

Movie Writers Beat Science To the Moon

By Jack Quigg
HOLLYWOOD, Jan. 14—(AP)—The rocket, pointing like a silver arrow toward the huge, pock-marked moon blocking the sky ahead, coasts at 5,000 miles an hour through the airless void of space. On its steel skin a man in a strange helmet clumps aft on magnetized boots to inspect the e-aust vent for a landing.

He bends forward, peers into the opening. Then, forgetfully, he kneels and his magnetic soles break contact with the surface. A motion of a leg pushes his weightless body out from the ship. He grabs frantically, too late. Slowly, a few inches a second, he floats farther into space.

Maybe this could happen some day -- if a man were careless enough on a moonbound rocket. It does happen in "Destination Moon," a movie-in-the-making that could inspire a new cycle of space travel epics.

Hollywood Goes Wild
When rocket experts announced that only money -- hundreds of millions -- is needed to develop a man-carrying space ship, Hollywood was off, with a rocket-like whosh of publicity, into the wild blue yonder.

Producer George Pal says his celluloid jaunt will be as accurate scientifically as latest non-secret information can make it. He'll show no equipment that could not be designed by 1950, when his flight takes place.

"Most people probably won't appreciate our efforts," says Pal. "But we want everything to be so correct technically that even rocket physicists will not be offended."

Pal called in as writer and technical adviser Robert A. Heinlein, Annapolis graduate and engineer, who since the war has capitalized on his hobby, astronomy, by writing science fiction. "Destination Moon" is based on his novel "Rocket Ship Galileo." Heinlein says the only other serious attempt on this theme was "Girl in the Moon," made by UFA films in Germany 25 years ago.

The writer designed a rocket 150 feet long, 15 feet in diameter at thickest point, theoretically propelled by a jet of dry steam superheated by a small atomic pile. It has engine and machinery compartments, water tanks, an air lock for exit and a gadget-studded control room which doubles as living quarters. Such a ship is developable, he says, within 10 years.

Flight Described
Full scale sections of the rocket (made of wood painted silver) litter an entire soundstage. Three models of varying size were built for distant shots.

Let's climb aboard and join the quartet of space voyagers who make the mythical flight. With a terrifying roar the ship blasts off from its launching site. Inside, the four men tense themselves in their specially curved bunks against the pull of six times the force of gravity. Their cheeks sag (as concealed strings pull down invisible silk patches on their jaws), mattresses flatten (as they are secretly deflated).

Less than 10 seconds after launching, their tiny cell quiets abruptly as the engine cuts out. The rocket, now a cracked, heaving mass of metal, has cracked the chains of gravity. The rest of the 46-hour flight will be a free fall toward the moon, 221,000 miles away.

On the second day the men don space suits, complete with oxygen bottles, plastic helmets and, as sound doesn't carry in space, walkie-talkie radio units. They venture through the air lock to repair a radar antenna, frozen because an erring earthling greased it. It is on this occasion that the scientist, who should know better, drifts in-to space while checking the rocket-vent.

He is saved, in one of the film's few schmalzy scenes, when another crewman grab a spare oxygen bottle, opens the valve and, using the escaping gas as a jet propellant, sails into space and retrieves him.

Jumps Over Ship
While in free fall the rocket is turned so it approaches the moon tail first. A blast of power brakes it to a landing on its reinforced tail.

Disembarking, the men stretch their muscles and express their joy by leaping over the ship, possible because gravity is only one-sixth that of the earth.

Savants will be pleased to hear their judgments confirmed. The explorers find no people, animals, plants, air or water. They devote their time during their five-day stay to making photographs and observations and communicating with the earth via television and radio. An odd effect is the almost two-second lag in conversation from the earth, caused by distance.

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Tree Crashes Through Roof of Home



Sid Simning, 850 Bever dr., surveys the damage done to his new house just off North River road when a tall tree came crashing down on its roof. The big Douglas fir, and another one in Simning's backyard, were blown over at the height of a raging snow storm late Friday afternoon. None of the house's occupants was injured but the 20-inch, 150-foot-tall tree jarred loose several sections of the interior ceiling and ripped a hole in the front porch ceiling. A falling tree smashed Simning's car in a similar accident last winter, he said. (Statesman photo.)



SKIING WITHOUT SNOW — Hannes Schneider, instructor, gives a snowless ski lesson to winter visitors on a bare slope at North Conway, N. H. In rear is the Cranmore skimobile.

Japanese Red Leader 'First Tito in Orient'

By Russell Brines
TOKYO, Jan. 14—(AP)—The Japanese communist party has officially set its top strategist, Sanzo Nozaka, on the way to becoming the Orient's first "Tito."

There were too many unanswered questions to determine immediately whether the move was genuine or an elaborate decoy—but on paper it looked convincing. The cominform, dominating organization of international communism, last week attacked Nozaka as a tool of the imperialist occupiers of Japan. Pravda, official communist paper in Moscow, echoed the accusations.

The Japanese communist party today cracked back. The party's political bureau said the cominform conclusions were "unacceptable to the popular masses" and that "Comrade Nozaka enjoys the confidence of the masses as the boldest patriot of the people."

The statement conceded that Nozaka had been forced to follow a "zigzag course" because of occupation opposition. But it insisted that the only uncorrected "mistake" made by the party in Japan was failure to advise the cominform of this unavoidable deviousness.

The statement paid "high respect toward brilliant achievements of the cominform in the past," then went on to say that Japan, without due consideration, will do a great harm to our people and our party.

There are two ways of looking at the situation:
1. The party may be gambling on a long-range appeal to Japanese nationalism by refusing to bow completely to the cominform, or
2. The whole thing could be a pre-arranged effort to regain some of the ground the communists have lost recently in Japan because of Soviet refusal to account for war prisoners. Also, the color of "Fetism," or deviation from the Moscow line, could cause American vigilance to lessen.

STUDENTS ELECT FOUR CORNERS—New officers of the Four Corners Lincoln school student body are president, Gary Pierpoint vice president, Joe Wilson secretary, Barbara Force. Contributions to the tuberculosis fund were \$5.45.

Vet to Move To Stayton

Statesman News Service
STAYTON—Dr. H. W. Goin of Cloverdale is moving to Stayton, and will occupy an apartment and office at the corner of First and Washington streets.

Reared near Jefferson, Dr. Goin has had 30 years experience in veterinary work, and practiced at Jefferson for many years. He is a nephew of Mrs. Agna Stayton, Stayton pioneer, who is now a patient in a convalescent home in Vancouver, Wash.

4-H Meeting At St. Paul Monday Night

Anthol Riney, Marion county 4-tension agent, said Saturday that organization of 4-H clubs and discussions regarding the various 4-H projects would be the main topic at a public meeting to be held at the St. Paul high school at 8:00 Monday night, January 16.

Parents of interested and prospective members are asked to be present with their children. Each club will be led by an adult local leader from the community. The 4-H leaders from the county office, Miss Ann Bergholz and Riney, are asking prospective club leaders to attend the meeting.

Charles Pellard, St. Paul, has agreed to work with a group of the older boys in the new 4-H tractor maintenance project, and Mr. F. L. Zielinski, prominent swine breeder, will lead a pig club for those interested, Riney said. He anticipates the need for leaders in dairy, poultry, clothing, cooking and possibly others. The

St. Paul branch, Commercial bank of Newberg, has offered the services of its fieldman, William Kietzer, to help get leaders and club members together.

Mass Meeting On Buses Set, Four Corners

Statesman News Service
FOUR CORNERS — There will be a mass meeting open to the public at the Four Corners Community hall Thursday, January 19 at 7:30 p.m. A report will be heard from committees elected on Jan. 3 to formulate plans regarding the suburban bus service.

The plans hinge on approval of the people in the affected areas. January 12, the committee met for the second time. At this meeting the committee was concerned principally with the facts and statements of the city council and City Transit Lines.

The committee would like to have committees from each suburban area interested in the transportation service to be present at the January 19 meeting.

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Records Show Marked Gain For Highways

By Ralph Watson
Highway Commission Consultant
Back in the "B. C." era, before the 1917 Oregon legislature had set up the present state highway commission, Major Henry L. Bowby recorded in his first annual report of the state highway engineer that, "there are more than 37,000 miles of road in Oregon."

That was on November 30, 1914, after the 1913 legislature had delegated to Gov. Oswald West, State Secretary Ben W. Olcott and State Treasurer Thomas B. Kay, the chore of serving as a state highway commission and building a system of state highways.

At that time they launched Major Bowby upon the construction of the Columbia highway, the Pacific highway and some secondary market roads and gave him a total of \$248,570 (raised by a 1/4 mill state road tax) to start the job. In his report the major notes that on November 30, 1914, he had a "balance available" of \$59,595.

Pick-and-Shovel Days
Those were the days when contractors did their blasting with black powder and built their grades with pick and shovel, wheelbarrows, horse-drawn dump wagons and Fresno wheeled scrapers.

Major Bowby also notes: "The rule has been that one dollar is all a man is entitled to when the state or the county asks permission to build for him a modern highway."

And speaking of "hard surfacing state highways" he says, "It is not necessary today, as it was four to eight years ago, to argue that the motor vehicle has come to stay and that the roads must be designed to stand this new and severe traffic." And speaking of roads in general he prophesied, "Many years will elapse before more than 10 per cent of the road mileage (37,000 miles) is hard surfaced. The greater part of the attention of the county courts will always be taken up with building and maintaining earth roads."

"County Roads" Smaller
That was 35 years ago. As of June 30, 1948, the report of State Engineer R. H. Baldock shows that 4,492 miles of primary and 1,602 of secondary highways under hard surface paving — better than 16 per cent of the total road mileage in the state in 1914. In the face of this it is worthy of note that the total "county road" mileage has decreased from the 1914 total of 37,000 to 35,551 miles.

Of this composite stretch of county roads, 2,600 miles are paved either with concrete or bituminous macadam or have been oiled; 13,167 miles are surfaced but not oiled; 4,772 miles graded; leaving 14,952 miles unimproved for the counties to improve and maintain.

In addition to all these, there are 17,039 miles of national forest and park roads, Indian reservation, state forest, park and military reservation roads, and non-highway city streets, only 800 miles of which are improved; a grand total of all classes of roads other than state highways of 52,500 miles. This does not include miles added during 1948.

Revenue Gains Sharply
During 1949 highway commission revenues grossed \$31,355,000. Of this \$11,529,000 was diverted under legislative command: \$5,558,000 to the counties for county road financing; \$4,108,000 to the cities for use on city streets, \$1,035,000 to the state police, and \$1,128,000 to counties (in loans to be used by them in the repair of unusual frost damage suffered by county roads during the winter of 1948-49), leaving \$19,506,000 of gasoline tax, motor vehicle registration fees, motor transport fees and incidental revenues — state highway funds — to spend

1950 Coin Collector



The 1950 March of Dimes coin collector, shaped like a miniature iron lung, has been placed in business establishments and public buildings throughout Salem. This year's drive begins Monday and will continue through January 31.

in forwarding the state highway program.

For 1950 the commission will have an estimated income of \$35,627,000, \$28,827,000 from gas taxes, registration and motor transport fees and incidental sources, plus \$6,800,000 of federal aid allotments.

From 1917 to the close of the fiscal year June 30, 1948, a total of approximately \$340,000,000 had been spent for construction and maintenance of the state highway system. By the close of 1950 approximately \$90,000,000 will have been added or obligated, bringing the grand total expenditure on the state highway system by that date to approximately \$430,000,000.

200 Apply for Parking Meter Collector Job

SPOKANE, Jan. 14—(AP)—Parking meter money collector — the most popular city job Spokane has had in years.

That was the consensus at city hall Thursday as dozens of applicants filed through the corridors. There is only one job open but already more than 200 men have applied in the three days that ap-

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plication forms have been available. "I can't understand it," said John Beam, secretary of the city civil service commission. "There has been nothing like this for any city job in years."

The job pays \$340 a month and involves walking up and down city streets collecting nickles and pennies from the 2000 parking meters. The city already has several collectors but decided recently to add another.

"There is a line waiting when I arrive in the morning," Beam said, "and a line when I come back from lunch. I tell them there is only one job open, still they come. They have another week to apply, too."

A civil service examination will be given — in shifts — January 24.

Beam said he has questioned some of the applicants to determine why so many have applied for this particular job but wasn't able to reach any conclusion. Not all, he said, were unemployed.

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