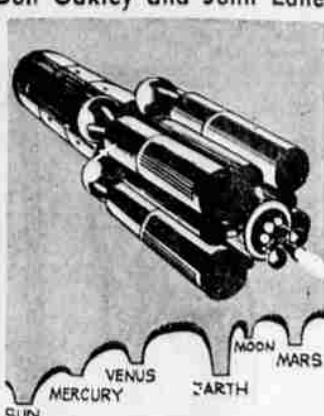
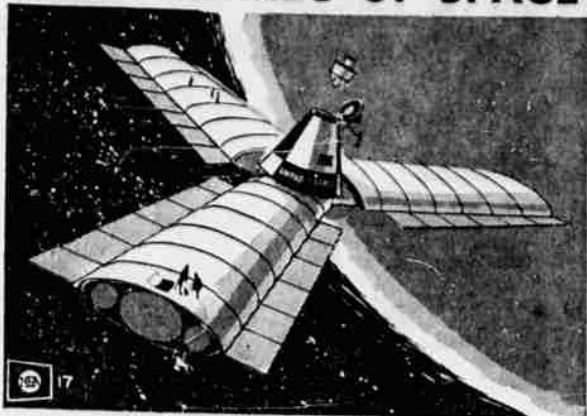




When men finally journey to the moon and return in the Apollo capsule near the end of the decade, after the expenditure of at least \$20 billion and the concentrated effort of a large part of the nation's intellectual energy, the question for National Aeronautics and Space Administration will be: What next?

There are three main possibilities, aside from continuing to send unmanned probes around the solar system: • Building a permanent scientific space station in earth orbit. • Building a permanent moon base and exploring the moon. • Manned flights to other planets. • A space station would bring the earliest practical benefits to earth-bound men, serving, among other things, as a zero-gravity medical

laboratory, weather research laboratory and distortion-free astronomical observatory.

• Scientists believe a moon base could be virtually self-supporting, manufacturing oxygen and water from rocks, growing its own food in chemical gardens.

The moon would be a much better platform for studying the universe than an earth satellite. And as a fueling station on interplanetary flights, it could cut years off NASA's tentative schedule for Mars and Venus.

• Interplanetary travel. It is hardly likely that, having reached the moon, men will stop there. Flights to the nearer planets will definitely occur before the end of the century. The old question of life on Mars will be one reason

urging men to investigate that planet in person.

It is possible that the nation will attempt all three of these projects, for they are interdependent in many ways. NASA has already called for industry proposals on an orbiting laboratory capable of supporting 18 men for a year. Object would be to study the effects of long stays in space before humans were sent on voyages to other planets. A station could also aid the in-orbit assembly of space ships.

The third panel shows a gravitational cross section of a portion of the solar system. The sun and each planet lies in its own "gravity well." The depth depending upon its mass. Earthmen are climbing out of their well.

NEXT: Tomorrow the Universe

U.S. Protests Italian Police Roughness

ROME (UPI) — The American government made a protest to the Italian government Monday over rough police treatment of members of the part traveling with President Kennedy.

The protest was made under White House instructions by Angier Biddle Duke, chief of protocol for the State Department. Duke and other high ranking members of the part came in for police pummeling at various times during the day.

Among those jostled, shoved and treated in a manner which disturbed the White House, included two of the President's top assistants, McGeorge Bundy and Theodore Sorensen, and there were times when even the President's sister, Mrs. Jean Smith, had difficulty in maintaining her place in the presidential procession.

Italian police and military units obstructed movement of those accompanying Kennedy throughout the day. At one point, as the

President arrived by plane, Italian police attempted to remove the U.S. Secret Service security car from the presidential procession before it moved through downtown Rome.

At times during the procession, Italian police insisted that automobiles occupied only by chauffeurs and utterly devoid of passengers be rammed into the procession ahead of high ranking members of the American travel party.

Officials — police and military — at the gates of the Quirinale Palace roughed up Bundy, Sorensen, Duke and others when they tried to enter with the President.

The chief executive's car was allowed into the courtyard of the palace, but other U.S. vehicles were forced to stop outside a narrow, crowd-packed gate. Members of the American delegation who were to participate in diplomatic talks with their Italian op-

posite numbers were cuffed, shoved and pushed before being allowed to enter.

One reason behind the protest was the fact that Kennedy will fly to Naples Tuesday when his crowds are expected to be much larger than they were in Rome Monday.

Community Calendar

TUESDAY

AMERICAN LEGION AUX. Unit 8, 8 p.m., business meeting, Legion Hall.

WOTM, Chapter 467, 8 p.m., chapter and enrollment night, Moose Home.

WEDNESDAY

MARINE CORPS LEAGUE, 8 p.m., meeting, VFW Hall. Work on July 4 parade float.

GOLDEN AGE CLUB, 1 p.m., meeting, Klamath Auditorium.

TOPS CLUB, 7:30 p.m., meeting, Ladies Community Lounge.

MIDLAND GRANGE, 8 p.m., meeting, Grange Hall.

SHIP AND TRAVEL...

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Reader Complains About Dizzy Advice

By ANN LANDERS

Dear Ann Landers: I decided the very next time I read some dizzy advice out of you I would sit down and complain. Today is the day.

Your favorite expression is, "Tell 'em off." Sure, it's easy for you, safe out there in Chicago, to advise a woman in Longview, Wash., to "tell off" a nosy aunt who asks every day if she's pregnant yet. When some timid mouse in Appleton, Wis., has trouble with a lecherous boss you say, "Tell him off!"

Last week it was more of the same. When relatives who owe you money buy themselves a new car, you say "Tell 'em off." And today, for the free-loading jerk who parks his carcass on the sofa and wears out the TV tubes, it's "Tell him off."

Don't you realize if these people had the nerve to tell somebody off they wouldn't be writing to you? Come down to earth old girl, and give your readers some practical help. — ANTI-PRATTLE

Dear Anti: And what do you mean by "practical help"? Maybe I should go to Longview and Appleton and tell off the nosy aunt and the lecherous boss? Sorry, but telling people off is like sneezing. It doesn't do you any good unless you do it yourself.

A great many people who write for advice know full-well what they ought to do. They just need someone to give 'em a shove. So I shove 'em.

Dear Ann: I felt sad for the girl who signed herself "Crushed" because she wasn't asked to the Junior-Senior Prom. Here's how the situation is handled at one of our city's finest high schools.

The students in the junior and senior classes elect a prom committee—four boys and four girls. Their purpose is to see that every girl has a date. Two weeks before prom time they check to learn who is dateless. They then get busy and start match-making.

There are usually more girls than boys, so the committee rounds up additional fellows from another school. They consider it their duty to see that every girl has an escort. Three of the fellows on the committee this year could have dated the cutest girls in school, but instead they asked some very plain girls who would have been difficult to fix up.

Result: Not a single girl missed

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Daily

in the Herald and News

Death Toll Climbs As Oregon Drivers Ignore Speed Limits

In line with the zooming traffic death toll, the percentage of Oregon passenger vehicles traveling at or over posted or designated speed limits has shown a marked upsurge.

Information compiled quarterly from permanent speed survey stations maintained by the Oregon State Highway Department reveals that motorists are showing a greater tendency to ignore Oregon's tenuous basic rule speed limits... both on freeways and on older roads.

The permanent counter on Interstate 5 South of Salem shows that in February, 10 per cent of the passenger vehicles were traveling 70 miles per hour or over. In May, this percentage had jumped to an even 20 per cent.

The permanent station on 99E South of Woodburn, in a designated 55 m.p.h. zone, shows that 16 per cent of the passenger vehicles were doing 55 or better in February. In May, 22 per cent were going over 55.

A similar situation is found in the designated 55 m.p.h. area south of Junction City on 99. The February survey showed 39 per cent of the passenger vehicles going over 55. By May, this percentage had increased to 49.5 per cent.

The area of 99E North of Glad-

stone shows a similar increase. In February, 32 per cent of the passenger vehicles were going over 45. By May, 48.5 per cent were exceeding 45 miles per hour.

Only one of the permanent survey stations showed a decrease.

In reviewing these figures, the Traffic Safety Division of the Oregon Department of Motor Vehicles noted that speed is the major factor that can increase the severity of impact in an accident.

While the actual number of accidents in Oregon is up only slightly over 1962, the severity of impact in an accident. While the actual number of accidents in Oregon is up only slightly over 1962, the severity of impact in an accident.

The tendency to ignore Oregon speed laws may be reflected in the skyrocketing highway death toll.

WASHINGTON (UPI) — Sen. Thurston B. Morton, D-Ky., views the rise of "favorite sons" in state GOP organizations as a desire to avoid divisive primary fights rather than as "stop Goldwater" movements.

Morton said Sunday on a television program that any Republican would have trouble carrying New York in 1964, but he considered Pennsylvania, Illinois and California as GOP possibilities.

City Briefs

Mrs. AND MRS. JACK V. TAYLOR and Paula Sue and Jon of Pasco, Wash., will arrive Wednesday to spend the July 4 holiday with his parents, Mr. and Mrs. Myron Taylor, Rt. 1, Box 299, and her parents, Mr. and Mrs. John Schubert, 2327 Blisbee.

DISCUSSES POLITICS

WASHINGTON (UPI) — Sen. Thurston B. Morton, D-Ky., views the rise of "favorite sons" in state GOP organizations as a desire to avoid divisive primary fights rather than as "stop Goldwater" movements.

Morton said Sunday on a television program that any Republican would have trouble carrying New York in 1964, but he considered Pennsylvania, Illinois and California as GOP possibilities.

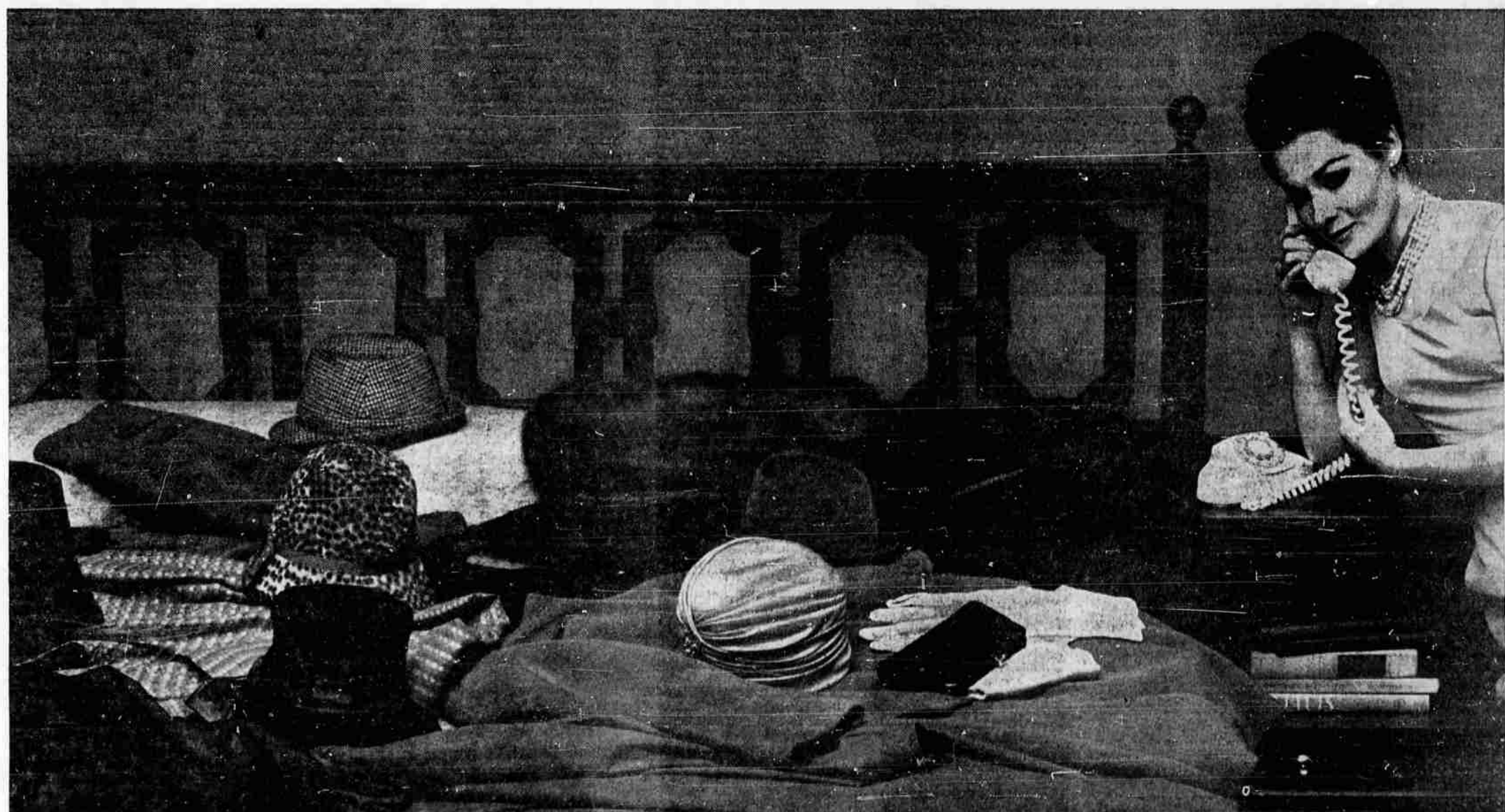
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\$500.00	24 mo.	\$28.86

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PACIFIC NORTHWEST BELL