

Armistice Day Closing Urged

But They Do not Concur in Compulsion Move, Officers Declare

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ing and thanksgiving that the war had been successfully concluded.

"Armistice day has been fittingly observed in Salem every year and the observance has been marked by the splendid cooperation of the citizens as well as all veterans. Down through the years the merchants have cooperated in every manner possible and have closed their stores. Even during the early days when the day was not recognized as a legal holiday, Salem merchants led and showed the way to merchants of other cities by closing and participating. Special Observance

Held Appropriate

"Armistice day approaches again—this year it carries with it a double significance—it may be the last peaceful Armistice day this nation will know for many years. In view of the unsettled conditions all over the world it should be observed in an especial manner this year. All the people should cooperate to the fullest extent and make it a day for rejoicing over the victory in the first World war and a day for rejoicing that we are at peace today.

"To this end—that all may participate to the fullest extent, Salem merchants are urged to close their places of business again. In this manner, as merchants of the capital city of Oregon, they will show and lead the way for merchants of other cities to the end that a great day may be fittingly kept and observed.

"While Capital Post No. 9 of the American Legion was not consulted and was not a party to a statement which appeared in the local newspapers recently—we do feel that the stores should close as a patriotic duty as they have in the past.

"Capital Post No. 9 of the American Legion feels that pressure should not be brought to bear to bring about the closing of any business institutions on Armistice day. Patriotism should be spontaneous and not compulsory.

Water and Sewage Operators Meet

CORVALLIS, Ore., Nov. 7.—(P)—Water and sewage works operators of Oregon, Washington and Idaho cities opened a three-day school at Oregon State college today.

Attending the classes, offered by the college in cooperation with the Northwest Association of Water and Sewage Works, were representatives from 25 Oregon cities, 13 from Washington and six from Idaho.

Congratulated as Victory News Comes in



A smiling group is the president and his family pictured greeting townspeople of Hyde Park, N.Y., after Mr. Roosevelt's election victory was assured. With the president are, left to right: Franklin, Jr., and his wife, John Roosevelt and his wife, 86 year old Mrs. Sarah D. Roosevelt, and Mrs. Eleanor Roosevelt. Said the chief executive to gathered throngs: "In the future you will find me just the same Franklin Roosevelt you've known a great many years."—AP photo.

Willkie to Speak On Radio Monday

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WASHINGTON, Nov. 7.—(P)—Chairman Joseph W. Martin, Jr., of the republican national committee, today declared that his party came very close to victory in the presidential election and that its defeat represented only a temporary setback in a "great crusade."

"It is our purpose," he said in a statement "to take full advantage of the new and progressive leadership and support that has come to us in this campaign."

"We are for national unity. We are for a strong defense. We shall support the president when not in conflict with the great principles for which we fought in this crusade."

Meantime, he said, preparations would be made for the next election struggle. He predicted that "in 1948 we will elect a republican congress and prepare the way for a greater victory in 1949."

Asserting that nearly 32,000,000 voters approved the principles for which the Willkie-McNary campaign was waged, he added:

"The margin between victory and defeat was very small in the large states which could have produced a Willkie and McNary majority in the electoral college. When the full returns are announced...

lyzed it will be a surprise to the country to note how very close we came to a national victory."

Babson Comments

Another who suggested that a shift of comparatively few votes would have meant a republican victory was Roger Babson, statistician, economist and prohibition party candidate for the presidency. From his home at Wellesley, Mass., he sent President Roosevelt a telegram saying:

"Heartiest congratulations. A defeated statistician, however, humbly reminds you that one per cent of the vote properly allocated would have elected Wendell L. Willkie. Therefore know you will work for coalition, both with republicans and minority parties. Please keep well. Four great years are ahead."

Talking to reporters later, Babson explained that 500,000 more Willkie votes distributed in states where the outcome was close would have given the republican standard bearer a victorious margin in electoral votes.

Willkie Michigan Lead Is Enhanced

DETROIT, Nov. 7.—(P)—Michigan swung back into the republican column nationally today on the basis of complete unofficial returns from the general election that gave Wendell L. Willkie a lead of 6056 votes over President Roosevelt.

Late returns from Rural Wayne and out-state areas, in the contest for Michigan's 13 electoral votes, were sufficient to wipe out the lead the president had held, and put Willkie in front by a narrow margin.

Tabulators immediately began a re-check of results, and the errors they uncovered tended further to increase the Willkie advantage. In one county, election officials discovered that results included a count only of "straight ticket" votes.

Early tonight the revised totals showed: Willkie 1,081,860, Roosevelt 1,025,804.

Bridges in West Below Standard, Survey Discloses

SAN FRANCISCO, Nov. 7.—(P)—A road survey conducted during the past five months by army officials and highway engineers of the western states showed most roads to be adequate for military needs except for some sub-standard bridges, it was announced today.

Army officers, highway engineers and WPA officials conferred at the San Francisco presidio today on the condition of western roads in connection with the defense program.

C. C. Morris, assistant district engineer of the US public roads administration, said that military needs do not call for a higher standard than that of ordinary traffic.

He said the army did not intend to take over roads, nor did officers intend to use defense funds for building or maintaining public roads. The army has asked cooperation of state and county administrators in keeping roads passable for troops and supplies.

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Late Sports

PORTLAND, Ore., Nov. 7.—(P)—Seattle's Olympics came from behind tonight to take their second consecutive Pacific Coast hockey league game from Portland, 3 to 2.

Seattle jammed in five goals in the final period to overcome a 2 to 3 Portland lead at the end of the second.

Vince Javovic, Portland's youthful new goalie, battled down hard drives for the net without trouble, but bobbed on easy shots that trickled down the ice—a falling upon which Seattle capitalized in the closing period.

The Olympics displayed power and teamwork in the first game with three goals in Portland's one, but were unable to stem a Buckaroo drive in the second. The Portlanders pounded the net for four successive counters, one of them made with two Seattle players off the ice.

In the third period, Seattle opened scoring. Portland made one, and then the Olympic parade was on—four goals in slightly more than six minutes, the last just eight seconds before the final gun. Seattle missed one gift shot, however.

Third Largest Span Wrecked

Three Persons Quit Cars and Escape; Towers Only Stand now

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last the two 1000-foot approaches were twisted and bent. Huge cracks appeared in the ruins which nearly touched the ground in several places. The approach at one end was almost ripped away from the tower. It swayed in the wind and spectators believed it would soon fall completely away.

"Never did I experience the feeling of helpless horror that gripped me when I was trapped on the bridge," said Coastwatcher, a world war veteran and Tacoma News-Tribune reporter.

"Either just as I reached the towers, or just as I drove past them, the bridge began to sway violently from side to side. This was something new in my experience with the bridge.

"Before I realized it, the tilt from side to side became so violent I lost control of the car and thought for a moment it would leap the high curb. . . I jammed on the brakes and got out of the car, only to be thrown onto my face against the curb. I tried to stand and was thrown again. Around me I could hear concrete cracking."

He began to crawl and once had to stop to catch his breath. His hands and knees were raw, bleeding and swollen from gripping the concrete curb. Toward the last he risked rising to his feet and running a few yards at a time.

Violence of Motion

Described by Witnesses

Those who stood on the shore and watched the bridge still have no conception of the violence of the movement felt by one out beyond the towers, he said.

Professor R. E. Van Horn of the University of Washington engineering school at Seattle said that the peculiar topography of the Narrows, over which the bridge was built, virtually doubled the wind velocity, creating a sort of wind tunnel.

Since its opening last July the bridge had been nicknamed "galloping Gertie" by travelers because of its strange swaying motion in the wind. The motion was easily detected and some persons became "seasick" while walking across.

For several months engineers have been working on methods to eliminate or minimize the sway. Only a month ago attempts to take the bounce out of the bridge went awry when a 23-mile-an-hour wind snapped four temporary tie-down cables from concrete blocks.

The highway bridge, generally considered an important defense project, shortened the distance from 80 to 30 miles between Fort Lewis, US army post near Tacoma, and the Puget sound navy yard at Bremerton. The project was financed by a federal grant of \$2,380,000 and an RPO loan of \$5,520,000. The loans were to be repaid by tolls.

As in the case of other bridges in the nation the narrows bridge was fully insured.

The center span was succeeded in length only by the Golden Gate bridge in San Francisco and the George Washington bridge in New York.

Two Main Cables

Are Still Intact

The broken remains of the once stately bridge presented a strange sight: The two main towers remained but were tilted toward the shore; the two main cables, more than 17 inches in diameter, still were intact and dozens of smaller cables dangled from the big cables; stabs of about 100 feet long jutted out toward the channel from each tower, tilting upward, and bits of railing still dangled from other cables.

Homer Tilley, a mining engi-

"No Ill Will Toward Anyone"



Wendell L. Willkie, republican presidential nominee, after telegraphing his congratulations to President Roosevelt, sat down to look over final election returns in his hotel room in New York City. He said he ended his campaign "with no ill will or bitterness toward anyone."

neer, saw the collapse from shore. "It was the most terrible thing I ever saw. First the bridge swayed and then tipped from side to side at an angle of about 45 degrees. . . We could feel the shaking on shore where we stood. . . Then at last the center span twisted and ripped away with a roar and fell into the sound. . . It was like a nightmare when everything is harrow."

The bridge itself was considered a triumph of engineering, not only because of its size, but because of the natural hazards afforded by the strong tides which passed underneath and around the towers twice a day. Currents of eight miles an hour and a difference of 13 feet in vertical tides were frequent.

The bridge was built by the state toll bridge authority which in turn let out several contracts, the biggest going to the Pacific General-Columbia company, composed of the Pacific Bridge company of San Francisco, the General Construction company of Seattle and the Columbia Construction company of Bonaville.

Governor Clarence D. Martin sped to the scene shortly after the crackup and announced that the bridge would be rebuilt immediately. In addition to insurance carried on the bridge itself, the governor said the state was insured against loss of tolls.

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CHICAGO, Nov. 7.—(P)—Alva J. Nider, 48, assistant general manager of the Milwaukee railroad's eastern lines, died today. He had been employed by the road for 24 years, starting as a call boy.

Day's Celebration Urged by Sprague

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in the first World war and of welding our people in a new solidarity, a devotion to our common country and the free institutions here established.

"As governor, therefore, I urge universal recognition of Armistice day, which is a legal holiday in Oregon, and general participation in its public exercises."

"Let old America join hands with middle-aged America and with the new America represented by our new citizen registrants in proof that here we have one constitution, one flag, one loyalty."

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Kennedy Has not Resigned, States

BOSTON, Nov. 7.—(P)—Joseph P. Kennedy, in answer to newsmen's questions, declared tonight he had not resigned as ambassador to Great Britain and "will be in London within 48 hours if an emergency arises that requires me there."

Kennedy arrived here by plane from Washington for a periodic physical checkup at the Lahey clinic. He said he planned to remain in the United States until after Christmas. On Sunday he will leave for California to see his son, John, and then go to Florida for a rest.

He said that he was "still pessimistic over the outcome abroad."

San Luis Rey Tale Almost Paralleled

Weaving Motion of Bridge Noticed Early but Was Explained

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night you could see the lights of an approaching car appear, then disappear as the road "bent." In the daylight, you could see the wheels of a car 100 yards ahead of you on the road. The next moment you could only see the car's top.

SEATTLE, Nov. 7.—(P)—"No one man can be blamed for the collapse of the Narrows bridge. All of us studied the plans and approved of them."

This was the statement tonight of a heartbroken man—Lieut. Col. Lacey V. Murrow, who resigned recently as chief engineer of the Washington Toll Bridge authority and as state highway engineer to serve as air corps officer on the 41st division staff.

Murrow went to the scene of the accident as soon as he was notified but was too visibly shaken to remain.

Upon his return to camp he said: "Every major bridge construction job is an independent adventure, with peculiar problems all its own. There is, therefore, a certain amount of risk which is inevitable. All that can be done to avert disaster is to see that plans are checked in advance by the most competent engineers available. This was done by the toll bridge authority."

He advanced the theory that the failure of the bridge was caused by some sort of "factor" which destroyed the harmony in the frequency of vibration in the towers which supported the span from midstream.

"In the past the frequency of vibration has always been uniform, and, as a result, caused only an oscillating movement in the bridge deck," he said. "Today, however, something happened to make the frequency vary from one side to another and this set up a corkscrew movement which proved too great a strain on the material."

"The bridge has withstood stronger winds in the past so far as the records show."

NEW YORK, Nov. 7.—(P)—Leon S. Moisseiff, consulting engineer and designer of the Tacoma, Wash., Narrows bridge, said tonight "I'm completely at a loss to explain the collapse."

"I have no explanation, none at all," he said. "I'm unable to understand how it could have happened."

In designing the bridge, Moisseiff said he and associates had followed "general scientific rules" and that their combined results were checked "thoroughly" by state engineers in Washington.

Moisseiff said it had been learned before the bridge opened last July that there was "a wearing motion, an undulation," to the bridge but that that motion had been anticipated an "explained away" by original tests.

"Before the bridge was completed, we had a complete model of it at the University of Washington," he added. "Our tests with that dynamic model satisfied us that the bridge would be permanent."

Private investors hold \$3,750,000 of the bridge bonds. These were sold publicly last month by a local banking syndicate, and covered that part of construction costs which was not borne by the federal public works authority.

Financial experts said they believed the private bondholders would suffer little, if any, loss as consequence of the collapse.

and explained by "pessimistic" he meant that he saw "no hope of immediate peace."

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