

Ford calls envoys' deaths 'murder'



Francis E. Meloy Jr. UPT telephoto American diplomat

N. Y. Times Service
BEIRUT, Lebanon — Francis F. Meloy Jr., the newly arrived American ambassador, and his economic counselor were shot to death Wednesday along with their embassy driver.
In Washington, President Ford strongly denounced the killings.
The 59-year-old diplomat, a former ambassador to Guatemala and the Dominican Republic, reportedly was taken from his car and shot in the head and chest and left at a garbage dump by the sea.
Also shot to death and left at the dump were Robert O. Waring, the embassy's economic counselor, and the ambassador's Lebanese driver, Zobeir Moghrabi, reliable American and Lebanese sources said.
The U.S. Embassy Wednesday night refused to confirm the killings.
In Washington, the White House announced the killings.
President Ford said "the United States will not be deterred from its search for peace by these murders."

An embassy spokesman said Meloy and Waring left the embassy at 10:40 a.m. for a meeting with President-elect Elias Sarkis at his home in the eastern Christian suburb of Hazmeh.
Moghrabi, a stocky man who doubled as the ambassador's driver and bodyguard, was driving a light green, armored Chevrolet Impala with diplomatic plates bearing the 104 number of all official American cars in Lebanon.
An embassy spokesman, who late at night refused to confirm the killings, said the ambassador's car was followed for a distance by an official car, which at an unspecified point dropped away.
Christopher Ross, the embassy spokesman, described this maneuver as a "security routine."
Ross declined to specify at what point the trailing car left the ambassador's car. He said the car had taken the Corniche Mazra route in a heavily Moslem and Palestinian quarter.
Though Ross would not say where the car was stopped, it seemed likely it was in the dangerous no-man's land near the security police headquarters. One

driver for the newspaper An Nahar reported he had met the ambassador's car after it had passed the Berber hospital.
The area is a notoriously rough one, patrolled by gunmen from a number of Moslem and leftist organizations. Gunmen from the right-wing Christian
See Map, Page 16A
Phalangist and National Liberal parties hold the eastern approaches.
Though Beirut has been relatively calm for several days, a number of Lebanese expressed astonishment Meloy would travel through such a hazardous part of town without some kind of escort.
As the 14-month civil war has turned increasingly violent and unpredictable, the embassy's security staff has sharply restricted the movements of the 53 Americans attached to the embassy, who generally are housed near the embassy building.

The 11 a.m. meeting with Sarkis, who was elected President May 8 with strong Syrian support, was to be the first for the American envoy, who arrived a month ago.
Meloy had not presented his credentials to President Suleiman Franjeh, who has taken refuge in the port town of Jounieh and resisted widespread demands he step aside for Sarkis.
This unusual non-presentation of credentials was believed to be an indirect American encouragement to Franjeh to relinquish power to Sarkis.
There was no immediate information as to who might have shot the two diplomats and the driver.
Waring, who was 56, was one of the embassy's "old Lebanon hands" and had been in the country since June 1972. He was known among his colleagues for working months in Lebanon without taking a break.
Waring was married Meloy, a bachelor, replaced G. McMurtrie Godley, who was unable to continue his assignment here because of emergency treatment for throat cancer.



Robert O. Waring UPT telephoto Economic counselor

Insight
Credit rule reception is mixed

Columbia Missourian

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Columbia bankers, finance company officials disagree

By Wallace Schroeder Missouriian staff writer

Will the consumer pay for a new Federal Trade Commission ruling designed to protect him from faulty merchandise? The answer, "yes, no, maybe so," expresses the disagreement among area bankers and finance company officials.

The FTC ruling, effective May 14, ended the marketplace philosophy of "holder-in-due-course," which forced consumers to pay for products bought on credit eve if the products or services were never delivered, were damaged or were misrepresented in the sale.

Consider the following case:
Last year John bought a refrigerator from an appliances store. He paid \$100 down and signed a credit agreement at the store to pay \$25 a month for 24 months.

Then, in order to have the use of John's money immediately to pay for new merchandise, the store sold his credit agreement to a bank to whom John now makes his monthly payments.

Ten months later John called the store and complained that his refrigerator's freezer compartment was faulty. For whatever reason, the store refused to make adjustments.

What could John do? At that time he could not withhold his monthly payments because he owed the money to a creditor other than the appliance store, the original seller. The bank was in no way responsible for the store's failure to fulfill the refrigerator warranty.

According to the new FTC ruling, that distinction now disappears. On contracts signed after May 14 John could stop his payments legally until the store satisfies his grievances.

On the surface this seems a boon for consumers, but the rule could cost them more money. It "creates as many problems as it solves," says Don Ward, manager of the consumer loan department at Boone County National Bank, 720 E. Broadway.

Ward cites the vagueness of the ruling as his principal concern. "You (the banker) get real panicky because you don't know what to expect."

The ruling definitely applies in cases such as John's, the question is whether it extends to banks' direct loans to individuals. If it does, "it would definitely hurt the consumer," Ward says.

In this extended interpretation, John enters his bank or finance company and applies for a cash loan. Without ascertaining exactly where he plans to spend the money, the institution grants the loan, whereupon John pays cash for a color television from an appliance store. When it soon breaks down, he can still stop repayment of his loan if the store refuses to exchange the set even though the bank has had no connection whatsoever with the store. The bank's sole recourse is to sue the store if it wants reimbursement.

Why will the consumer suffer? J.W. Scallorns, executive vice president of First Bank of Commerce, 800 Cherry St., said that banks will assume more risks because they are being held ultimately liable for consumer satisfaction. Moreover, the FTC's action "takes away the fundamental ingredient... of paying one's debts," he says. "It is creating new defenses for the individual (to avoid repayment), and the bank becomes the fall guy."

Hence, banks must become more careful to whom they lend money, Scallorns says. Inauguration of higher (See SELLERS, Page 16A)



Rodney Smith, Republican candidate for Northern District judge, contemplates innovations he would like to make in the County Court if he is appointed by Gov. Bond. (Missourian photo by Anne Martin)

Tree trimmer Smith knows Boone County

By Dave Sedgwick Missouriian staff writer

If Rodney Smith is appointed Boone County Northern District judge, he'll be new to the job, but not to his constituents.

"For the last 15 or 16 years, I have met five or 10 home owners every day through my tree trimming business," he says. "There's few houses and no communities I haven't worked in. I've been on every farm in Boone County at one time or another."

Smith, 48, is the Republican Central Committee's choice to replace Democrat Clarence Drew, who resigned last week. Gov. Christopher S. Bond is expected to approve the committee recommendation this week.

Smith, who has lived in Boone County since 1950, says the county is rapidly coming to a "crossroads."

"We've got good schools, good people, and a lot of opportunities you can't get in the big cities. But we can't stop population growth, though we can control it."

"Either you grow, or you die. I don't know how we can stabilize. The expansion will take care of increased expenditures."

Smith says he wants to preserve the relaxed pace at which he and his wife Alberta raised seven children. Linda, 26; Gall, 24; Dale, 22; Carol and Sheryl, 13-year-old twins; Leslie, 11; and Amy, 9, all had the chance to try things they

Student auto parking troubles M.U. neighbors

By Don Cooper Missouriian staff writer

Representatives of the East Campus Neighborhood Association are asking residents who live in Grasslands, a neighborhood just west of the University, to join them in an effort to solve problems caused by University students parking in the residential areas.

A Columbia Missourian report on the Grasslands neighborhood last week showed residents in that area also must cope with the problem of overflow University parking.

Tom Nicastro, a member of the East Campus organization said his group would like to work with the Grasslands residents to lobby with the University and the city to restrict parking in the residential areas and try to set up alternative student parking.

Several Grasslands residents said they would support some kind of coalition. Harold Kersh, 11 Bingham Road, said, "Something should be done about the problem. I would like support constructive action, but I don't want to be involved in some trouble making group."

Sidney Neate, 201 E. Brandon Road also said he would support the coalition idea. "We're not mad at the students. They have to have someplace to park."

The problem for residents of areas surrounding the campus is students parking in the streets. But a roadblock to a solution is that adequate parking facilities are not available to students.

Keen Groshong, associate business officer at the University, said, "We don't give students parking spaces. We give them hunting licenses." Groshong was referring to the University policy of allowing all students to register their cars with the University.

University police Capt. Mick Deaver said 14,000 students receive car registrations every year. He said 2,000 parking spaces are available to students living off campus and about 1,000 spaces are reserved for dormitory students.

Deaver said approximately 3,000 spaces are available around the

Hearnes Center and Memorial Stadium.

This leaves about 8,000 cars less those not used on any particular day to be parked on streets in and around the campus. But the problem is more widespread than space alone.

Emmett McCune, a member of the safety committee for the East Campus Neighborhood Association, says the overload of parking on the narrow residential streets causes a fire hazard. "I remember a couple of years ago when a neighbor house was on fire and the engine had to move several cars parked in the street just to get there."

Fire Marshal Marvin Nichols agrees the parked cars make it difficult for the fire department to get down the street. Police Chief David Walsh says the overcrowded parking around the campus is unsafe for children who may be playing in the residential areas.

"Motorists just don't have a good view going down these streets," he said. "But the traffic and the fumes and the inconvenience of not being able to get in or out of your driveway also has had an effect on the quality of life in these campus-bordering neighborhoods. "It just makes life such a hassle," McCune says.

Several city, neighborhood and University committees have worked on the campus parking problem in the last few years.

"This is a problem that has been established over a 40-year period. It is not something that is going to be solved in a couple of weeks or even a couple of years," McCune said.

Groshong said the problem of recent years has become more severe because the University now allows all students to have cars on campus. Several years ago, the University only allowed juniors, seniors and graduate students to have cars. The policy was gradually relaxed as available housing moved farther away from the University campus.

There are several possible solutions to the parking space problem.

—Building some kind of high rise (See CAR-CROWDED, Page 16A)

Water rate could drop 5 per cent

By Jim Imbeau Missouriian staff writer

Columbians' water rates may go down by as much as five per cent next year, Finance Director Mike Scanlan told the Water and Light Advisory Board Wednesday.

All evidence seems to indicate that our present rate structure is adequate and perhaps we could even lower the rates. But I seriously doubt it will be more than five per cent," Scanlan said.

A reduction would be a dramatic reversal from the last two years, during which time consumers saw their bills increase by 70 per cent.

One million dollars in unexpected revenue will be used to guarantee power for Columbians in the future

The past increases, Scanlan said, were to keep the water utility a self-supporting operation, not subsidized by the electric utility. He said the board now should turn its attention to the restructuring of water rates.

Scanlan then told the board a \$1 million surplus in the combined funds of the utilities will be used for "long-range projects that will guarantee power for future customers."

The utilities reports given the board members showed the electric utility will have an estimated \$890,000 increase in working capital. Originally, \$383,000 was projected. Scanlan said electricity use was underestimated by 3 per cent resulting in a figure larger than predicted.

"We based our predictions on 1974 budget predictions," Scanlan said. "We just didn't expect usage to be that high."

The water utility was predicted to have a \$35,000 increase in working capital. The surplus now is expected to be nearer to \$340,000, also because of an unexpected increase in usage.

Highway construction Interchange bids asked

By Kathy Bouman Missouriian staff writer

Missouri Highway Department officials will open bids June 30 for the construction of a diamond interchange at Route WW and U.S. 63 South, the site of many serious accidents.

U.S. 63 South also will be widened to four lanes from just south of Interstate 70 to the intersection with Business 63, a distance of 2.6 miles (4.16 kilometers).

Route WW will be widened 0.4 mile (.64 kilometers) west of U.S. 63 South and 0.7 mile (1.12 kilometers) east. Bids will be opened at the same time for extension of Stadium Boulevard 0.8 mile (1.28 kilometers) from Business 63 east to U.S. 63.

City, said Mark Weston, of the Survey and Plans Division of the state highway department.

Future plans call for a cloverleaf interchange at the Stadium Boulevard and U.S. 63 intersection after Stadium Boulevard has been extended.

The Route WW and U.S. 63 intersection was the site of 13 accidents in 1975, said Max Berends of the Columbia Public Works Department.

Columbia police Major Bill Morgan said the interchange should help cut down on accidents, but will not have a direct effect on traffic tie-ups during the football season because most of the football traffic comes from the west.