

No Rutabagas For Little Sam

Once upon a time there was a little boy named Sam. He was a good little boy and did almost everything his father told him to do.

When his father said, "Brush your teeth," he brushed his teeth. When his father said, "Eat your rutabaga," he ate his rutabaga. And so forth. Each time he did what his father said, his father was very, very happy. As for Sam he liked making his father happy. But he never did learn to care much for rutabaga.

Of course, like most little boys, Sam sometimes didn't do what he was told. Once he chewed gum in school. Once he went swimming in the abandoned quarry. And once he rode his bicycle in the street. All of which he enjoyed much more than eating rutabaga.

Each time Sam's father heard of such transgressions, he would look up from his bills and say, "Dammit, you must learn more respect for authority." When Sam asked why, his father would snap, "Because I say so." Or, "Shut up and eat your rutabaga."

Determined to learn why he should respect authority, Sam went to the greatest university in the whole wide world. It had lots and lots of authority. The Regents, the President, the Chancellor and all the Deans were for authority. The faculty wrote long dissertations on "The Role of Authority in a Free Society," which they examined minutely from every conceivable angle.

But the students, of course, were against authority. They were for freedom.

"Freedom," cried Sam, "is much better than authority!" He joined the Free Speech Movement, the Free Thought Society, the Free Sex League, and caged free lunches whenever possible. He wrote free verse, practiced free love, and passed out anarchist pamphlets in his free time.

He grew a beard because the authorities didn't like beards and wore sandals because the authorities didn't like sandals. And once he even smoked a marijuana cigarette simply because it was against the law. Sometimes he didn't brush his teeth for two days running and he swore never, never to eat another rutabaga as long as he lived.

The authorities, of course, said "Dammit, you must learn more respect for authority." But Sam didn't care because he was happy and he liked freedom better. And his girl friend, Nellie Jo, agreed. They agreed on everything. In fact, when Sam graduated, they agreed to get married.

So Sam got a job to support them and bought a house for them to live in and an electric toothbrush to brush their teeth with. In time, Sam Junior came along. But he was a good little boy and did almost everything his father told him to do. Which made his father very, very happy.

Of course, sometimes Sam Junior didn't do what he was told. When this happened Sam would look up from his bills and say, "Dammit, you've got to learn more respect for authority."

Moral: This is truly the best of all possible worlds. The young like freedom and the old like authority. Thus each of us is happy with what he's got.

\$8.5 Million In Home Loans

More than \$8.5 million in office approved \$8,562,953 in new loans for purchasing, building, or remodeling home in the area. The association's 15 branches loan homeowners a total of \$89.2 million during the first six months of the year.

COUNT MARCO

Let Hubby Choose Your Clothes

Fashion experts are not always right, not even when they are noted designers—one good reason why you should take only my advice. No one has yet proven me wrong.

Take this statement by an internationally publicized dress designer: "No sensible man would attempt to buy a dress for a woman—he couldn't possibly know what would have that certain something for her."

If no sensible man can possibly know what will have that certain something for you, then any man who thinks he knows enough about you to design what he thinks is that certain something can't be sensible.

N'est-ce pas? Ah, me. How I do have my work cut out for me.

I say, give any man half a chance to help select your wardrobe and he will prove that he has a far better, more exciting sense of fashion value than you wish to credit him with.

The trouble with too many of you American wives is you think dragging him into a busy department store with women running, shoving,



FLAGSHIP . . . The three-masted training barque Eagle, flagship of the U.S. Coast Guard Academy's 1965 cadet practice squadron, is shown under full sail in waters off New London, Conn. The vessel is making her first cruise along the Pacific Coast this summer. She is due to put into Long Beach for a four-day stay Thursday. The vessel will be open to the public from 1 to 4 and 6 to 8:30 p.m. each day in port.

Ann Landers Says

Move Out—If You Really Want To

Dear Ann Landers: Although I am 23-years-old, a college graduate, and hold a very responsible position, I am unable to speak up to my parents and live my own life. I know this is terrible and I'm ashamed of myself, but these are the facts. The specific problem I need your help with is this:

For almost two years I have been wanting to move out of the house and into an apartment with one or two girls. My parents insist that nice girls stay under the family roof until they marry—unless they move out of the city. My

mother says the only reason a girl would want to move out of the house and into an apartment is so she can live loosely and do things her parents wouldn't approve of. I've talked until I'm purple in the face but I can't get them to see my point of view. Can you help?—CAGED

Dear Ann Landers: After five years of steady courtship (which included our summer vacations together by car) Clyde gave me an engagement ring. He asked me not to wear the ring for a while because his ex-wife was "the jealous type and unstable." He said she might harm me if she knew about us. I couldn't understand his attitude because they were divorced before Clyde and I met.

Two months ago Clyde asked for the ring so he could have it reset with a larger diamond. I was thrilled. Last week when I asked him why the jeweler was taking so long he said, "I have something to tell you and I hope you don't get sore. I gave the ring to my ex-wife for her birthday. She brought all the kids over to my place. I had forgotten it was her birthday and hadn't bought her anything. Naturally I felt like a heel. The ring was in my pocket so I gave it to her."

I am heartsick and don't know what to do. Clyde begged me to be patient. He promised to buy me another ring soon. I have no other male friends and I am terribly afraid of being alone. Can you help me?—HEADACHE

Dear Headache: Get with it, Lady. You're alone NOW. Clyde has never left his wife, emotionally, and in time he'll probably go back to her. If you believe any more of his lies you're hopelessly stupid or wacky or both.

Ann Landers will be glad to help you with your problems. Send them to her in care of this newspaper, enclosing a stamped, self-addressed envelope. © 1965, Publishers Newspaper Syndicate

Coast Guard Training Ship 'Eagle' Begins Four-Day Visit in Port Thursday

Launching the 175th anniversary celebration of its founding, the U. S. Coast Guard has dispatched the nation's largest square-rigged sailing ship on its first cruise along the Pacific Coast.

Serving as the flagship for the Coast Guard Academy's 1965 cadet practice squadron, the 295-foot training barque Eagle will commence its precedent-breaking anniversary cruise with a four-day visit to Long Beach Thursday.

The three-masted vessel, permanently assigned to the New London, Conn., service school, will be accompanied by the 311-foot Coast Guard ocean station vessel Rockaway and Castle Rock.

The two cutters, now with a total of eight cadet cruises between them, are stationed in Boston and Staten Island, N. Y., respectively.

NORMALLY, the practice squadron cruises to Europe each year between June and August. But in keeping with the commemoration of the Coast Guard's establishment on Aug. 4, 1790, the service decided that the squadron would visit North American ports exclusively this year.

The cutters, carrying some 340 cadets, 50 officers and 265 enlisted men, departed New London on June 11. Ports of call on the 12,600-mile cruise include Miami, Balboa, Panama; Alcapulco, Mexico; Long Beach, Seattle and San Francisco.

The squadron, after a two-day stop at Alcapulco, will have completed a 1,501-mile, ten-day sail up the west coasts of Mexico and the United States by the time it arrives here at 9 a.m., Thursday, July 22.

The vessels are slated to be assigned berths in the Port of Long Beach's basin six. They will be open to the public from 1 to 4 p.m. and 6 to 8:30 p.m., Thursday through Sunday.

Ample dockside parking will be provided.

DURING THEIR four-day stay, squadron personnel will be honored at several civic and service-sponsored anniversary receptions in the Long Beach area. Also on the agenda are a cadet dance at the city's Naval station and visits to Disneyland and Marineland of the Pacific for all hands.

Mixing some business with pleasure, the men will also participate in three days of helicopter indoctrination flights while in port. Amphibious HH-52A helicopters from the Coast Guard Air Station, Los Angeles, will be provided for the "how to" demonstrations.

This year's squadron commander is Captain Edward C. Allen, Jr., USCG, the Coast Guard Academy's assistant superintendent. His primary responsibility is that of coordinating cadet training programs with overall squadron operations during the course of the cruise.

Twelve Southlanders are among her cadet crew this summer.

THE GLEAMING white Eagle, which has a speed under sail of up to 17 knots, was built in 1936 by shipbuilders Blohm and Voss of Hamburg, Germany. She was one of three such ships built that year to serve as training vessels for German naval cadets.

Commissioned Horst Wessel by the Germans, she was converted into a cargo carrier during the early part of World War II. She was principally used in the Baltic Sea, transporting passengers and freight between points in East Prussia and Germany.

With the defeat of Nazi Germany, the Coast Guard sent a small crew to Bremerhaven in early 1946 to claim the Horst Wessel as a war

reparation. Upon her arrival in this country, she was renamed Eagle—a name borne by a long line of famed U. S. Revenue cutters.

IN EARLY June of each year, Coast Guard Academy cadets of the first (senior) and third (sophomore) classes board the Eagle and two more conventional escort cutters, and depart on a two-and-a-half month cruise—usually to Europe or the Caribbean.

When this group returns to New London in mid-August, the second (junior) and "swab" (freshman) classes make a short cruise in the Western Atlantic.

The Eagle, boasting a beam of 39.1 ft. and displacement of 1,816 tons, is constructed of tough German steel on the transverse framing principle. This is to say that all seams are riveted instead of welded together. Fittings are generally bolted in place.

The cutter has two full length steel decks, a platform deck between these and a raised forecabin and quarterdeck. The second deck has a three-inch pine surface covered with dextox.

The main propulsion equipment consists of an eight-cylinder, four-stroke cycle, direct reversing diesel engine. At 580 rpm, the air-started engine is rated at 900 horsepower.

THE SHIP'S fresh water system, consisting of eight tanks with a total capacity of 56,140 gals. and an evaporator, turns out some 2,500 gals. of fresh water per day.

And topping her all off, is some 21,350 sq. ft. of sail—enough to keep any veteran sailmaker in stitches any given summer.

Yes, the Coast Guard has been "Always Ready" now for 175 summers. And the birthday festivities should be all the more a treat for Southlanders with the Eagle coming to town.

Press-Herald Sunday Crossword

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