

Summit Initiative

The Western powers started their perilous ascent to the summit in earnest this week. Nikita Khrushchev has been en route for some time, and has been grabbing most of the headlines.

Foreign ministers representing four European powers, Canada and the United States, met this week in Washington to work out a unified strategy. Their recommendations will form the basis of what the heads of government of the United States, England and France will say at the summit in Paris May 16.

Reports indicate that the Western ministers' preoccupation is to determine how to thwart Khrushchev, who has been dashing around various parts of the world trying to drum up support for his views.

For example, they want to keep the Russians from making their threats to seal off West Berlin and give permanent status to Communist East Germany the major item of summit business. And they want to prevent Khrushchev from seizing the initiative on the vital issues of nuclear test bans and disarmament.

There is little optimism on our side that lasting agreements to ease East-West strain will be forthcoming at Paris. The best the Western powers seem to hope for now is to get in a few licks for the free world's positions and to keep Khrushchev from cloaking himself with the mantle of number one peace-maker.

Certainly the Western nations should not budge from their basic positions on disarmament control and Western protections of German rights just to seem like accommodating fellows.

But defense positions alone are not very constructive. Nor do they capture the imagination of millions of ordinary people around the world who are looking to the summit for some relief from the threat of war.

In the Geneva summit conference of 1955, President Eisenhower boldly seized the initiative and advanced his dramatic "open skies" proposal for quick and effective disarmament control.

The Russians didn't buy it, as they refuse to buy any scheme which would force them to keep their word on disarmament agreements. But it was the kind of "put up or shut up" proposal that identified the Russians as the obstructionists they are.

The West should have something of the sort to offer this time. Perhaps there is bargaining power in the overseas bases which are becoming somewhat less important militarily in the missile age. Perhaps the German question can be approached in a way to combine our goal of a free, united Germany with the need to stamp out German militarism forever.

Whatever the means, imagination and constructive proposals are needed. The alternative is to permit the Russians to climb down from the Paris summit with no commitments and a flock of propaganda victories. And that is exactly the result President Eisenhower and Secretary Dulles feared when they resisted summit diplomacy in the past.

Flash--- Hostile Bombers Intruding'



B-57 AIRCRAFT of the new Air Defense Command bomber training force attempt to disrupt ground and air communications by beaming electronic countermeasures and dropping chaff. (Official USAF Photos)

B-57 'Enemies' Test Air Defense Skills Of 656th Radar Squadron, SAGE

Radar scans the sky, blips appearing on a lone radar scope. The 656th Radar Squadron (SAGE) has contacted a force of bomber aircraft. Action begins as though all are enemy intruders. Ground radar attempt to track these aircraft and vector interceptor aircraft to kill positions.

This is an example of an everyday operation of the Air Defense Command's newly assigned bomber force. Its use is not for offensive action, but for training and testing all components of the North American air defense system.

Air Defense Command's new bomber force consists of 50 B-57 aircraft assigned to two squadrons, one at Hill AFB, Utah, and the other at Stewart AFB, New York. Its mission can be simply stated: "To simulate aggressor action at all altitudes, employing electronic countermeasures and evasive action that may be used by any future aggressor."

Everyday these B-57's are flown through whole air divisions for training purposes. A typical training mission might be flown in the following manner: At exactly one (1) a.m. 20 B-57's take off from Stewart AFB and fly north to the Canadian border. At a pre-chosen point, all reverse course and head for selected targets, similar to Saratoga's own 656th Radar Squadron.

ON THE GROUND, the initial phase of air defense begins; that of radar detection. Most radar stations, like Saratoga's 656th, operate as part of a system called SAGE, semi-automatic ground environment. SAGE works like this:

Radar obtains positional data on a flying object. It passes the information on to a coordinate transmitter. The transmitter converts the positional information given to it by radar into data on the objects range and bearing.

The data is then transmitted to an IBM computer at a SAGE combat center. Once relayed into the computer the data is stored in the computer's memory system. A second signal is evaluated and also transmitted to the computer. In a fraction of a second the whole process is completed and the needed aircraft and missiles are alerted for action.

DETECTED, the B-57's on the training mission are identified by radar as "Friendly" and then action begins as though they are

enemy "intruders." The ground radar stations track the B-57's and direct interceptor aircraft to kill positions. At the same time each B-57 beams electronic countermeasures in an attempt to jam all ground radar.

Attempting to make detection more difficult, chaff is released from the B-57's as they near the target area. Now the second phase of air defense begins; that of interception by supersonic all weather fighter aircraft. The B-57's continue jamming electronic countermeasures in an attempt to jam the interceptor aircraft's radar. In spite of this defensive action, the intercepts are accomplished and the B-57's are recorded as destroyed had they been enemy intruders.

IN ADDITION to training, the B-57's as a target force provide a realistic means of actually testing the defensive capability of an assigned air division. Periodically, B-57's from both squadrons are combined to form a sizeable bomber force. An evaluation of an air division is then conducted with the bomber force simulating aggressor action.

Missions performed by the B-57 target force represent the highest possible degree of training and testing realism, a major factor in attaining and maintaining the highest standard of combat effectiveness by all units of the Air Defense Command.



AN AIR FORCE ground controller checks an intercept of make believe enemy air-craft on a radar scope during a simulated attack. These attacks are designed to test the long range defense capabilities of the Air Defense Command.

Remember When?

25 Years Ago

Apr. 17, 1935—Possible work relief projects for Saratoga Springs, prepared by the department of public works and submitted to Washington, total about \$788,556.86. Summary of the projects was presented to members of the City Council today by George W. Ainsworth.

Survey of the parking situation of Saratoga Springs was urged last night by Miss Irene (Pat) McGuire, veteran publicity and newspaperwoman, in a talk to the Young Men's Discussion Club at the Y.M.C.A.

Principal Charles H. Field has announced the Seniors having highest averages during their high school course. Ruth Whalen will be valedictorian and Jayne O. Pray will be salutatorian of the Class of 1935 in Stillwater.

5 Years Ago

Apr. 18, 1955—Mr. and Mrs. Francis B. Smith, 244 Caroline, Saratoga Springs, announce the engagement of their daughter, Miss Francine B. Smith to William B. Crooks Jr., son of William D. Crooks of Marblehead, Mass.

Saratoga County school districts share to the extent of \$2,313,966.36 in a record distribution of state aid for education announced today by State Comptroller Arthur Levitt.

Four firemen were presented 25-year service pins at the annual Old-Timers banquet of Union Fire Co. at the Firehouse Saturday night. They are Claude Kemp, Joseph Kvasnack, Leo Tomeck and George Dreher.

15 Years Ago

Apr. 18, 1945—The Seelye-Sherman bill providing for the extension of Mechanicville's boundaries by the annexation of the part of the Town of Halfmoon which lies in School District 10 was vetoed by Governor Dewey yesterday.

Lost: Two No. 4 Ration Books, somewhere on Park Avenue near the A. and P. store, Saturday. Finder please return to Mr. and Mrs. Osmond Garrison, 801 Elizabeth Street, Mechanicville.

Mrs. Frederick H. Winkler has received the Purple Heart Medal awarded to her husband, wounded in the European theatre. He also has sent her a piece of shrapnel about the size of a marble, which was taken from his shoulder.

Barbs

Doctors advise against scratching the skin. Why worry? We're not up to scratch these spring days, anyway.

Matter of FACT



During the 400 years of its existence, the infamous French prison, the Bastille, held many well-known men in its towers. The most remarkable of its prisoners was the "Man in the Iron Mask." He was one of the romantic figures in history, and died there in 1703. Who he was remains unknown, although many theories have been advanced and many books written about him.

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Mature Parent

BY MRS. MURIEL LAWRENCE

Not long ago at a press jamoree given by a large industrial corporation, one of its representatives offered me refreshments and conversation. An unusually attractive, alert-eyed young man, he turned out to be a Phi Beta Kappa who had majored in English literature at one of our fine universities.

Curious about his function in the large industrial corporation, I asked him what it was. The young man with the trained appreciation of the 18th century poetry said:

I'm a ghost-writer. I write the speeches made by the corporation's top brass.

I do not share the general moral indignation over the news that college students may be guilty of using ghost-writers to produce their term papers and doctoral theses. Though I deplore this kind of cheating, I can't see why it is so shocking in the young when their elders, including leaders of industry and political candidates, go in for it every day as a matter of course.

Indeed, I see no difference whatever between the college student who hides behind another person's brains and words to impress his teachers and the corporation vice president who hides behind them to impress his customers.

Today many parents use ghost-writers too. When Johnny has a tantrum, his mother doesn't exercise her own brain to produce words to deal with it but parrots those conceived by the brain of her favorite child guidance book writer.

Though she's wild at Johnny, she murmurs, "Mommy doesn't mind your hating her dear. All little boys hate their mommies sometimes."

So Johnny, like the voters who listen to the cribbing politicians, the customers who listen to the cribbing corporation vice presidents and the professors who read the cribbing term papers, doesn't know what's going on in mommy at all. Though she sounds good, she's as unreal and contrived as plastic fur.

We can't expect self-respect from the young when the leaders of their society are so anxious to impress customers and voters that they have to hire other people to make them sound good.

Questions & Answers

Q—How do plants differ from humans in breathing?

A—Humans breathe in oxygen and breathe out carbon dioxide. Plants take in carbon dioxide and give off oxygen.

Q—What was the motto on the Rattlesnake Flag carried by the Minutemen in 1775?

A—"Don't Tread on Me."

Q—What has become of the frigate Constellation?

A—It is in the harbor at Baltimore, Md. The 160-year-old frigate eventually will be restored as a floating historical museum.

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The new B-57 bomber, capable of Mach II, twice the speed of the B-29, is the most powerful bomber in the world's security — the manned nuclear bomber.

Readers' Forum

Making Highways Both Attractive and Safe --- Chapter 3

TO THE EDITOR:

I refer to Gilbert Maurer's recent letter to The Saratogian on "Billboards, roads and socialism." Mr. Maurer and I should probably correspond privately, both to avoid cluttering up The Saratogian and to complete each other's education. These will be my last comments on billboards and socialism.

To many people (Mr. Maurer too?) socialism is something that affects or threatens to affect, adversely one's own pocketbook (rather like the official position of the A.M.A.). If various government policies (i.e., aid to farmers; small or large businessmen, etc.) seem to be beneficial to these pocketbooks, such government action is "free enterprise." Socialism seems to be a convenient tag to hang on any program or policy which is public-oriented or doesn't directly benefit commerce.

I still feel that Mr. Maurer's logic was and is McCarthy-like, even though Mr. Maurer apparently does not share the political slant of the late senator. Thus, Mr. Maurer argued (if I recall correctly his thoughts) that restrictions on the placing of advertising on highways is a socialistic technique; therefore, according to Mr. Maurer, all those who support such restrictions are somehow in a "master plan" to foster a Marxist way of life upon us. This is quite good McCarthy type of logic.

Billboards and unrestricted advertising are only part of the aesthetic problem, as Mr. Maurer states. "Telephone and electric utility poles, disreputable looking, dilapidated farm outbuildings, chicken ranches, factories, pigsties, cow yards, junk yards, slaughter houses, rendering plants, etc." can be, I agree, equally offensive.

Now, even Mr. Maurer must admit that it is precisely on non-controlled highways in the United States that these offenses are most abundant. In my travels throughout the country, it is my distinct impression that those roads that are attractive and enjoyable to the motorist are "controlled" roads (part of the "master plan," Mr. Maurer?).

I am not going to run to the records to seek out quotable data to contradict such quotations as are used by Mr. Maurer on the matter of road safety. In a question like this, one can usually find data to support a particular position (especially as in Mr. Maurer's case a good deal of the so-called "research" data originates from the billboard industry—hardly an impartial party to the dispute). Certainly, I would not go so far in arguing my point of view as does Mr. Maurer—and actually imply, as he does, that advertising on highways has a beneficial effect on road safety. Nevertheless, I seem to recall that a super-highway, such as the New York Thruway, has had a consist-

ently better safety record than the non-controlled roads.

Mr. Maurer and I would probably always disagree on a number of basic points—whether, for example, the purpose of roads is to benefit private business or is for the convenience and enjoyment of the public.

In the matter of aesthetics, I could quote the remarks by an editor of Fortune magazine, W. H. Whyte (who I don't think even Mr. Maurer would call a Marxist): "Let the reader travel along a stretch of road he is fond of, and he will notice how small a portion of open land has given amenity to the area. But it takes only a few badly designed developments, or billboards, or hot-dog stands to ruin it—" Whyte is speaking about practically every non-controlled road in the United States.

I myself feel that eventually we will have to have either more "control" (in terms of advertising restrictions, placement of billboards, control of entries and exits, traffic signs, avoidance of congested areas, and the like) by the state or federal government, or that highway merchants in different areas will have to police themselves (perhaps on the basis of plans arrived at in consultation with highway engineers and planners). Unfortunately, history seems to suggest that self-policing is unlikely, so that more control seems a social necessity. The one way to avoid the threats

posed to private interests is obviously to make Route 9 and other roads more attractive, more interesting, and safer for the motorist. As things are now, a motorist must slow down to find directions (which are frequently obscured by a "Rest in Peace with TV at Kosy Korners" or an "Eat at Joe's" sign) or he finds traffic lights blurred by various other flashing advertising signs. Such conditions represent, I maintain, a road hazard as well as an ugly use of space.

The pity is that Route 9, and many other non-controlled roads, could be more interesting than many of the superhighways. But even Mr. Maurer should admit that it is not very appealing now, and under Mr. Maurer's plans of unrestricted advertising probably never will be. And Route 9 is less bad than most other public highways in America. Someone has called America a great "big junk yard." A motorist can easily see what is meant by the statement.

Mr. Maurer has apparently done a first-rate job politically for Route 9. How about carrying this further and make "his" highway more attractive to the motorist than the Northway. This might benefit both free enterprise and aesthetics alike.

O. R. Gallager, R.D. 3, Saratoga Springs