

Airport Group Fights Closing

(Continued From Page One)
John Gil, Palo Alto junior chamber of commerce leader, who has been one of those directing the campaign among private owners to save the airport. So far the city of Palo Alto has approved a donation of \$10,000 toward the cost, plus land involved. The county has about \$17,000 of aviation gas tax funds which could go toward the project.

Importance Stressed
Meanwhile, Sigurd Varian of Varian Associates, speaking on behalf of some 100 private users of the field who operate business and pleasure planes there, stressed the importance of the facility for local business use, urged wholehearted support by the city and county, warned against short-sightedness.

He said the proposed \$750,000 San Mateo county central airport is "still a bird in the bush," and while he termed it of great importance and a necessity, still he warned a going concern which could be kept in operation for \$45,000 should not be abandoned in preference to an airport yet to test public support on a bond issue.

CAA Moving Offices
Meanwhile, the airport operators disclosed that the CAA regional offices are being moved to San Jose municipal airport. "They simply are disgusted at the condition, and they are on their way out. While we have told our people to ignore the city notice," Attorney Johnson said, "it's quite likely that they too will be moving. You can't expect people to bring in planes for repairs that may have to be packed out."

Johnson continued, "Our position simply comes down to this: Palo Alto corporation leases at the Palo Alto municipal airport 12 acres to locate an aviation school, sales room for airplanes and airplane parts, an airplane repair shop, charter service, and storage of aircraft."

Cites Agreement
"Also, we entered into an agreement with the city to maintain at our expense the municipal airport, with the right of the city to take it over as an airport upon 60 days written notice. And, the airport itself had to be kept available to the general public under the regulations to be established by the city."

"They notified us on Tuesday that on July 15, they were shutting down the airport. This does not include the 12 acres on which our facilities are located."

"Our position is that we have leased the property for the purposes stated. These necessitate a field for the landing of aircraft, and the city as lessor must give us access by providing a landing field, otherwise the lease is ineffective."

"We have been negotiating with the city ever since December, 1952. We would have long ago settled the matter on an equitable basis at any time, either to continue operating the airport, which we are perfectly willing to do, or if necessary to abandon our operation, but in that case, the city would have to give us an equitable amount of our investments."

\$200,000 Investment
These, said Johnson, total \$167,000. Originally the corporation invested \$200,000 in its development, and it offered to sell its property to the city for \$100,000. This has been the obstacle to the negotiations.

Meanwhile, the city has gone ahead with a golf course project, and it was reported, decided to take over the runway property for its development. Port users noted that the property is the cheapest for golf course development, having been graded.

The operators' investments are represented in hangars, offices, repair shops, various airport equipment, and the maintenance and construction of runways.

Two Remedial Actions
There are two remedies as the airport operators see it, said the attorney. One is to seek an injunction, and the second is to treat the case as an eviction notice and to sue for damages and restitution for the loss of business to be suffered, plus the improvements. Amount of the damage suit could run well in the neighborhood of \$500,000, the attorney said.

As for reopening negotiations, Johnson said, since the city terminated them, it will have to reopen them. If not, Palo Alto Airport is heading for the courts.

Plenty of Indignation
Meanwhile, Varian voicing the opinion of some 100 private plane owners who use the facility commented, "There are going to be a lot of indignant citizens if the city and county fail them." He accused both official bodies of stalling tactics. Varian disclosed that with the relocation of runways, the airport would progress and develop. He said that one inventor is holding off a construction of \$60,000 in hangars at the field.

"Many of us," he emphasized, "use the field for business. We, for example, would have to go to the San Jose airport. That would be very unfortunate. We use it for business as well as pleasure. We have customers who come in from all over the United States and fly in and stop at our plant. It is a central Peninsula location. For instance, Hykon, an aerial mapping firm of Los Angeles, frequently uses it in conferring with us."

"Others, whom we cannot discuss (indicating secret government work) use it. We at this point are developing a magnetometer, an in-



Shown above presenting a check for \$420 to Mrs. Lewis Veil, chairman of the county Girl Scout campership committee, is Chris Manolis, representing the San Mateo Lions club. This amount was donated by the organization in connection with the Scout campership program and will provide funds to send five Girl Scouts and 10 Boy Scouts to summer camps. Plans call for the girls to spend two weeks and the boys one week each at camp. Left to right in the picture are Al Gieger, Manolis, Robert MacBride, chairman of the Boy Scout campership committee, and Mrs. Veil.

SCHOOL OFFICE CONTRACT LET

The board of trustees of San Mateo city elementary school district last night awarded the contract to construct administration building facilities at 119 North San Mateo drive, to Stevenson Pacific company of Redwood City for \$61,228. Other bidders were Arthur Brothers, \$61,490; Jessup company, \$62,300; C. R. Lund, \$68,845; Wilfred H. May, \$61,992, and Viking Development company, \$61,616.

The board directed school officials to invoke the penalty clause against L. C. Smith company for failing to complete Abbott school site development project on time. The amount of the penalty to be invoked is \$1400.

Wage Increases
The board granted custodial employees and the regularly salaried clerical workers, working 40 hours per week, salary increases in the amount of \$120 a year.

Wages of clerical workers on the hourly basis were increased from \$1.50 to \$1.55 per hour.

The board authorized school officials to negotiate an agreement with the San Francisco Symphony orchestra at San Mateo High school auditorium for children's concerts. Probable date of the first concert will be November 23 and tickets will cost \$1.00.

Assistant Superintendent Norman R. Naegle reported that con-

Stock Market

NEW YORK (AP)—Stocks continued to hover around the best levels since 1930 today in light volume. The market was narrow and it held in a narrow range throughout the week-end session. Many men made cautiously as they waited a definite move in the general list.

Industrial shares outdid the other sections of the market. Their average was only a few cents under the high point reached in 1929. Some of the gains since 1930 and utilities since 1931. Sales were down sharply from recent seasons.

General Electric registered a small net gain. Canadian Pacific, second in turnover, was firm. Radio Corp. had a sharp decline at the previous close.

Sugar issues were given a slight, notably West Indies, American and South American.

Motor and steel were higher. Paper stocks continued in demand. Some of the special stocks improved.

Chicago Airline stock averages: 30 industrials 27.91, up 0.70; 20 railroads 112.02, off 0.18; 15 utilities 68.00, off 0.11; and 65 stocks 121.08, up 0.23.

Approximately 1,500,000 shares changed hands today compared with 1,810,000 shares yesterday.

Following are Standard & Poor's closing stock indexes (1926 average equals 100):

Index	Value
Today	100.00
Yesterday	99.80
Month ago	100.10
Year ago	99.50
1954 High	101.20
1954 Low	98.40

Group	Value
Allied Chemical	89
American Can	43 1/2
American Smelting	189 1/2
American & T. Co.	189 1/2
Bethlehem Steel	68 1/2
Crown Zellerbach	61 1/2
Chrysler Motors	61 1/2
Du Pont	123 1/2
General Electric	71 1/2
General Motors	71 1/2
Goodyear Tire & Rubber	12 1/2
International Harvester	31 1/2
Johns-Manville	15
National Distillers	17 1/2
Packard Motors	38 1/2
Radio Corp.	28 1/2
Richfield Oil	64 1/2
Shell	42 1/2
Standard Oil	42 1/2
Standard Vacuum	42 1/2
Standard of California	42 1/2
Standard of New Jersey	42 1/2
Standard Oil of Indiana	42 1/2
Union Oil	42 1/2
United Aircraft	42 1/2
United States Steel	42 1/2
U. S. Steel	42 1/2

Group	Value
Baltimore & Ohio	23 1/2
Canadian Pacific	28 1/2
California Water Service	38 1/2
New York Central	23 1/2
Pennsylvania Railroad	23 1/2
Southern Pacific	42 1/2

Group	Value
Consolidated Edison	42 1/2
Niagara Mohawk	20
Pacific Gas & Electric	42 1/2
Southern California Edison	42 1/2

Group	Value
American Trust	24 1/2
Bank of America	35 1/2
California-Oregon Power	28 1/2
California Western Service	38 1/2
Idaho-Maryland Mines	170 1/2
Lucky Store	9 1/2
Metropolitan	7 1/2
Pacific Inter Exp	38 1/2
Permanente Cement	34 1/2
Tennessee Gas Transp.	24 1/2

CORRECTION
CANNED PORK SHOULDER PICNIC
Armour Star, Boneless, Shankless, ready to eat. Serve like ham. **349**
4 1/2-lb.
AT SHORE VIEW FOOD CENTER

New Hospital Costs Are High

(Continued From Page One)
The hospital is a lavish and a modern one. A comparison with the similar Sequoia hospital district operation may prove enlightening.

Sequoia Costs Compared
Sequoia hospital's 106-bed structure was built originally for \$2,100,000. The new 106-bed addition, making Sequoia the largest hospital in the county, will cost \$985,000 for a total cost of \$3,085,000 for the 212-bed hospital. This averages out to \$14,500 per bed, a remarkable figure in this day of booming costs.

The tax rate in the Sequoia district is now 14 cents per \$100 assessed valuation, used solely to retire the original major bond issue. The 14-cent rate levied last year to finance the new hospital has been eliminated and the maintenance and operation tax was eliminated last year.

The plain figures for Peninsula hospital, on the other hand, reveal a cost of \$3,930,000 to construct a 150-bed hospital.

Preparing for Future
This averages out to \$35,000 per bed in the current building. Rather oddly, both the Peninsula hospital and Sequoia hospital were designed by the same architect, Douglas Dacre Stone, a recognized authority in hospital work, who also is doing the Community hospital addition.

In refutation of the bald figures, however, it is only fair to point out that Peninsula hospital was built not for the present bed capacity, but for a future load of 350 patients. Thus, everything completed now is too large. The laundry is double the size needed, as is the kitchen. Maintenance cost is up considerably, also.

However, with the additional construction of the new wings, Blaisdell said, the cost for the new area will average out only about \$10,000 per bed. Thus the whole, completed 350-bed hospital will average out to about \$22,500 per bed. This compares favorably with the average cost of around \$25,000 per bed in suburban areas for new hospitals, said Blaisdell.

Plans Were Changed
It is no secret to hospital authorities that Stone, during his preparation of the plans, became irritated with what he felt was needless changing of plans imposed on him by at least one member of the board of directors. Keeping a close watch on the entire design of the hospital was Dr. Hozg, whose hand can be seen in such innovations as extremely wide doors for easy access and entrance of the patients.

Sequoia hospital also is designed with facilities perfectly meshed to handle the new addition of 106 beds.

The taxpayer in this district, if a patient at Peninsula hospital, does benefit from a discount plan, which also is used at Sequoia hospital.

Ward Rates
Normal ward rates at Peninsula hospital for those patients outside the district are \$17.50 a day. Those living in the district get a reduction of \$1.50. Semiprivate rooms cost \$18.50 to \$19.50 without the discount; private rooms run from \$22.50 to \$27.50 without the discount.

The Sequoia district rates are \$16.50 a day for wards (there are no wards now but there will be when the new wing is finished), for those outside the district. A \$1.50 discount applies on all rates for district patients here also. Semiprivate rooms are \$18 a day outside the district and private quarters at \$22.50 for nondistrict patients.

Mills hospital has a flat ward rate of \$15 to \$16 a day, semiprivate rates of \$16 to \$17, and private room rates from \$18 up. Palo Alto hospital has ward rates of \$16.50 a day, semiprivate rates of \$18.50 a day and private room rates of \$22.50 and up.

It is interesting that a number of Peninsula hospital patients are coming from outside the district. The first birth at the hospital was recorded to a South San Francisco mother.

\$30,500 Permit for Fourth Avenue Shops
Building Inspector Marvyn A. Bader today issued permits for construction of five additional shops along East Fourth avenue, for a total of \$30,500.

Applicants were Sam Cursus who will erect stores at 315, 319, 325 East Fourth avenue for a total of \$18,000; and John Blattman of 331 and 333 East Fourth avenue, totaling \$14,500. Blattman operates the Wardrobe cleaners and dyers in Burlingame, and Cursus is a well-known local real estate developer.

In planning the battleship Missouri, draftsmen used 175 tons of blueprint paper.

McCarthy Described As Whistle in Wind

STOCKTON (AP)—Senator McCarthy (R., Wis.) was described as "a small whistle in a high wind" by Dr. Harold Bosley, pastor of the First Methodist church of Evanston, Ill., speaking last night before the California-Nevada Methodist church conference.

Murder Victim Found on Coast

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ing on Edgemoor road about seven-tenths of a mile west of Skyline boulevard when he saw the man lying beside the road. The spot is north of the coastal community of Edgemoor, about three miles south of the San Francisco county line.

Believed Dumped Out
Another auto stopped about the same time and Khorge asked the driver to call the sheriff's office. A third motorist, Charles Moury, of 4311 Twenty-fourth street, San Francisco, also stopped at the scene and assisted Khorge in attempting to care for the injured man.

Khorge and Moury said they did not see anyone leave the scene or hear a car drive away. Sheriff's Inspector Frank Marlowe said it is presumed Foley was brought to Edgemoor road in an auto and dumped out.

Doctor Describes Blows
Deputy Sheriff Kenneth Ekstrom and Sam Hanners arrived at 7 p. m. and found Foley lying on a slope beside the road.

"There was a large pool of blood by his head which had flowed down the hill," Ekstrom reported. "The victim was breathing with difficulty, and was still bleeding." Foley's head was bandaged and he was taken to the hospital, arriving at 7:25.

At the hospital D. George Biedermann said the wounds were such that it did not seem possible he could have incurred them in an accident. He said the injuries were probably caused by blows of a heavy object, possibly a hammer.

Skull Fractured
Foley died at 7:50 without regaining consciousness. Hospital attendants said his head was so severely smashed that the brain tissues were exposed. An ear was almost severed. County pathologist Dr. Arthur Lack, who performed an autopsy last night, said death resulted from a skull fracture. At least seven blows were sustained, he reported, six of them on the right side of the head.

Chief Deputy Moore said it has been learned that Foley did not show up for work Tuesday, but did work on Wednesday. He received a \$122 salary check from the company this week.

McCarthy Aides To Face Purge

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Symington said, in answer to a question as to whether it has been refused. The staff members were not identified.

Symington said one applied for defense clearance in March, 1953, and the other in April, 1953.

Block Probes
McClellan said he will move to block any further investigations by the regular subcommittee, with McCarthy as chairman, until action is taken on the staff "housecleaning" and the "alleged threats" to subcommittee members.

The latter include a sharp exchange of words last Friday between Roy M. Cohn, McCarthy's chief counsel, and Robert F. Kennedy, counsel for the Democrats, in which Cohn reportedly threatened to "get" Jackson.

McClellan said there were other "alleged threats," but he would not elaborate.

Asked if any of the threats were addressed to him, McClellan said: "Nothing I took seriously; I sent back a message I couldn't repeat to you, but I don't know whether the (threat) was aimed at me."

Called Perjury
During the final minutes of the marathon hearing yesterday, Sen. Charles E. Potter (R., Mich.) said that the hearing record was "saturated" with perjury and "those employees who have played top roles" on both sides should be dismissed. Potter's denunciation was clearly aimed, at least, at Cohn and army counselor John G. Adams.

School Meet Faces Boycott

Members of the "Committee to Keep Hillsborough Residential" announced today they will boycott a meeting Monday evening at North Hillsborough school to discuss both sides of a controversial election Thursday to allow the private Crystal Springs for Girls school to settle on the Jennie Crocker Henderson mansion on Ralston avenue.

French Vote Clips European Defense

PARIS (AP)—The French national assembly's defense commission today adopted a hostile report on the European army.

The vote was 29 to 13. It was the second such setback for the European defense community in as many weeks.

Cigarettes Still Medical Puzzle

SAN FRANCISCO (AP)—The American College of Chest Physicians refused yesterday to single out cigarette smoking as a suspected cause of lung cancer.

After two hours of lively debate the organization adopted a resolution saying further work must be done before "any single agent or agents can be definitely implicated."

The move to go on record as naming cigarette smoking as a possible suspect was made by Dr. Richard Overholt of Brookline, Mass., a surgeon at Tufts college medical school.

In a press conference, Dr. Overholt said he had hoped that the college would go on record with something to guide doctors in telling people what to do about smoking as a cancer hazard.

Several members of the organization took vigorous exception to Dr. Overholt's contention that cigarettes are "the most common denominator" in the list of possible lung cancer agents.

Europe Raps U. S. Arms Grab

LONDON (AP)—The United States request for authorization to stop and search merchant ships at sea for shipments of arms destined for Red-tainted Guatemala appeared today to be headed for a general turn-down in Europe.

Britain, France, Denmark and Norway were expected almost certainly to reject the American request, some indignantly and some cautiously.

But informed sources said these nations probably will offer to cooperate in curbing arms shipments to Guatemala in any manner short of search of merchantmen on the high seas.

Shipping interests angrily made the charge that the United States plan would violate the time-honored principle of freedom of the seas in peacetime.

The influential Manchester Guardian bitterly attacked the Washington request under a headline: "The New Colonialism."

"This is carrying things too far," the Guardian said bitterly. "In the first place, there is no proof that Guatemala is really 'Communist'; in the second, the other states of the American continent have not yet formally put themselves at the complete disposal of the United States... who can talk of colonialism now?"

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WOMAN HIT BY CYCLIST

REDWOOD CITY, June 18.—Mrs. Grace Hurley, 50, 1109 Stambough street, Redwood City, was treated at Sequoia hospital for multiple contusions of the arms and legs yesterday after she was struck by a bicycle on the sidewalk in front of a store on Main street, north of Middlefield road. Police said Mrs. Hurley had just stepped from the store onto the sidewalk when she was hit by a bicycle ridden by Charles T. Hela, 14, of 2949 Blenheim avenue.

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When you drive the magnificent new Kaiser-Darrin 161, (styled in Fibreglas by Paris' brilliant Howard Darrin) there are some important features which you should pay special attention to. Notice the split second response at all speeds, the result of its low weight-to-power engineering. Feel how it hugs the road on sharp corners due to its precision balance. Enjoy such features as the "spring assist" sliding doors, the unique Deauville plexiglass-vinyl top, the individual bucket seats.

Today is the final day of this exclusive showing. We therefore suggest that you make a demonstration of the Kaiser-Darrin 161 a part of your schedule of pleasant things to do today.

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