

Woman's Work is Never Done-- It Now Includes Building Bombers

By FRANK K. TIFFANY
AP Newsfeatures

WICHITA, Kan.—Sleak, silvery B47 jet bombers roaring into the air from U. S. bases over the free world have been given the benefit of the feminine touch.

Among the 28,032 workers at the Wichita plant of the Boeing Airplane Co., still prime supplier of the swept-wing medium bombers, are 6,422 women. Of these, 2,322 are in manufacturing jobs, intimately concerned with the bombers that are the Strategic Air Command's mainstay.

Currently, says Mel Vobach, Boeing employment manager, the trend is to hire fewer women except for clerical or stenographic work.

But that's because in most instances the labor demand can be met by hiring men. Other things being equal, men still have preference because they represent families to feed, clothe and house. Dwight Kelly, superintendent of major and primary assembly says:

"Women today are carrying a major load in sub-assembly sections, and in all shops where wiring installations constitute a major portion of the work."

"In fact, women can do any job which does not require heavy lifting of tools or equipment. But they are especially adept at performing tasks in which finger dexterity plays a major role."

"For the most part women are cooperative, willing to learn, easily taught and conscientious." Kelly must have been thinking about Mrs. Donna Collier of Wichita, outlying suburb of Wichita. She and her husband C. J. live in a trim, new white frame house surrounded by a carefully-groomed yard.

The Collier's pretty 17-year-old daughter, Ardis will graduate from Andover high school next year. Both their sons are in service.

Mrs. Collier, at 41, is a top pay grade metal mechanic at Boeing—skilled at reaming, countersinking, riveting heavy skin metal, all close-tolerance work;



On the job... Helmet, safety glasses and all, Mrs. Donna Collier goes over a job with her foreman, non-pro baseball star Joe Korach. Mrs. Collier is one of 6,422 women working at Boeing's Wichita plant.

reworking rejected pieces so they'll not be lost; and working on special projects.

Collier, 49, is an inspector at nearby Beech Aircraft Co., giving commercial and military craft pre-flight checks. He's been at Beech four years now—almost as long as his wife, Donna, has been at Boeing. They began their plane plant work in California during World War II.

Mrs. Collier hasn't missed a day's work since February, 1953, when she took off to visit son Ray, then in training at Ft. Leonard Wood, Mo. Currently she's attending a company blue-print school on her own time.

When the youngsters were small, she and her husband

worked different shifts in order to care for the children and share housekeeping duties. "Now Ardis is our homemaker—and a good one," she reports.

Both work day shifts now, so they have a chance to relax together evenings and enjoy their home.

"Why did I become an aircraft worker?" Mrs. Collier muses, repeating the question. "Well we were at war and defense help was badly needed. The pay was good, of course, and it meant additional income for our family. But I really wanted to help in the war effort."

"I've felt that I was making a real contribution—and it's been fun."

Club Chairmen For New Club Year Named

The Soroptimist Club of Salem held its first meeting of their new club year July 7th at the Golden Pheasant. Committee chairmen for the ensuing year were appointed as follows: Attendance, Mrs. W. W. Goodwin; budget and audit, Mrs. Marie Ling; bulletin, Mrs. Alton Brannon; civic obligation, Helen Heydon Bailey; extension, Mrs. Winifred Pettyjohn; historian and press book, Mrs. Abner Kline; hospitality, Mrs. Paul Heath; installation, Mrs. Leo Johnson; international understanding and goodwill, Mrs. Marjorie Charboneau; legislation and parliamentary Mrs. Walter Barsch; membership, Miss Irene deLisle; music, Miss Mary Brady; program, Mrs. Donald Reinke; publicity, Miss Helen Benson; roster, Mrs. E. H. Kennedy; service, Mrs. Clifford Taylor; social, Mrs. Ethel Lau; telephone, Mrs. Clyde Everett; ways and means, Mrs. Henry Kayser; youth conservation, Mrs. Ira Darby; chaplain, Mrs. Alice Fisher.

President Miss Lena Blum, and junior past president, Mrs. Henry Kayser reported on the American Federation of Soroptimist Clubs Convention which they attended at Banff last week.

The club planned its annual picnic to be held July 23 at the home of Mrs. Clifford Taylor. Mrs. Leo Johnson will be in charge of the arrangements. They will meet during the month of July and August for drop in luncheons at the Golden Pheasant Wednesday instead of their regular weekly meeting, until September.

Daughter Born

Mr. and Mrs. Donald Hainike (Roberta Bayer) became the parents of a daughter, July 3, at the little girl has been named Donna Lynn, and her grandparents are Mr. and Mrs. G. Fred Hainike of Honolulu.

The Bayers' first grandchild, Kimberly Jean, was born on Father's Day to Mr. and Mrs. Robert Wismer (Janet Lee Bayer) of Tillamook.

Ainsworth Business Womens Club will hold their regular meeting Tuesday noon, July 13, in Wilson Park, east of the Capitol, with a sack lunch. In case of rain the group will go to the regular meeting place and coffee will be served.

CLEAR LAKE — Miss Phyllis Huntley, bride-elect of Virgil Boyd, was honor guest at a miscellaneous shower Monday. Mrs. Dale Boyd and Mrs. Howard Schlag were hostesses at the Clear Lake Church. The wedding will take place late in July.

Beth Bailey McLean, (Martha Logan), head of the home economics department of Swift and Company will be in Salem over the weekend, visiting her son John McLean at the Lee Apartments. She will remain until Monday.

TRADE EGGED ON

PONTIAC, Mich. — Harris Shultz, a grocer, says cash on the farm is drying up. On the fringe of Detroit, one of the nation's most heavily industrialized areas, Grocer Shultz trades with farmers on a barter basis. Mostly he takes eggs for staples.

Normally he gets only a few dozen a day, but the average has gone up to 15 dozen now. They've been accumulating so fast he couldn't dispose of them to henless customers. Once he had 200 dozen on hand.

Falling farm prices, he says, are shortening the farmer's cash and he's turning more and more to bartering.

Club Gets Member

Mrs. L. Stewart Smith was welcomed as a new member at the Sojourners Club Thursday.

Introduced as prospective members were Mrs. C. F. Powell, Mrs. G. D. Macy, Mrs. Floyd Bennett and Mrs. G. P. Halliday.

Mrs. Fred Hueneke was chairman for the day and her committee included Mrs. E. F. Kirkwood, Mrs. Wilson Highley, Mrs. Lyle Gould, Mrs. Charles R. Shaw and Mrs. James E. Shelton.

To Be Married

HUBBARD — Invitations are in the mail for the wedding of Miss Clara Hunsaker, daughter of Mrs. Pearl Hunsaker of Portland, to Leon Stormo, son of Mr. and Mrs. Arthur Stormo of Portland, July 11, 2:30 p.m., at the home of Mrs. Hunsaker. A reception will be held immediately following the wedding also at the Hunsaker home.

Members of the Salem Golf Club entered in the Oregon Women's Golfing Association monthly sweepstakes at the Riverside Golf and Country Club, Portland, July 14, are: Mesdames Marcus Seale, Tom Hill Jr., Donald Huff, Richard Chase, Seth Smith, Claybourne Dyer, John R. Wood, Bruce Williams, T. W. Lowry, Orval Lama, Charles Musser, Ivan Marble and Charles McDevett.

Miss Coffel Sets Wedding Date

Sunday, August 1, has been named as her wedding day by Miss Janice Coffel, daughter of Mr. and Mrs. Arnold Coffel, whose fiancé is Loel B. Wright, son of Mr. and Mrs. Felix Wright of Silverton.

The ceremony will take place at 3 p.m. at the Methodist Church in Silverton.

Miss Coffel has been attending Oregon State College and is a member of Chi Omega. Mr. Wright, a Delta Tau Delta, will be a senior at Oregon State College this fall.

Mrs. Pearce Named To Auxiliary Board

Mrs. Lue A. Lucas, president of Capitol Unit, American Legion auxiliary called a special meeting of the executive board Wednesday. Mrs. Mém Pearce was selected as unit secretary to fill a vacancy, and Mrs. O. E. Palmateer for community service chairman.

A picnic at the home of Mrs. Glenn Holman, will be held August 10 for members of the board and the committee chairmen.

The American Pension club will meet Saturday night at 6:30 for a covered dish dinner at the clubhouse, 2240 Shelton St.



SILVERTON—Mr. and Mrs. Wayne Sievert who were married at the First Christian Church June 26. Before her marriage Mrs. Sievert was Miss Ruth Marie Barthold, daughter of Mr. and Mrs. Lief Barthold. (McEwen Photo)

Everyone Can Learn to Swim, Even in 3 Hours, Says Expert

By The Associated Press
Learn to swim? Sure, anyone can do it, says Squadron Leader Scott E. Alexander of the Canadian air force. He ought to know. He has long been a swimming instructor. He had always considered a month was needed to teach a person to swim. Then he had a curve thrown at him. He was told he must teach a group of trainees to swim and he had only three one-hour periods to do it in.

He found the answer. He did not have one failure. Of course a good instructor and a rigid schedule helped. But he worked out a series of basic steps. He says the big thing is to overcome fear of the water. Once that is done, the student can quickly learn to swim.

First he says, you should squat down with your head under water. The average man should be able to hold his breath for 35 to 40 seconds. Keep at it until you do not feel uncomfortable with water over your head.

Second, stand with water to your armpits. Cup your hands and sweep them back in a breast stroke. Here's where an instructor is handy to show you how to do it. But you can watch how other swimmers do it. Be sure to sweep the arms as far back as possible. The last part of the stroke helps most. You will find your feet have a tendency to leave the bottom of the pool. This is as it should be. It will teach you the lifting power of a swimming stroke.

Third, hang on to the side of the pool and kick. Here again, a good instructor is handy. You should learn to kick so that it will drive you forward and you have to hold yourself away from the side of the pool with your hands.

After this kicking exercise, Alexander puts a very small balloon under his chin and floats with his lungs deflated. Then he lets the students try it. This is merely to demonstrate that a very small amount of air will keep you afloat.

Fourth, you put into practice what you learned in the third step. Lie face down in the water and kick. You should be able to kick your way across the pool before you stand up to breathe.

Fifth, lie face down, and paddle with your hands. You may also want to try paddling and kicking at the same time before you try the sixth step.

Sixth, lie face down, paddle and kick. Then turn your head so your mouth is out of water and breathe. You are swimming! Remember to stay in shallow water until you can swim easily.

U. S. Navy Can Sell Garbage or Box Cars

By ROY ESSOYAN
PEARL HARBOR (AP) — The Korean war may be over but as far as the Navy is concerned the hangover has barely begun. It has \$12,000,000 to \$15,000,000 worth of Korean war surplus to get rid of. Most of it is piled up at Pearl Harbor. Some is scattered across the Pacific all the way back to Korea.

The assortment is weird. It includes railroad cars, fence posts, jeeps and hundreds of other items, including garbage. Hog raisers snap up the garbage. Other items are harder to sell and must go for about 10 per cent of original cost. They must be sold before the end of the year.

Surpluses inevitable
Congressional critics have asked: Why does the Navy pile up such a mountain of stuff for the junk man? Why does it sell it so cheap?

Rear Adm. Joseph L. Herlihy recently took over the naval supply center at Pearl Harbor and its headaches. He escorted a group of newsmen through his second-hand dealers' paradise, and he gave them these answers:

Surpluses are as inevitable as taxes and war.

"The ideal situation would be an empty supply line the day the war is over. Then there'd be no surplus, no waste."

"But to do that you would have to know the day the war would end and you would have to stop ordering supplies 12 to 18 months before then."

Issues Catalogue

When enough items are ready for sale, the Navy issues a catalogue and invites sealed bids. If you want a locomotive, a road grader or a box car, you probably can buy one. If you want an old typewriter or a small business machine you might have to buy 50.

Automobiles have averaged 12 to 14 per cent of cost to the government and construction equipment about 8 per cent. But prices vary widely. A light car, 1948 model, sold for \$225 the other day. Another, a little more weather beaten brought \$50. And it would cost \$250 to ship either car to the mainland.

The admiral says the Navy figures the nation already has had 100 per cent use of the material in the form of insurance for the country's safety. Also, there is little point in waiting for better prices. In four years the cost of warehousing equals the cost of the equipment.

Measurement Of Time Still Big Problem

NEW HAVEN, Conn. (INS) — Astronomers can define a unit of time within one twenty-billionth of a second, but they aren't satisfied—too inaccurate.

Of the three standards used in pure science, the distance of a centimeter (the unit of length) has been measured precisely, as has been the gram, the unit of mass.

But the unit of time, the second, is a comparatively vague little thing.

Attempts to measure time with an atomic clock are now in progress at the National Bureau of Standards, but Prof. Dick Brouwer of Yale says that the most accurate measurements are still obtained by studying the rotation of the earth with the aid of observations of the moon and sun.

Brouwer writes in the Yale Scientific Magazine that for a long time astronomers were frustrated in their time measurements by variations in the length of the day.

Seems that in the 1870's days were about four one-thousandths of a second shorter than normal and that between 1902 and 1912 they were longer by about the same amount.

HARD ROCK JOB

EL CERRITO, Calif. — A huge rock slid down a hillside and blocked a street. Three contractors failed to break it up by using gases in drilled holes, sledges and wedges and dry ice. The fourth contractor dropped a big steel ball on it and cracked it to pieces.

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Pattern



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