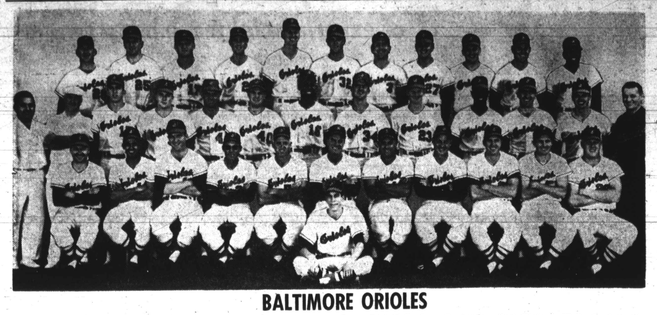

**BALTIMORE ORIOLES**

TOP ROW—left to right: Eddie Fisher, Moe Drabowsky, John Miller, Jim Palmer, Dick Hall, Gene Brabender, Curt Blefary, Wally Bunker, Steve Barber, Woodie Held, Frank Robinson.
MIDDLE ROW—Ralf Salvon, Assistant Trainer; Eddie Weidner, Trainer; Davey Johnson, Eddie Watt, Charlie Lau, Frank Bertaina, Sam Bowens, Larry Haney, Vic Roznovzsky, Pul Blir, Andy Etchebrren, Bob Johnson, Clay Reid, Equipment Manager.
BOTTOM ROW—Stu Miller, Luis Aparicio, Dave McNally, Harry Brecheen, Coach; Billy Hunter, Coach; Hank Bauer, Manager; Gene Woodling, Coach; Sherm Lollar, Coach; Russ Snyder, Brooks Robinson, Boog Powell.

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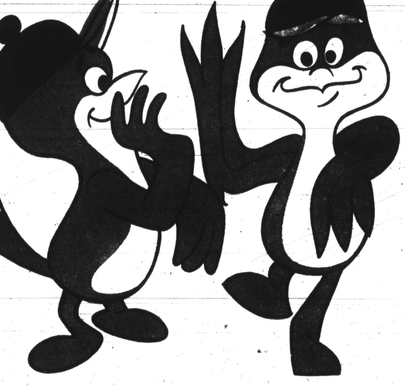
# National Beer is for the Birds



Congratulations, Orioles!

If we've said it once, we've said it a thousand times... National Beer is for the Birds!

We've sponsored over a thousand Oriole games since 1954—when the Orioles came to Baltimore.

Remember that first home opener?

Cloudy skies. Even some light rain.

But we had all the sunshine we needed. Clint Courtney and Vic Wertz smacked home runs to help win the Orioles' first home game, 3 to 1!

We've had all kinds of thrills and laughs and tears since then. What an experience.

Now our Orioles hold the American League Pennant... and the 1966 World Series is coming up.

Like the song says...

Go, Orioles Go!

NATIONAL BEER

Watch the Series on WJZ-TV. Ch.13. Sponsored by National Beer.

# Doubleday? Cooperstown? they didn't even know game

By SAM LACY

The people who acclaim a guy named Abner Doubleday as the originator of the game of baseball; who fix 1839 as the year of its beginning, and who honor Cooperstown, N. Y., as the birthplace, are wrong on all counts.

I hate to shatter your illusions, friends, but here it is for what it's worth for you to know.

Doubleday probably never played baseball in his entire life. The game was an established sport long before 1839, and it is quite likely that the villagers of Cooperstown never knew what a baseball looked like until the Civil War, or afterward.

* * *

HERE'S HOW all this misinformation about the sport came into being:

Along about 1934, interest in baseball was falling off throughout the nation. The outlook was extremely dark, and something had to be done to hypo the financial structure of the business.

* * *

THE LATE Kenesaw Mountain Landis became conscious of the need to stimulate interest in the game. He delegated a group of men at all levels to come up with ideas aimed at keeping baseball in the public eye.

One of the Landis appointees reported discovering a history of the game, written in 1907, by a man named A. G. Mills. There has been no further identification of Mr. Mills.

The publication was covered with dust, so it was reported, and was retrieved from a valuable collection of memorabilia. It was read and swallowed by the baseball people who were willing to digest anything that might help to get their investments on a sound footing.

* * *

SINCE THE Mills "history" placed the origin as 1839, it gave baseball a chance to devote five years (this was 1934) to preparation of a grand centennial celebration, and to get a lot of newspaper space about baseball.

Funds were appropriated to build a shrine in Cooperstown, to be known as the Hall of Fame.

* * *

IF THE baseball writers of the day suspected anything phony about the Mills version, there was no genuine effort to question it.

* * *

HOWEVER, it is known that A. G. Spalding, whose name is synonymous with baseball, and in fact all sports, had himself sought information about the game for his "Baseball Guide," which began publication long before the Mills report had been extricated from its cobwebbed storage place.

His editor, Henry Chadwick, told Spalding that baseball was nothing more than an American adoption of the English game of rounders. But since Chadwick was of English birth, had been a cricket and rounders player, Spalding proceeded to dispute his editor's version as slightly biased.

A series of friendly arguments resulted.

* * *

ACTUALLY, no one was more concerned than Spalding about tracing the source of baseball. He failed, so have others.

The true story of the beginning of the sport has been — perhaps always will be — shrouded in mystery. It is a game whose origin is left to guesswork.

For instance, the rules of the earliest game are not on record. It is known that a team could be made up of as many players as was decided by the captain, provided the sides were equal. As a result some teams had as many as 20 players.

* * *

SCORING RULES that governed the game in the 18th and 19th centuries, and other points vital to a competitive sport are unknown. The reason is obvious. It was looked upon as nothing but a boys' game, so who would be interested in details — so long as the kids were out of mischief.

Nor has it ever been established when the game was given the name of "baseball."

It came in an era long after the stakes (of its origin) had been abandoned for flat rocks. Since the object of a base runner's anchorage could no longer be called a "stake," it probably became "rock" or "base" — the latter meaning station.

Who knows? Maybe the process of running to a "base" during the progress of play with a "ball" resulted in the game we know today.

# Education report raps poor schools

WASHINGTON (UPI) — A soon-to-be-published report blames poor education for the strikingly high failure rate among colored youths taking a Selective Service Mental Qualification Test. Two out of three flunk.

The Magazine American Education, a journal of the U. S. Office of Education, will disclose that 67.5 per cent of tan youngsters taking the Armed Forces Qualification Test during an 18-month period failed.

This compared to an 18.8 per cent failure rate for white draftees, and a 25.3 per cent failure rate for all persons taking the test.

"THIS IS basically an educational problem," said Mrs. Caryl F. Conner, co-author of the statistical survey which will be printed in the magazine.

"The schools just are not doing the job for the colored youths. Whatever handicap the colored students begin with tends to increase as they go further along in school," she said.

"Furthermore, the schools in the South are doing a worse job than the schools elsewhere. The failure rate among colored students is greater from the Southern states, with the exception of West Virginia where colored and white students are about equal," Mrs. Conner told UPI in an interview.

* * *

THE FIGURES showed that the failure rate was highest in the Southern states and lowest in the Far and Middle West.

South Carolina was reported to have the highest rejection rate of any state with 65.6 per cent of colored youths failing and 21.8 per cent of whites failing.

The lowest failure rate was in the State of Washington where the figure was 5.8

The article, co-authored by former White House aide Richard De Neuville, maintained that the examination did not test native intelligence but based itself on educational training. Mrs. Conner is managing editor of American Education.

## Dabney named engineering dean

NASHVILLE — Walter H. Dabney, Lieutenant Colonel U.S. Army (Retired) and professor in the Department of Civil Engineering at Tennessee State University has been named Dean of the Engineering School. The announcement was made by President W. S. Davis, who pointed out that Dabney had served as chairman of the interim committee which had operated the Engineering School since the death of Dean Napoleon Johnson more than a year ago. Other members of the interim committee were William V. Harper, head of industrial arts, and Mrs. Yvonne Y. Clark, head of mechanical engineering.

A registered Professional Engineer, Dabney holds the B.S. in civil engineering from Howard University, the Master of Science in highway engineering from Iowa State at Ames, and has done further study at George Washington and Catholic Universities.

Before entering the military service in 1941 he taught at Virginia State College and at Alcorn College, Mississippi and was an Engineer-Inspector on U.S. Government projects in Gary and Fort Wayne, Indiana.

## Group boycotts 2 N.Y. banks

NEW YORK — 109 well-known religious, labor and political figures have united with two organizations in a Committee of Conscience, now sponsoring a campaign urging the withdrawal of accounts from Chase Manhattan and First National City Banks.

The Committee of Conscience was formed jointly by the American Committee on Africa and the University Christian Movement.

Goal of the campaign is the withdrawal, on or before December 9, the day before Human Rights day, of individual and institutional accounts from these banks in protest against their economic support of South African apartheid. First National City is the only U.S. bank in South Africa and Chase Manhattan has merged, in South Africa, with the Standard Bank of South Africa.

A. PHILIP RANDOLPH, dean of U.S. civil rights and labor leaders, is chairman of the campaign. Among the sponsors are: I. W. Abel, Joan Baez, the Rev. Daniel Berrigan, S.J., Theodore Bikel, Hon. George E. Brown, Stokely Carmichael, the Hon. John Conyers, Ossie Davis, Ruby Dee, the Hon. Charles S. Diggs, the Hon. Leonard Farbstein, James Farmer, Allen Ginsburg, Paul Hall, Donald S. Harrington, Ralph Helstein, Norman Hill, Rabbi Isidor B. Hoffman, the Hon. Elmer Holland, George Houser, David R. Hunter, J. Raymond Jones, the Rev. Daniel V. Kilfoyle, S.J., John Lewis, Floyd McKissick, the Rev. Thomas Merton, Reinhold Niebuhr, the Hon. Robert C. Nix, Dr. Benjamin Payton, the Rt. Rev. James A. Pike, Victor Reuther, Monsignor Herbert Rogers, the Hon. Benjamin Rosenthal, the Hon. W. Fitts Ryan, Pete Seeger, David Sullivan and Rabbi Marc H. Tanenbaum.

# —Wife's lost

Continued from Page 5

some 2,200 miles away.

* * *

WHEN the Reds did get back to L.A., Frank phoned but the lady didn't live there any more. Actually, Barbara had put in for a change of number the day after the night of the lost uncle.

She worked at the phone company, so it wasn't hard.

But Robbie refused to take the count. He got off the floor, located an older sister of Barbara's and came up with the number.

* * *

SIX MONTHS and a lot of long-distance calls later, Barbara relented. She discovered she liked the guy, after all.

They decided they'd get married right after the World Series, which could explain why the Reds lasted only 5 games against the Yankees that year. Their big man, Frank, was in a hurry.

* * *

ANYWAY, the plans were laid — somewhat in secret because of the bride's family's aversion to ball players — and the vows were spoken in late October.

Today, they're a happy family — celebrity husband, lovely wife and two wonderful kids.

All because an uncle got lost. —LACY

# —Football Hero

Continued from Page 5

relationship, and laughs over the confession that there was very little dating during football season. The baseball and basketball seasons well, it was different.

One can conclude — but without confirmation from the pretty ex-coed — that football at Tennessee State at that time was a no-fooling No-socializing item.

It also is a foregone conclusion that, as a normal "Saturday's hero," Sam was sort of in demand among the sorority set.

* * *

ANYWAY, Pheola got the diamond in 1959, and a short time later the band that fits just inside on the left ring finger.

"I'm from Indianapolis," Mrs. Bowens reveals, "and consequently basketball was my favorite sport — until I got married.

'Now I like all sports and Sam and I go to quite a few games. That's our hobby."

* * *

PHEOLA, who was a high school classmate of cage star Oscar Robertson at Crispus Attucks in Indianapolis, did not participate despite her consuming desire to do so. "There were no athletic programs for girls in Cincinnati, such as there are in many other cities," she explains.

Mrs. B. works as an interviewer at Johns Hopkins Hospital, for the Medical Assistance Program.

Who said beauty is only skin deep—LACY



# ANNOUNCING! ANNOUNCING!

# Performance And Protection Featured In 1967 Cars

## Safety big feature in automobiles

DEARBORN, Mich. — A host of new or improved safety features are standard equipment on the broad, expanded Mercury family of cars and new Lincoln Continentals which were introduced last week.

These are in addition to many comfort and convenience features which are not listed as safety items but which are, in fact, extremely important aids to safe driving. New levels of seating comfort, adjustable seats, quieter and smoother running cars which tone down road vibrations and noises, and improved ventilation are all features which lessen fatigue and simplify driving tasks, thereby helping prevent accidents.

THE NEW Ford Motor Company safety features which are standard in all 1967 Lincoln-Mercury Division cars include:

(1) dual hydraulic brake system with separate lines to the front and rear wheels and an instrument panel warning light to indicate loss of braking pressure in either line, (2) impact absorbing steering wheel with deep padded hub, (3) two-speed windshield wipers, or variable speed wipers, (4) padded windshield pillars, (5) turn indicators with lane-changing signal feature to eliminate the need for manual cancellation after minor turns.

(6) deluxe front and rear seat belts with front retractors and reminder light, (7) double yoke safety door latches with positive door lock buttons that cannot be "overridden" by moving door handles, (8) remote control outside rear-view mirror, (9) non-glare (day/night) inside mirror with flexible backing to hold pieces if shattered, and breakaway or double-pivot inside mirror arm, (10) emergency flasher light with control mounted on the steering column for greater accessibility.

Safety features made standard in 1966 models which will continue to be standard in the new cars include padded instrument panels and sun visors, back-up lights, windshield washers, four-way emergency flasher lights, thick laminate safety plate glass windshield and self-adjusting brakes.

## White Rock is 100 years old

DURHAM, N. C.—Durham's White Rock Baptist Church celebrated its centennial Sunday Oct. 2 with its pastor the Rev. Lorenzo A. Lynch, presiding.

The Rev. Miles Mark Fisher, pastor emeritus, preached sion."

LEADING THE DODGE LINE for 1967 are the distinguished Monaco, above, available in six separate models, and the popular Polara, largest in its price class. Polara is offered in nine models, including the Polara 500 2 - door hardtop, below.

## Government is investigating real value of 1967 autos

WASHINGTON (UPI)—The federal government, spurred by recent price increases, is out to determine just how much your new car is actually worth.

To find out, government engineers and consumer price experts have been sent to Detroit for a bolt - by - bolt inspection of the new models.

The government wants to know if the price increases are the result of a corresponding increase in value of simply a move by the manufacturers to increase profits.

The big three of the auto industry — General Motors, Ford and Chrysler — increased their prices on the 1967 models an average of $56, $366 and $68 respectively. All three companies cited increased labor costs and the added safety equipment now required by federal law as the major factors in the price hikes.

FORD AND Chrysler originally announced respective average increases of $107 and $92, but cut them back when General Motors announced a lower increase figure.

Whatever the government finds out, however, will never be made public in a manner that would show the consumer his best buy in cars.

The federal gency responsible for determining best buy values among the hundreds of new auto models is the Bureau of Labor Statistics — the bureau that keeps a monthly tab on the cost of living.

ARTHUR M. ROSS, bureau commissioner, announced the inspection of auto values last week. "Movements in a price index from one period to another presuppose that the product is the same," Ross said. "If the product is changed, this fact must be taken into account."

"In the case of automobiles," Ross said, "Product changes are taken into account when they result in improvement or deterioration of safety performances, durability, comfort or convenience."

Once this determination is made, the dollar price change is adjusted in computing the consumer price index for automobiles as a while — a weighted average for all cars sampled.

But the only way the consumer will find out what the bureau discovered is by watching the auto price index for October — a statistic that will be released near the end of November.

THE INDEX, however, only will show whether auto values have gone up or down from the 1966 to 1967 models. There will be no mention of specific makes or models of cars.

As an example of how consumer values are determined, Ross pointed to padded dashboards, a standard safety feature in most new cars.

"If padded dashes were optional on a model last year and this year they're standard on all models, we compare the price increase with the manufacture's production costs," Ross said.

If the padding costs the manufacturer $20 as an option with limited use in the 1966 and this year, because of increased production it cost $10, to make a $10 increase in the overall car would leave the price index unchange. If, however, the overall price were increased $11, Ross said, the index would go up because of decreased value to the consumer.

Cars are not the only consumer product inspected by the bureau. Ross said the bureau attempts to take a close look at all models which manufacture improves from one year to another — items such as washing machines, refreigerators and stoves. Like cars, however, the results of the study are never made public in a way that would influence consumer choice.

## Dodge gives Dart a new sports look

DETROIT—Dodge set the 1967 automotive styling stage for compact cars when it introduced the all-new Dart.

Sweeping innovations from bumper to taillights transform the image of "America's largest compact" from conservative to sporty for the new model year.

But the economy-car-turned sport features the same generous 11-inch wheelbase, roomy interior, large cargo space and smooth handling characteristics that have made it a best-seller for the past three years.

"DART HAS BEEN a trend-setter since we started manufacturing it as a separate model in 1964," Byron J. Nichols, Dodge Division general manager, said.

"Now we hope to attract car buyers who want something extra in styling as well as performance, by balancing the two in an all-new automobile."

High-style changes include new side sheet metal with a crisp, sculptured treatment; a distinctive recessed grille; delta-shaped taillights; a new roof line; curved side glass; and a unique concave backlight.

## Scientist conducts study on collisions

ANN ARBOR, Mich. (UPI) — Padded instrument panels in autos "won't make much difference" in a high - speed crash, a University of Michigan scientist said in a study released recently.

Dr. Donald F. Huelke, associate professor of anatomy said, however, that the padding of the instrument panel apparently has a bearing on nonfatal accidents.

"Most design features appear to be irrelevant in auto fatalities," Huelke said. "In a high speed collision it won't make much difference if you hit a padded instrument panel or an unpadded one."

HUELKE, part of a scientist team operating the new Highway Safety Research Institute at Michigan, added, "But design apparently does have a bearing on nonfatal injuries. We're trying now to discover which possible changes would do the most to eliminate or reduce the severity of nonfatal injuries."

The professor just completed a four - year study of the causes of death in automobile accidents and now concentrating on the problem of auto injuries and their relation to cars' interior design.

From a study of some 300 victims in 225 accidents over two years, Huelke concluded, "Many painful and disabling and costly injuries could be prevented if people would just take a little precaution on their own part and wear seat belts."

HE SAID the seat belts would have saved 40 per cent of the 177 victims in cases they investigated. A diagonal shoulder belt, he said, would have saved an additional 13 per cent.

Huelke said a collapsible steering column being used on many 1967 cars will diminish the number of rib injuries. He said thicker plastic laminate sandwiched between the glass in the windshields of 1966 cars may have been a factor in reducing injuries.

The scientist emphasized the importance of the collapsible steering column. "If it performs as expected, it will be the greatest safety advance since the seat belt."

## New Polara and Monaco boast restyled exteriors

DETROIT — Dodge revealed a double surprise package this year — completely restyled versions of its two "prestige" models — the 1967 Polara and Monaco.

"Longer, lower profiles, a semi - fastback roof for hardtop models and high - style front — and rear - end treatments strengthen their roles as the luxury leaders of the Dodge line," a company spokesman said.

* * *

IN ADDITION to the unexpected exterior styling changes, the new Polaras and Monacos boast strikingly new interiors, too.

The result is a combination of beauty, comfort and performance unmatched in the medium - priced field.

New "body sculpture" sheet metal on the '67s blend with crisp, angular front ends and a rakish rear-deck treatment for the "big car" look in a total of 15 models and six body styles.

* * *

THE NEW Polaras and Monacos are half a foot longer overall than their 1966 counterparts, with 122 - inch wheelbases this year for better ride and handling.

A new recessed grille and delta - shaped tail lights set flush into a tapered rear deck lend a tone of elegance and motion to both models.

## VW trucks improved inside

NEW YORK — In keeping with Volkswagen's "improve the car but don't change its appearance" philosophy, Volkswagen's bus - like station wagons, and box - shaped trucks incorporate a number of interior improvements for 1967, chief of which is a heavy - duty 12 - volt electrical system, affording brighter headlights, faster cold weather starting, and includes a generator which begins to charge even at idling speed.

ANOTHER feature is improved transmision ratio in proved transmission ratio in third gear, from 1.22 to 1 to 1.26 to 1 giving all vehicles in the series improved acceleration and better pulling and climbing ability in the gear.

Among new safety and convenience features are redesigned door latches on the front doors; soft rubber knobs for the dash panel controls; fastening points for lap - type seat belts; door over the gas tank filler neck closed by a spring catch; storage compartment between the axles and beneath the cargo deck of the pickup truck, locked with a push - button latch.

Vehicles included in the series range from the panel truck which carries payloads of up to 2,206 pounds in its 170 cubic feet of space to a double cab pickup truck which is rated for 2,073 - pound loads and the deluxe station wagon which is available with from seven to nine seats.

Take Charge... Move up to Chrysler '67

Any time. Anywhere. The '67 Chrysler takes charge.

In the way it looks.

In the way it goes.

It moves when you touch it. Stops when you nudge it. Put it in a curve it's all there. A good feeling.

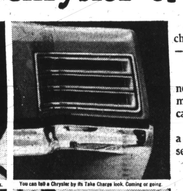
Its optional 440 TNT V-8 is the biggest in the price class, as are the brakes. A perfect balance.

A new energy-absorbing steering column is standard equipment. So are many other safety features.

Whatever the situation, Chrysler takes charge.

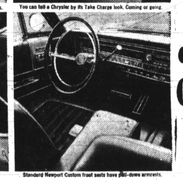
There's a new 3-in-1 front seat for some models. Room for three when you need it. Converts to individually adjustable seats for two. And the passenger's side reclines, headrest and all.

TorqueFlite automatic transmission standard with 3 Chrysler series.



You can tell a Chrysler by its Take Charge look. Coming or going.

New semi-fastback roofline makes hardtops look sportier.



Standard Newport Custom front seats have pull-down armrests.

A Flow-Through ventilation system changes the air up to 4 times a minute—with the windows closed.

Something else about Chrysler.

Four Chrysler Newport models are now priced just a few dollars a month more than the most popular smaller cars, comparably equipped.

If you've been looking for a winner, a genuine Take Charge automobile, see the '67 Chrysler. It's it.

on display now CHRYSLER '67

Illustrated above, the Newport Custom 2-Door Hardtop. Tune in Bob Hope Wednesdays and AFL Football weekly... NBC-TV.

CHRYSLER DIVISION CHRYSLER MOTORS CORPORATION

see your Chrysler dealer today