

By FRANK JENKINS
In this space recently, this question was asked:

Did Melba, one of the great operatic singers of all time, live for a period of her life in Klamath Falls?

The answer seems to be that Melba never lived here, but her husband and their son did. The husband was Captain Charles N. F. Armstrong. He lived here somewhere around the turn of the century. Their son was with him at this time.

Melba was born (about 1861) in Australia, near Melbourne. Her christened name was Helen Porter Mitchell, but when she became world famous she adopted the name Melba, in honor of Melbourne. She is known in the records as Nellie Melba. She began to study the piano at the age of three, and sang to her own accompaniment when she was six.

In 1887, she made her European debut in Brussels as Gilda in Rigoletto. The records of the Metropolitan Opera Association reveal that in 1888 she married a Charles Nesbit Armstrong, said to have been the son of an Irish baronet. She made her American debut in the Metropolitan Opera House in New York. She remained at irregular intervals during five seasons. Her last appearance with the Metropolitan was during the season 1910-11.

The impression among people who knew Captain Armstrong here in the early days of Klamath Falls is that he had married Melba in Australia and had financed her musical education. They incline to the belief that when she became world famous he couldn't take being merely the husband of a celebrity and urged her to retire from the operatic stage, which she refused to do.

It is known that they separated. There are some indications that they were later reunited, but apparently the reconciliation ended in failure and they separated again. It seems to have been agreed that the son would be left with his father until he reached the age of 21, when he would be free to choose which parent he would remain with.

At any rate, he was with his father here. He is described as a frail youth, who needed the outdoors. The high, dry Klamath climate seemed to be just what he needed.

Captain Armstrong is described by those who knew him here as of the English type, big, strong and handsome. He was an amateur boxer of great ability and spent much time training his son as a boxer. He is described as pleasant, courteous, well educated and "well raised" — a charming person. He was generally believed to have been an officer in the British army. He was regarded as a man of considerable means.

Interesting question: How did Captain Armstrong reach the Klamath country? There could be many answers. This fascinating region of ours has attracted all kinds of people — explorers, Indian fighters, gold seekers, railroad builders, big business people. But in this case there appears to have been another reason.

Rex Borde, then owner of the Borde ranch out toward Oleno, now owned by George Stevenson, had apparently been associated with Armstrong in the sheep business in Australia. That made the Klamath country a natural place to come. He was associated with Mr. Borde in the sheep business while he was here.

Anyway, that's the Melba story. It is amply supported by many people who knew Captain Armstrong intimately while he lived here.

Weather
Klamath Falls and vicinity — Partly cloudy through Friday with a few snow flurries. Highs 37-42. Low tonight 23-30. High yesterday 41. Low last night 23. Precip. last 24 hours none. Since Oct. 1 5.34. Same period last year 1.81.

Herald and News

Price Ten Cents—20 Pages KLAMATH FALLS, OREGON, THURSDAY, JANUARY 26, 1961 Telephone TU 4-8111 No. 6594

Weather
Northern California — Showers through Friday with snow in mountains above 5,500 feet; colder in mountains. Mt. Shasta-Siskiyou area—Showers through Friday with snow above 5,000 feet; little temperature change.

U. S. Military Transport Lost With 28 Aboard

ARGENTIA, Nfld. (AP)—A U.S. military transport plane disappeared today near the southeast tip of Newfoundland. Canadian and U.S. planes and ships began a search of the frigid waters.

Information here was that 28 persons were aboard but a spokesman at McGuire Air Force Base in New Jersey said there were 23 persons—10 Navy crewmen and 13 passengers—on the four-engine Military Air Transport Service C118. It was on a flight from Port Lyautey, Morocco, to Norfolk, Va., via the Azores and Argentina.

The last word from the missing aircraft was a radio message to Air Traffic Control at Gander, Nfld. The pilot reported he was 455 miles southeast of Argentina. There was no mention of trouble.

The C118 left Lajes in the Azores Wednesday night. Royal Canadian Air Force search headquarters said it was due at Argentina at 6:37 a.m.

There was an unconfirmed report that a U.S. Navy pilot saw an explosion at 6:14 a.m. about 28 miles southeast of Argentina. Search officials said this might have been a flare.

Gander Air Traffic Control declared an emergency when the plane did not report by radio as scheduled.

Those aboard were given little chance of survival if the plane landed in the water. The air temperature was near zero in Newfoundland this morning. The Weather Office said the ocean water would be between 32 and 35 degrees.

Search planes had sunny weather to aid their hunt but high winds and flying spray created the hazard of icing for surface vessels.

The plane left the Azores without enough fuel for about 1 1/2 hours flying. The fuel would have been used up by 10:30 a.m. today.

Police searched in the wooded Coast Range west of Drain today for a man who held up the Drain branch of the U. S. National Bank of Portland Wednesday.

Bank officials said the robber got about \$2,000.

Police believed the man was afoot in the hills west of here.

The car used in his getaway was found bogged down in a soft spot on a logging road about three miles west of Drain a few hours after the robbery. Footprints led away from the car and into the woods.

There were reports at first that two men were in the escape car, which had been stolen earlier from a used car lot at Springfield. Police later said, however, that they believed the reports of two men in the car were erroneous.

Only one set of footprints was found leading away from the abandoned car.

WASHINGTON (AP)—The two American fliers released from Soviet custody are expected to reach Washington Friday afternoon. President Kennedy will meet them on their arrival at Andrews Air Force Base.

The fliers, whose freedom from seven months of Soviet detention was announced so dramatically by Kennedy at a televised news conference Wednesday night, had originally been expected to get to Washington this afternoon.

But the White House announced today that the two men—Capt. Freeman B. Olmstead and John R. McKone—will spend the night at Goose Bay, Labrador, where they arrived this morning, instead of flying on to Washington, and into a predicted snow storm.

Pierre Salinger, White House press secretary, said McKone and Olmstead landed at Goose Bay at 8:35 a.m. EST.

Present prospects are that they will land at nearby Andrews Air Force Base some time after noon Friday.

Wives of the two men were at Andrews around noon today from Topeka, Kan., the home of McKone.

They will remain at the air base tonight.

SUCCESS CAPE CANAVERAL, Fla. (AP)—The Army has successfully fired a flare-carrying Pershing missile on a 160-mile flight down the Atlantic missile range.

Officials reported the 34-foot rocket Wednesday night achieved all test objectives.



A CROSS SECTION of the community attended a public meeting Wednesday night at Fremont School to hear a progress report by the Klamath County Chamber of Commerce Hospital Committee. The 125 people who attended were representatives of a wide variety of local organizations. Here, Committee Chairman Dr. Mel Amsberry answers a question from the floor. Other members of the committee in the front row are George Proctor, far left; and Del Wright, far right.

Captive Ship Races Toward Africa; Leader Wants To Drop Passengers

SAN JUAN, Puerto Rico (AP)—Shadowed by a U.S. Navy patrol plane, the captive liner Santa Maria raced toward West Africa today. U.S. destroyers set out to intercept the fugitive ship but President Kennedy said American sailors had not been ordered to board her.

Portuguese rebel leader Henrique Galvao, commanding the seized liner as "occupied" Portuguese territory in his revolt, launched on the high seas, boldly announced his destination as Angola, the ancient Portuguese colony on the coast of southwest Africa.

But this could be a ruse to mislead interceptors. The Santa Maria—at last report half way between Puerto Rico and West Africa and heading on a southeasterly course—still was in a position to swing back toward South America.

Galvao, in a radio talk with the U.S. Naval pilot who tracked him down, refused to turn around and go to San Juan and bluntly told him: "Destination Angola."

But he added: "Will accept conference on board Santa Maria with U.S. authorities or any other than Portuguese or Spanish (Salazar's close ally)."

The 68-year-old rebel leader, a former army captain and leading Portuguese writer, told the Navy pilot, Lt. (j.g.) Daniel L. Krauss, he wanted to "discharge passengers unharmed—earliest." He has aboard 600 passengers, including 38 Americans, but messages from the Americans to their families indicated they were enjoying their unexpectedly extended cruise.

Maritime experts calculated that, on its last reported course, the 20,906-ton Santa Maria could make the African coast sometime Sunday, steaming at about 480 miles a day. The ship reportedly has plenty of fuel and food to sail even farther.

The Salazar government, denouncing Galvao's band as pirates, enlisted the aid of the United States, Britain and other NATO allies in the hunt after the cruise ship was taken over in the Caribbean early Sunday morning by an armed band who sneaked aboard in Venezuela and Curacao disguised as passengers.

But the United States, though sending warships and planes to keep watch on the ship, backed away from earlier statements by naval spokesmen that the Santa Maria would be boarded and taken in U.S. charge and her captors treated as pirates.

Santa Fe, WP Say SP Aim Is To Cut Out Competition

SAN FRANCISCO (AP)—Presidents of Western Pacific Railroad and Santa Fe charge that the Southern Pacific seeks to eliminate competition in its bid to gain control of Western Pacific.

Statements to that effect were issued Wednesday in comment on a declaration by Southern Pacific Tuesday that it would propose joint trackage rights to Santa Fe in Northern California—if the Interstate Commerce Commission approves SP's application to control Western Pacific.

The ICC is expected to conduct public hearings on the SP's application this spring. Western Pacific and Santa Fe oppose the move. Union Pacific supports the SP.

Ernest S. Marsh, president of Santa Fe Railway, said in Chicago that Southern Pacific's offer of joint trackage usage was a threat to rail competition.

F. B. Whitman, president of Western Pacific, commented that the offer "makes it increasingly clear the SP's primary object in seeking control of Western Pacific is to effect dismemberment of WP and thus kill off competition."

"As to the Union Pacific announcement," he added, "we regret that it has seen fit to support the SP effort to secure control of Western Pacific."

Washington (UPI)—President Kennedy today looked forward to a cold war thaw following Russia's release of two American airmen who had been held for almost seven months.

The two airmen, now en route home, are Capt. Freeman B. Olmstead, 24, of Elmira, N.Y., and John R. McKone, 38, of Tonganoxie, Kan. They were the survivors of the six-man crew of a plane shot down by the Russians over the Barents Sea July 1.

The President personally announced the Russian action at a nationally televised news conference Wednesday night. He said it "removes a serious obstacle to improvement of Soviet-American relations."

At the same time, Kennedy disclosed that he had promised Soviet Premier Nikita Khrushchev that American U2 spy plane flights over Russia would not be resumed.

The dramatic disclosures of simultaneous tension-easing concessions in Moscow and Washington came at Kennedy's first formal meeting with Washington newsmen since taking office. In addition to being televised, the conference was broadcast to radio listeners around the world.

Kennedy covered a wide range of foreign and domestic problems. He discussed Cuba, the Congo, Laos, the Chinese famine, reciprocal trade, the dollar gap and the seized cruise ship Santa Maria.

On the domestic scene, he talked about the House rules fight, civil rights, New York politics, aid to the unemployed, free-

President Kennedy today looked forward to a cold war thaw following Russia's release of two American airmen who had been held for almost seven months.

The two airmen, now en route home, are Capt. Freeman B. Olmstead, 24, of Elmira, N.Y., and John R. McKone, 38, of Tonganoxie, Kan. They were the survivors of the six-man crew of a plane shot down by the Russians over the Barents Sea July 1.

The President personally announced the Russian action at a nationally televised news conference Wednesday night. He said it "removes a serious obstacle to improvement of Soviet-American relations."

At the same time, Kennedy disclosed that he had promised Soviet Premier Nikita Khrushchev that American U2 spy plane flights over Russia would not be resumed.

The dramatic disclosures of simultaneous tension-easing concessions in Moscow and Washington came at Kennedy's first formal meeting with Washington newsmen since taking office. In addition to being televised, the conference was broadcast to radio listeners around the world.

Kennedy covered a wide range of foreign and domestic problems. He discussed Cuba, the Congo, Laos, the Chinese famine, reciprocal trade, the dollar gap and the seized cruise ship Santa Maria.

On the domestic scene, he talked about the House rules fight, civil rights, New York politics, aid to the unemployed, free-

President Kennedy today looked forward to a cold war thaw following Russia's release of two American airmen who had been held for almost seven months.

The two airmen, now en route home, are Capt. Freeman B. Olmstead, 24, of Elmira, N.Y., and John R. McKone, 38, of Tonganoxie, Kan. They were the survivors of the six-man crew of a plane shot down by the Russians over the Barents Sea July 1.

The President personally announced the Russian action at a nationally televised news conference Wednesday night. He said it "removes a serious obstacle to improvement of Soviet-American relations."

Hospital Cost, Financing Figures Given At Meeting

The Klamath County Chamber of Commerce Hospital Committee held a public meeting Wednesday night to report its progress toward a new hospital and to place the burden of responsibility squarely on the shoulders of the citizens of the Klamath Basin.

More than 125 people in Fremont School Auditorium heard Dr. Mel Amsberry, committee chairman, discuss the hospital problem. The audience included representatives from a wide variety of Klamath area clubs and organizations.

Dr. Amsberry presented the scope of the problem, the costs of the proposed programs and the methods of financing a new hospital.

The Chamber of Commerce became involved in the hospital question in January 1957 after the Klamath County Medical Society released a report saying that medical facilities would be inadequate with continued growth of the area.

A more detailed study last year by the Stanford Research Institute, at a cost of \$8,000, drew substantially the same conclusions. The research group said the Klamath area would need a new 180-bed hospital by 1965 to replace existing facilities.

The research group said further that a new hospital would cost \$3,900,000 and the site an additional \$300,000. This amounts to \$47 for every person in the Klamath Basin.

Dr. Amsberry reviewed the many methods which have been suggested to finance a new hospital and said the most feasible seemed to be to form a hospital district which would have the power to levy taxes and issue bonds.

"The responsibility for a new hospital lies with the public," Dr. Amsberry said, Chamber of Commerce President Bob Kent agreed and added that "the chamber can provide organization and leadership but only the people can supply the incentive to give life to such a large project."

The Stanford Research Institute figure of \$4,200,000 was higher than those provided by two other sources. Harry Palmer of the State Board of Health believes the Klamath area needs only a 125-bed hospital. The cost of such a structure would be \$2,600,000, but it would probably have to be expanded to 250 beds within 10 years.

The American City Bureau also made a survey and recommended a smaller hospital, based on the fact that it discovered a "death of millionaires" in the area.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

By GUY W. FARMER

The Klamath County Chamber of Commerce Hospital Committee held a public meeting Wednesday night to report its progress toward a new hospital and to place the burden of responsibility squarely on the shoulders of the citizens of the Klamath Basin.

More than 125 people in Fremont School Auditorium heard Dr. Mel Amsberry, committee chairman, discuss the hospital problem. The audience included representatives from a wide variety of Klamath area clubs and organizations.

Dr. Amsberry presented the scope of the problem, the costs of the proposed programs and the methods of financing a new hospital.

The Chamber of Commerce became involved in the hospital question in January 1957 after the Klamath County Medical Society released a report saying that medical facilities would be inadequate with continued growth of the area.

A more detailed study last year by the Stanford Research Institute, at a cost of \$8,000, drew substantially the same conclusions. The research group said the Klamath area would need a new 180-bed hospital by 1965 to replace existing facilities.

The research group said further that a new hospital would cost \$3,900,000 and the site an additional \$300,000. This amounts to \$47 for every person in the Klamath Basin.

Dr. Amsberry reviewed the many methods which have been suggested to finance a new hospital and said the most feasible seemed to be to form a hospital district which would have the power to levy taxes and issue bonds.

"The responsibility for a new hospital lies with the public," Dr. Amsberry said, Chamber of Commerce President Bob Kent agreed and added that "the chamber can provide organization and leadership but only the people can supply the incentive to give life to such a large project."

The Stanford Research Institute figure of \$4,200,000 was higher than those provided by two other sources. Harry Palmer of the State Board of Health believes the Klamath area needs only a 125-bed hospital. The cost of such a structure would be \$2,600,000, but it would probably have to be expanded to 250 beds within 10 years.

The American City Bureau also made a survey and recommended a smaller hospital, based on the fact that it discovered a "death of millionaires" in the area.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Dr. Amsberry said it was entirely possible the people would only pay one-third of the cost of a new hospital as Klamath Falls is one of three Oregon cities eligible for Hill-Burton Act federal funds for one-third of the cost. The remaining third could be financed through available grants from philanthropic foundations.

In response to a question from the audience, Dr. Amsberry said the average time for a hospital to become "operational" from the time architects go to work is 4 1/2 years.

Tribes Will Receive Aid

WASHINGTON (AP)—Secretary of the Interior Stewart L. Udall announced Wednesday he has instructed the Indian Bureau to make sure needy Indians benefit from the expanded distribution of surplus food ordered by President Kennedy.

The secretary said that a number of Indian reservations are among the hardest hit economic areas of the nation.

He said the Indian Bureau is working with the Department of Agriculture as well as with state and local agencies responsible for distributing surplus foods. All of the bureau's field offices have been instructed to cooperate in this effort.

Because of the remote locations of many reservations and their lack of year-round employment, American Indians are among the groups least protected against economic suffering, Udall said.

'Never Lost Hope,' Say Wives Of Fliers

WASHINGTON (AP)—The two American fliers released from Soviet custody are expected to reach Washington Friday afternoon. President Kennedy will meet them on their arrival at Andrews Air Force Base.

The fliers, whose freedom from seven months of Soviet detention was announced so dramatically by Kennedy at a televised news conference Wednesday night, had originally been expected to get to Washington this afternoon.

But the White House announced today that the two men—Capt. Freeman B. Olmstead and John R. McKone—will spend the night at Goose Bay, Labrador, where they arrived this morning, instead of flying on to Washington, and into a predicted snow storm.

Pierre Salinger, White House press secretary, said McKone and Olmstead landed at Goose Bay at 8:35 a.m. EST.

Present prospects are that they will land at nearby Andrews Air Force Base some time after noon Friday.

Wives of the two men were at Andrews around noon today from Topeka, Kan., the home of McKone.

They will remain at the air base tonight.

They will remain at the air base tonight.

Salinger said an Air Force physician accompanied the wives on their flight in an Air Force plane.

Mrs. Olmstead, he said, expects to have a baby in another month or so.

Salinger said that Kennedy plans to greet McKone and Olmstead at the airport, where they may make a brief statement but will not hold any interviews.

McKone and Olmstead are the only known survivors of the U.S. RB47 reconnaissance plane which the Russians shot down over the Barents Sea last July 1.

There were six U.S. airmen in the plane. The Russians returned the body of one man to this country. The fate of the other three is unknown.

"We never gave up hope," said both Mrs. Olmstead and Mrs. McKone Wednesday night. One was calm, the other fighting tears. "Connie, I'm so happy," said Mrs. Goforth told newsmen. "If my husband is dead, I will always blame President Eisenhower. If he had handled things differently my husband would not be where he is—wherever he is."

She said she had sent a telegram and a letter to Eisenhower, asking more information about her husband's fate, but received no answer.

Mrs. Goforth said she has never given up hope that her husband is alive, and now hopes of getting a first-hand account of the shooting down of the plane from Olmstead and McKone. "I am in a state of suspense," she said. "It's terrible."

The body of a fourth victim, pilot Willard B. Palm of Oak Ridge, Tenn., was found by the Soviets, they said, floating in a rubber life raft in the icy Barents Sea. Palm's body was returned and he was buried with honors at Arlington National Cemetery.

Palm's widow had a different reaction. "I am so happy to hear the news," she said. "I hope now we can find out a lot of things—the truth—and just what happened to the other boys."

When a reporter expressed regret that Mrs. Palm's husband could not return too, she said "I'm sorry too. I certainly hope that God in his wisdom knows best."

The six-jet RB47 was shot down last July 1. Olmstead and McKone parachuted to safety, though Olmstead received a serious back injury. Of the others, only Palm's body was returned.

The missing men are Capt. Eugene E. Posa, 38, of Santa Monica, Calif., 1st Lt. Dean B. Phillips, 25, of Inwood, N.Y., and 1st Lt. Goforth.

Coming just two months after the U2 spy plane was shot down deep inside the Soviet Union, the RB47 incident was seized on by the Soviets to add fuel to that fire. They said the RB47 had violated the Soviet Union's frontier and said it showed U.S. aerial spying was continuing in spite of President Eisenhower's assurance that it was not.

Black Cat Lives Up To Billing For Paper Boy

Believe it or not David Ford didn't believe the old superstition of black cats being unlucky yesterday, he does today.

David, a Herald and News delivery boy, was on his paper route Wednesday evening. He stopped in front of 320 Donald Street to pet a large black cat. As he reached down, the cat jumped on his head, scratching him on the face and the back of the head.