

Good Morning TOP of the NEWS

FAIR, COOLER. Winds will decrease considerably today, and temperatures will be under 80. High this afternoon will be 78 to 83 and low Monday morning near 58. Yesterday's temperatures were a warm 86 and 55. Last year's extremes were 86 and 47.

Windy conditions returned to some portions of the country yesterday, bringing snow and sleet to some areas. Full story on Page 8A.

Global

ARMS STOCKPILES. As the American disarmament negotiators prepare to leave for Vienna, a British Institute of Strategic Studies report says that the U.S. could triple its stockpile of nuclear warheads by 1975, if current projections are met. **Page 14B.**

THE DOME. The famous Paris sidewalk cafe, site of the world's longest poker game and the hangout for many of the world's celebrities during that century, is gone. A move house has taken its place. **Page 8B.**

National

JOHN O'HARA DIES. The novelist who wrote so much about the small-town life in Pennsylvania dies of a heart attack in his sleep at his country home at Princeton, N.J. His last novel will be published in February. **Page 2A.**

BOMBS AWAY. A portion of the radical left in the United States has discarded strategy for bombs. Municipal leaders are justifiably nervous about the development. What has brought all this about? **Page 13A.**

AGNEW ON DOUGLAS. The Vice President urges that Justice Douglas's record be thoroughly examined to see if there is any reason to take action against him. **Page 11B.**

TEENAGE COPS. The first group of 19-year-old policemen start patrolling Philadelphia streets this summer in an effort to solve a chronic shortage of law enforcement officers. **Parade.**

Local

MODEL CITIES. The Model Cities program, which has been in the planning stage for so long, is expected to get under way by September and may involve as much as \$7 million in expenditures. **Page 18B.**

TUCSON AIR PIONEERS. Gilbert and Irene Sykes, although not old enough to be historical items, were Tucson's aviation history. Murray Sinclair writes about them on **Page 8B.**

DRIVE TO START. The League of Women Voters is embarking on a nationwide campaign to win Congressional representation for Washington, D.C. The Tucson League will be a concentrated petition drive Thursday. **Page 10D.**

BOROSCOPE WINNERS. The names of 40 persons have been drawn as winners of detailed horoscopes cast by computer in the Star contest introducing a new Tucson Astrology Computerized Astrology. **Page 17A.**

A LOOK AT DEATH. Roger McCluskey, champion race car driver from Tucson, takes a look at death on the track and his philosophy which keeps him racing. **Page 1B.**

Index

Bridge 11C
Crescent 11C
Editorial 11B
Financial 11D
Horoscope 11C
Movies 11D
Puzzles 11B
Sports 11D
TV-Radio 11C

Twenty Cent

VOL. 129 NO. 102

Gov. Kirk Threatened With Fines

**Ordered To Integrate
Or Pay \$10,000 A Day**

TAMPA, Fla. — Federal Judge Ben Krentzman ordered Gov. Claude R. Kirk Jr. Saturday to stop desegregating his school desegregation orders or pay a fine of \$10,000 a day.

The judge found the Republican governor guilty of contempt of court and directed him to begin Monday morning to implement a court-ordered integration plan for Manatee County public schools.

If the governor, who has used armed guards to hold physical control of the Manatee school system since Wednesday, certifies by noon Monday that he is complying with the court's orders, no fine will be collected; otherwise the daily fine will begin, retroactive to Saturday, the judge said.

Krentzman also found two of Kirk's administrative assistants in contempt and ordered them to pay fines of \$1,000 a day under provisions similar to those applying to Kirk. The two assistants are Lloyd Hagman, 45 years old, and Robert D. Hoffman, 40.

The judge directed the governor to stop interfering with the orders of April 4 and 7 and to refrain from taking any action which will impede, hinder, intimidate or frustrate the operation of the Manatee County school system and the implementation of the order of this court entered Jan. 29, 1970. "That was the date of the integration order."

Further the judge ordered Kirk to begin implementation of the integration plan, which the governor contends is illegal because it requires cross-county busing of pupils to achieve racial balance in the schools.

U.S. Atty. John L. Briggs of Jacksonville was directed to monitor the governor's progress.

"If at any time agents of the United States are perceived that the orders of this court are not being fully complied with, or if it should otherwise appear to the court, appropriate proceedings and sanctions shall be implemented forthwith," the judge said.

At the governor's mansion in Tallahassee, a Kirk aide said, "We have no statement."

C. A. Butler of Washington, chief of field operations of the U.S. Marshall Service, said the judge's orders would be served on Kirk in Tallahassee by today.

"The fun and games is over," Butler said. The governor had said earlier that he would pay no attention to the judge's findings since he did not believe the judge had jurisdiction.

"If he had no jurisdiction, he need not pay on collecting any fines. I won't sign the checks," Kirk said in an interview Thursday.

The governor and his 70 armed guards vacated the school administration offices in Bradenton, Manatee County, last night, Friday night. But late Saturday, at least one guard was inside the building. He refused to say who he was or when he worked for.

Krentzman dismissed out of hand a contention by Kirk that the federal district court, the lowest level trial court in the judicial system, had no jurisdiction over him.

"There is a long line of cases squarely holding that where state officials use state power to frustrate federal court orders, these officials are subject to restraint by federal court injunctions," the judge said.

Attaching Nixon's opposition to busing, the commission suggested the President contributed to a general misunderstanding about the issue.

"The plain fact is that every day of every school year 18 million pupils (46 per cent of the nation's public school children) are bused to attend schools in the neighborhood of their homes," the commission said.

And in the South for decades, it added, "black and white children alike... were bused as much as 30 miles or more each day to assure perfect racial segregation."

"In many cases, busing was the exclusive privilege of white children... black children often were required to walk considerable distances. No complaints were heard from whites of any harmful effects."

The commission scolded at Nixon's endorsement of neighborhood schools, questioning whether that principle "should be one of the cornerstones upon which national educational policy rests."

It said "a good deal of inconsistency and hypocrisy" surrounds "the lip service paid to the neighborhood school principle."

As an example, it pointed to a decision by

(Continued on Page 6A, Col. 1)

The Arizona Daily Star

FINAL
Edition

TUCSON, ARIZONA, SUNDAY, APRIL 12, 1970

ONE HUNDRED SIXTEEN PAGES

Apollo Flies Moonward Despite Engine Failure

Temporary Shutdown Overcome

CAPE KENNEDY — Three American astronauts, including a 14-hour substitute, were launched Saturday on the third manned expedition to the moon — the Apollo 13 mission to the hills of Yra Mear.

They embarked on the planned 10-day flight, considered the most hazardous ever undertaken, at 12:13 p.m. (Tucson time) with the fiery and thunderous thrust of power from the giant Saturn 5 rocket.

An early and unexplained shutdown of one of the rocket's second-stage engines did not alter the moon-bound spacecraft and its crew — Capt. James A. Lovell Jr. of the Navy, and Fred W. Haise Jr. and John L. Swigert Jr., both civilian astronauts.

Swigert, a 35-year-old rookie astronaut, was named to the crew barely a day before a launching, replacing the rescheduled astronaut Lt. Col. Thomas K. Mattingly II.

Lovell, the 43-year-old commander, is making his fourth and final space flight. He and the 34-year-old Haise plan to land on the moon next Wednesday.

"It looks good to be up here again," Lovell said as he looked back at the earth he had just left.

Today, the astronauts are expected to spend a quiet day coasting toward the moon.

The three talented television newsmen plan no special broadcasts of the flight today but rather will report flight developments during their regularly scheduled news programs, spokesmen said Saturday.

After orbiting earth until 2:48 p.m. Saturday, the astronauts originated a rocket engine to boost them on an accurate course toward the moon, 246,300 miles and three days away.

Apollo 13 is aiming for a touchdown in a narrow valley on the eastern shore of the moon's Ocean of Storms. The area's rocks and hills are believed to be some of the oldest on the moon, bearing possible clues to the origin of earth's oldest satellite.

Liftoff came on schedule after a smooth countdown. The skies were clear, and smooth, including Vice President Spiro T. Agnew and West German Chancellor Willy Brandt, were able to watch the flaming tail of the rocket for more than a minute before it was lost in the high clouds over the Atlantic Ocean.

All five engines of the rocket's first stage ignited in unison, sending a sheet of orange flame across the concrete base of the pad. Then steel restraining arms folded back, and the 363-foot-tall rocket rose slowly and arched over the ocean, consuming 2,400 gallons of propellant a second.

When the first-stage cut off and dropped away, the five smaller engines of the second-stage ignited on schedule. But the center

(Continued on Page 4A, Col. 7)



What A Relief!

Paul House, who single-handedly at the age of two almost grounded the Apollo 13 space flight, is downright happy to watch the successful liftoff from his home in Houston. Paul passed German

missions on to astronaut Charles D. Duke, who came into contact with the originally scheduled command module pilot, Thomas K. Mattingly, who had to be replaced. (AP Wirephoto)

China Replacing Russia As Source Of Asian Arms

(Special to the Times, London)

HONG KONG — Communist China is replacing the Soviet Union as the major supplier of basic weapons and ammunition for North Vietnam's military operations in Laos, Cambodia and Thailand.

Chinese naval vessels are now escorting convoys of military supplies from Hanoi to land at Haiphong, North Vietnam's main port.

Reliable intelligence reports confirm that these war supplies were suddenly and heavily increased following the downfall of Prime Norodom Sihanouk of Cambodia and the cutting off of supply movements from Cambodia to the North Vietnamese and Viet Cong "sanctuaries."

Rail supplies from southern China across the border into North Vietnam have also been escalated. The bulk of these Chinese supplies

* Related story on Page 2A

are reportedly being sent to Laos and Cambodia via the jungle roads of the Ho Chi Minh Trail.

There is impressive evidence of the recent building of war material. In March, according to official United States estimates based on infrared "eye" detection devices, approximately 45,000 trucks used the Ho Chi Minh. The previous peak monthly flow during the new year Test offensive in 1968 was 19,000 trucks.

Thai and Laotian army chiefs agree that most of the small arms, rifles and rockets being used by the Communist forces inside their countries are made and supplied by Communist China.

They also believe that an increasing number of Chinese Communist guerrilla "advisers" are serving in Thailand, Laos and Cambodia.

Regular Chinese Communist troops are said to be patrolling, maintaining and protecting the two highways which they illegally built from Yunnan province in southern China into northern Laos and which now extend to within 20 miles of the Thai border.

A third Chinese Communist-built highway through northern Laos connects Yunnan with Dien Bien Phu in North Vietnam.

That intelligence authorities estimate that at least one Chinese Communist brigade is stationed inside northern Laos. Reconnaissance planes are reported to have come under fire from entrenched Chinese Communist anti-aircraft installations.

Once again, I was out of what was in. All

Read And Weep For No. 1 Square

By Ralph Schoenstein

One bright day when I was 6, I was reviewing my precious collection of bottle caps, wondering whether a mint-green '68 Mustang had more value than a '36 Dr. Pepper. Suddenly my cousin Katie came by, almost crushing a matched set of Sevens Up.

"You called BOTTLE CAPS?" she asked. "Gee, no one has THEM any more. Now we've all got THESE." With depressing uniqueness, she pointed to a little plastic pin shaped like a pickle that sat on her sweater.

"It's one of those 57 varieties at the World's Fair," she said. "The only BOTTLE caps out there are from KETCHUP."

And so an avant-garde young lady from the Heinz Pavilion had burst my great carbonated bubble. In the following days, I desperately tried to convert to pickles, once even offering twenty cents for just one Heinz, but the fair was closing and no holder of pickle pins would break up his portfolio. Needless to say, the Mottie market was lousy.

The childhood habit that I took in soda pop established the special rhythm of my life. For the next 30 years, from pickle pins to turtle-socks, I was always one step behind the current American ad.

For example, one morning about two years after the bottom fell out of my top, I was strolling in school in a pair of knickers whose nannies was playing havoc with half the female hormones in the second grade. But when I reached my class on this particular day, my good friend Moose Face took me aside and said, "Tallpie, knickers are for dopes. Startin' tomorrow we're gonna stop wearin' 'em."

Since Moose Face was the Pierre Cardin of Past 1963 Street, that night I told my mother to give all my knickers to underwear peddlers. If I wanted to keep up with the beautiful pupils, I would have to put my legs into something much more fashionable.

The following day, I arrived at school in a pair of white short pants that, daintily revealing the strawberry mark on my upper thigh, but I was shocked to find that the style setters were all in long pants. Trapped in the dressiness of my 1964, my geography lesson trying to cover my knees with the map of South America.

Once again, I was out of what was in. All



Learning The Hula Hoop

over the school, members of the smart set pointed it out and said, "You see that guy in his underwear? He collects bottle caps, too."

No matter how hard I try to coordinate with the times, I always seem to look like a human rerun. When I bought my Daisy Crockett cap, the country was switching to hula hoops. I bought my first Elvis Presley record when he was finally being dug by Dean Acheson; and when the record was smoking baked bananas, I was still basking for apple.

The night last year, I took my wife, Judy, to a nightclub where the old Jimmy Dorsey band was digging up the furies for a crowd of swinging anachronisms like me. As I snuggled

(Continued on Page 4A, Col. 1)

Inversion Layer 'Traps' Pollution Over Southwest

By PETE COWGILL
Star Staff Writer

The atmospheric "villain" in the Southwest is the temperature inversion layer.

Because of this phenomenon, desert dwellers in Tucson, Phoenix, Yuma and other areas in the Southwest see smog hanging over their heads in great whitish-brown clouds.

Where there is no inversion layer, the dust, smoke, gases and other pollutants simply rise and disperse in the upper atmosphere. There is little or no appearance of smog and the air looks clear and clean.

But on a typical morning in Buckeye, Wilcox, Alpa or Tucson, the layer is there. It's visible from the top of Mt. Park stretching all the way into northern Sonora. From Windy Point on the Mt. Lemmon Highway it blankets the Tucson valley. Residents of Oracle can see it hanging the highway near Prachio Peak. And from South Mountain Park the Valley of the Sun is nearly

(Continued on Page 4A, Col. 1)



Airborne's Dying Air