

How to be happy

64 years in Daylight, Ind., give some perspective on how

United Press International
DAYLIGHT, Ind. — He rubbed the palms of his hands on his yellowing jacket and leaned back against a shelf of motor oil cans and chewing tobacco and the microwave oven that can heat you a burrito or cheeseburger for 80 cents.

"It's been the best life there ever was," said Vaughn DeWeese, happy American of Daylight.

The doings of Tehran, Afghanistan, taxes, elections, inflation and murder — one killer sought for slaying a family of four and one man admitting he drowned a mother and then her three children in one of the fast creeks above the Ohio River — lay chronicled in the Evansville newspaper spread by the service station's cash register.

But Vaughn DeWeese has lived his 64 years in the precincts of Daylight, this crossroads north of Evansville and life has not scared him. Unhappiness is complex. The life of a happy American is simpler.

"We never did have a high school here, so I went to Millersburg. I played four years on the grade school basketball team and four years on the high school team and started every game for all eight years.

"I played forward and in 1934 we went to the sectional and only got beat by Evansville's Bosse High by 10 points. They went on to the state finals. But we were mighty happy that Millersburg had gotten as far as we did."

Evansville's suburban march has reached Daylight. Ranchstyle

houses sit above Highway 57. More sites are for sale. Gone are the harness shop, the two original feed mills, the grocery, the buildings of what the community was when DeWeese was born.

"The Louisville and Nashville Railroad came first and farmers used to drive their wagons up on the Greenriver Road to meet the train to send their produce to market. There was no community then and the farmers used to tell each other they'd meet at daylight at the train crossing.

"Folk got to calling the place Daylight after that," DeWeese said. The community grew. The DeWeeses came. So did the Youngs and the Erwins.

"Still, it was three miles to school. So I used to walk a mile and get

picked up by the horsedrawn school wagon."

The service station has its credit card register. It has taped-up signs keeping up with rising gasoline prices. But Vaughn DeWeese was thinking of yore and he plucked the bill of his blue cap.

"Maud, Gin, Jek and, let me see, Jolly. Yes, they were the horses that pulled the school wagon. We had a Model T Ford garage 60 years ago but when I got out of school in the depression, we still had the horse bus and my first job was driving it, at \$1.50 a day.

At war's end, DeWeese bought Daylight's grocery for \$9,500. "I had wanted to be the grocer since I was a boy. Now I had the makings of happiness."

Besides the store, the other makings involved Florence Miles, the Boonville girl who in 1934 so admired the six-foot forward on the visiting Millersburg basketball team that she waited outside the dressing room door after the game.

"This lovely girl introduced herself and said I had played so well. Oh, mercy. So I asked her if she had a way home and she didn't and I had my brother's Model A and so we got married and had two children and two grandchildren and lived happily ever after."

DeWeese bent and peered through a window. Next door, in front of a stone house, stood a mailbox and carved sign saying this was the residence of Vaughn and Florence Miles. A home that is a nest.

A decade after buying the grocery he had to close it. "People were driving in to Evansville to do their shopping. But I had no woe. I became the southern Indiana distributor for Archway cookies."

He patted his waistline. "My basketball playing weight was 140 pounds. Now I weigh 250. I do like cookies."

But not liquor or tobacco. "Don't smoke and don't drink. Never had my first puff or first swallow. Don't need it in Daylight."

"Ah, I once went 15 years without missing a Sunday at the Methodist Church. It's all been happy."

DeWeese removed and cleaned his eyeglasses. "I do miss old Tom Jarvis. He used to come in and talk about his fighting roosters. That ain't

legal, I think, but I can talk about because old Tom is dead."

He put his glasses on. "The day ever in Daylight was, I guess, when the train hit that Model A rying six cowboys. Had to pick up in bushel baskets. Really."

"Happiest day was when I built the highway in from Evansville." He retired from the parttime at the station until his ready to try out the winter dominium they have bought in Orlando, Fla.

"In Heaven I'll be able to meet brother and sister, my mother, dad, my grandparents, my aunts." The happy American said. "It will be Daylight forever."

U.S. 'warns' Soviets in Afghan by sending SAC bombers to area

United Press International
OMAHA, Neb. — To urge Moscow to show restraint in the Persian Gulf after Soviet troops invaded Afghanistan, the Strategic Air Command headquarters here has, at last, confirmed that speculation and added some new details.

In announcing the barest details of the move, the Pentagon said last month that several B-52s were flying sea surveillance exercises with the U.S. ships stationed off Iran in the Arabian Sea.

However, the B-52's primary mission is as a long-range bomber and that fact prompted speculation — never officially confirmed — that the

planes could carry bombs to the area if they could operate that far from their U.S. bases on surveillance missions.

A recent visit to Strategic Air Command headquarters here has, at last, confirmed that speculation and added some new details.

"I think probably the most successful part of that flight," says Gen. Richard Ellis, commander in chief of the Strategic Air Command, "was the way it was handled PR-wise."

"I think it left a lot of questions, and maybe all the questions are in the minds of Americans — which is not what we wanted."

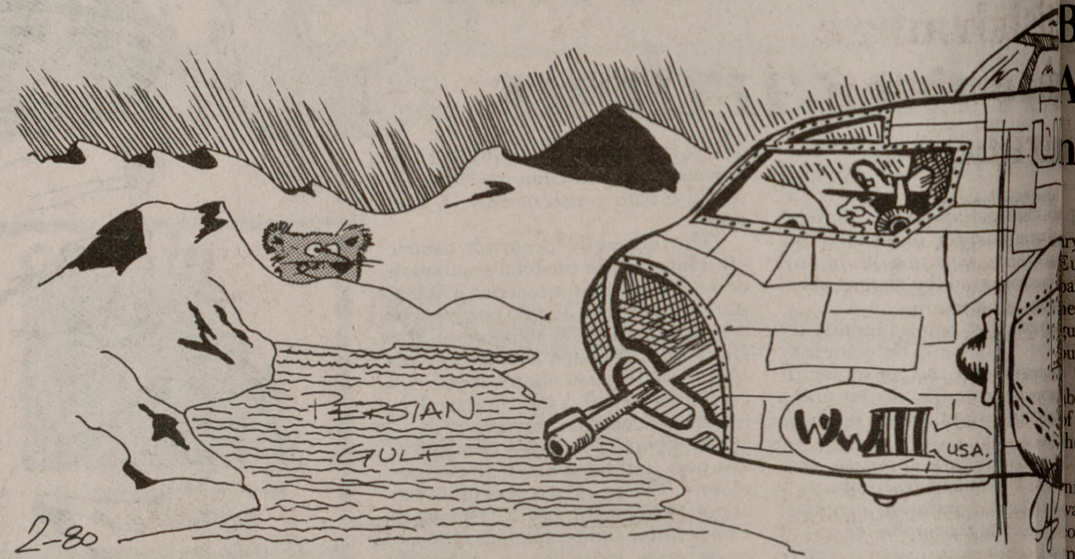
"It did demonstrate the flexibility and possibility of force application," he acknowledged in a recent interview.

It was believed the bombers overflew several countries without obtaining advance overflight permission. They may have passed undetected, however, if they turned on their "electronic countermeasures" which confuse ground radars.

Following the Washington minimum comment policy, Ellis declined to go into details.

But he noted the Air Force has developed a number of "collateral roles" for the B-52 force, including keeping track of ships on the world's oceans.

"We've been doing this sort of thing for four years," Ellis continued. "We have flown against Russian ships in the Atlantic off the coast of England."



Other senior SAC officers were willing to be even more explicit.

One officer noted the United States sent B-52s to the borders of the Soviet Union during the 1962 Cuban missile crisis as a warning signal.

Branding the B-52s is a warning the United States has employed very rarely, this officer continued.

Sending them to the Indian Ocean was intended to tell the Russians: "Watch out! Wherever you go in the world, we are right behind you."

The bomber, which flies at the relatively slow speed of 650 miles an hour, has a range of 12,000 miles. Its range can be extended by aerial refueling.

The limits on its performance, experts say, are the stamina of the crew and durability of the oil which lubricates its engines. Some experts estimate the planes can stay in the air about 40 hours if needed.

These three "collateral missions" have been developed:

—Sea surveillance. In this mission, B-52s fly in pairs, one at low altitude, and another at higher altitude to scan the seas systematically for the adversary's ships.

—Air-ship warfare. The B-52 can be equipped with special television-guided glide bombs which are effective in sinking surface ships.

—Mine-laying. B-52s can carry naval mines for closing off harbors, and narrow maritime choke points.

The worsening of Soviet-American relations does not appear to have caused SAC to order any dra-

matic heightening of its usual state of readiness.

But there have been Afghan reports of shifts in key personnel.

Ellis declined to comment specifically on SAC readiness.

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