

CAA District Safety Coordinator Sees Air Future in Eugene Area

How vigorous is the bloom of western Oregon's air-mindedness? Since the end of the war the number of privately owned aircraft, flying schools and small independent air carrier operations has increased many fold in this section as in most areas of the U. S.

Furthermore, J. T. Feeney, district coordinator for the Office of Aviation Safety, is of the opinion that "we haven't scratched the surface."

Except for his personal reputation with fliers, Feeney might not be recognized through the title listed behind his name in the preceding paragraph.

But when the phrase "C-two-A" was added to the description, many even among the non-fliers would understand his preparedness to judge the fertility and strength of the fast growing flower of aviation.

Feeney's headquarters in Eugene was known as the Civil Aeronautics Administration Safety Regulations district office until last month. The redesignation to make it the CAA District Office of Aviation Safety came about to clarify the public's impression of the work it does.

At the same time, Feeney and the men who work with him to cover the southwest section of the state, were renamed "agents" instead of "inspectors."

Cooperation
Fred Lee, acting CAA administrator, said in announcing the change:

Although it is the agent's assignment to see that civil air regulations are respected and obeyed, 90 per cent of his work is in cooperative assistance to those who use aviation for pleasure or to whom it is a livelihood."

The district office that Feeney supervises was moved here from Redmond as post-war experience indicated that Eugene would be closer to the center of the upstate aviation boom.

By the chief agent's own statement, the work of this office includes the flight testing and certification of pilots, planes, flying schools and non-scheduled aircraft operators.

Written and practical examinations are given for all types of certificates such as those for dispatchers, control tower operators, navigators, engineers and ground instructors.

Accidents are investigated, violations of flying rules checked and airports advised in setting up traffic rules.

"Moreover," Feeney explained, "we spend a good deal of our time answering requests for advice or assistance on technical questions or helping some community or individual develop some

Geological Society Tours McKenzie Area

Members of the Geological Society of the Oregon Country traveled over some of the McKenzie River country Saturday and Sunday as guests of Obsidians. Heading the geological party, most of whom were from Portland, was Leo Simons, vice president of the group.

Dr. Warren D. Smith, former head of the University of Oregon geology department, gave a brief talk on the area to be covered. Sunday, held the party to Crater Lake, to two of the falls on the McKenzie, and other points of geological interest.

Ray Boals showed aerial photographs and color slides of the area.

Police Hold Man On Check Charge

Neil Victor Combs, 26, who gave his address as the Smeed Hotel, was in jail Tuesday accused of obtaining property under false pretenses.

Combs, who was paroled for three years for writing an illegal check two years ago, was arrested by sheriff's officers on a warrant accusing him of paying for a car with a worthless check.

He was scheduled for arraignment in District Court Tuesday.

Home for Old Salts Produces Surprising Literary Demands

BY HAL BOYLE
STATEN ISLAND, N.Y.—(AP)—The ships stand out to sea, and the old men sit on benches on a broad green lawn and watch them go.

Elderly men like these, done with the sea, have been doing this for 115 years on a tree-shaded 100-acre estate bordering New York harbor.

They are old salts washed up on this grassy beach after a lifetime on the deep. Their last anchorage is called "the Sailor Snug Harbor."

And it is a snug harbor indeed. Because of it retired Mariners here are like millionaires in one respect—they have no housing shortage. There actually is a shortage of old sailors willing to spend their last years together on the cuff.

"In 1915, our peak year, we had 825 men here," said the home's governor, Capt. Henry R. Patterson, a retired Naval officer. "Now we have less than 400."

The "sailors' snug harbor" is a multi-million-dollar investment affords its occupants a pleasanter life than many enjoyed in their years at sea. The home has fifty buildings, including eight main dormitories and mess halls, its own hospital and medical staff and a dairy with sixty milk cows.

It also has its own cemetery. Of the 9000 seafarers who have retired here, few have left. More than 5000 are buried on the grounds.

The men get free food, quarters, clothing and a pound of tobacco—either chewing or smoking—a month. Those who want to can also earn \$5 to \$15 a month spending money doing odd jobs around the home.

Unusual Charity
It is one of the world's most unusual charities. It was created by Captain Robert Richard Randall, a privateer, who died in 1801 and left \$7500 and a 20-acre farm in Manhattan to found a home for "aged, decrepit and wornout sailors."

The will was drawn by a famous landlubber—Alexander Hamilton—and he drew it so expertly that relatives tried for 30 years in vain to break it. The home was opened in 1833.

Their favorite recreations are shooting pool, playing checkers, swapping lies, or just sitting on the benches watching the ships plow seaward.

There is a library of 8000 volumes, but 70-year-old Capt. Fred Healy, the librarian, said only a few sailors asked for "good books."

"They don't read sea stories much either," he said, shaking his head. "All they want is westerns—cowboy stories."

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