acre limit."

The Senate knocked out the exemption when it passed the bill May 12.

"I am a firm believer in the limitation," Shelley said. "I feel that you as governor should have the Legislature adopt a limitation law."

Shelley said inclusion of the California exemption in the San Luis measure would be "tantamount to repeal" of existing reclamation law.

HE NEEDS IT  
SAN FRANCISCO (UPI)—Louis Kearn was standing in front of his cleaning shop Wednesday when he saw an auto careening toward him.

Kearn waved frantically for the driver to turn the wheel, which she did—and crashed right into the front of Charles Zannoni's photographic studio.

"I just remodeled," Kearn explained. "Charlie needs it (remodeling), I don't."

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