

### Workers Voting On Proposals

#### Bakers, Bus Drivers TWA Cast Ballots

PORTLAND — (AP) — Balloting to end a bus strike in Eugene, Ore., is under way on the Oregon Motor Stages. The union is voting on proposals to settle a dispute with the CIO Woodworkers. The proposals include a 10-week strike by Pacific Northwest Lines employees while the union continues in an effort to settle the Oregon Motor Stages dispute.

### School District 19 Keeps PST

Springfield's school district isn't going to change its clocks, its hours, or anything related to time.

The board of education for District 19 Monday night decided to leave things as they are, as far as time is concerned.

The board decided any shift of time would be a hardship on students in the area, since several of the schools open classes at 8:25 a.m. Any step-up of time or shift of hours in the schools, the board explained, would mean that small children would have to be waiting for the bus as early as 6 a.m.

In other districts, the clocks remain the same, but the school boards open and close classes an hour early.

### Snakes Alive! Rattlers Worry Flower Seekers

With warmer weather comes spring flowers, but it also brings out rattlesnakes, as several Lane County youngsters can testify.

Nancy Simmons, Mary Alice Riddle and Bill Dickinson, all of Creswell, started out Saturday to hunt for flowers for a biology class. Instead, they found a rattler sunning himself on a sandstone ledge.

The snake, which had 13 rattles, measured 34 inches minus the rattles. It was killed by Dickinson and Mary Alice Riddle's father.

Yvonne Riddle, seven-year-old sister who had "tagged along," is still wide-eyed over the incident.

Another rattler was killed in the foothills near 52nd St. east of Springfield this week by Bob and Harold Hardenbrook and Jack Evans, all of Springfield.

This snake, with five rattles, did not put up much of a fight, the boys said, because its stomach was stuffed with a recently-devoured chipmunk.

### BPA Seeks Federal Funds

WASHINGTON — (AP) — Pacific Northwest spokesmen asked a Senate appropriations subcommittee Monday to approve 73 million dollars for the Bonneville Power Administration.

C. A. Erdahl, chairman of the Pacific Northwest Utilities Conference Committee which includes both public and private utilities, told a reporter the group urged support of the Bonneville program.

Owan W. Hurd, president of the Northwest Public Power Assn., backed all of the program except a Shasta-Bonneville power hookup.

The latter, also with a million dollars for the LaGrande-Baker inter-connection, was deleted by the House in passing the annual interim department appropriation bill.

### Engineer Ends 51-Year Career

OAKLAND, Calif. — (AP) — Engineer Edward C. Wright, 70, came to the end of a 51-year career Monday.

The retiring Southern Pacific locomotive driver bought the Steamliner Cascade from Portland to the Oakland Pier to be greeted by a reception and farewell party.

Among those there to greet him was his 88-year-old mother, Mrs. Dolly F. Wright of Oakland.

Wright started with Southern Pacific in November, 1901, as a steamman. He has been an engineer since 1907, and has piloted many famous trains.

### Charles A. Sprague's OREGON STATESMAN Recommends Paget

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### C. C. Chapman's OREGON VOTER Endorses Paget!

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## 'Pop' Adds Zest to Life, Plans Parachute Record

By J. CLARENCE MOORE  
Associated Press Staff Writer

SEATTLE (AP) — Howard Pop Whittier of Seattle has his own idea for lending zest to the lives of elderly men forced into retirement.

At the ripe age of 84, he's planning to set a mark for them to shoot at—the most parachute jumps in a single day.

For two years Pop has been master-at-arms aboard a Navy transport, the Marine Phoenix, flying to Korea and Japan.

THE SHIP went into temporary drydock this week, giving Whittier time for another fling at his first love—parachute jumping.

He plans to spend part of the time at Salem, Ore., seeing how many jumps he can make in a day.

If he performs as he usually does, the mark he sets won't be an easy one for oldsters to beat.

In his last jumps with an air show little more than two years ago, Pop was regularly beating young men in "races to the ground." His delay in opening was always just a little greater.

HE DOESN'T think he's slowed up any in his two years aboard ship.

"I've been keeping in shape running up the ladders," he explains.

At 64, Pop should have had enough adventure in the troopship service. He took part in the Hungnam evacuation where transports

looked aboard thousands of U. N. troops cut off in North Korea.

Reared on an Oregon ranch in Hell's Canyon of the Snake River, Whittier got his first thrills as a rodeo performer.

He and a partner developed a face-to-face ride aboard a sun-fishing bronc. He hasn't seen that stunt duplicated anywhere.

In between those experiences, Pop's 20-year career as an exhibition parachute jumper has given him plenty of adventure and a number of narrow escapes.

ONCE HE GOT his chute open only 50 feet off the ground. That was an accident.

He was making a delayed opening jump at Kellogg, Idaho, in 1940. Leaping out at 4,500 feet, he found himself in a spin.

Trying to stop his gyrations to get set for the opening shock he became preoccupied with his efforts until, over one shoulder, he saw a hangar loom off his port-side.

HE YANKED the rip-cord almost as his feet hit the ground. Several women in the crowd fainted.

Pop has motion pictures to bear out that story.

Another time he wasn't as lucky.

In the early days of his career, an old-style parachute turned inside out on him at Boise, Idaho. As the ground came up with terrific speed, Pop yanked himself up the shroud lines to try to break the fall. He hit the ground with such force he spent several weeks in the hospital.

EXPERIENCES like that haven't made Whittier squeamish about jumping. At Shelton, Wash., in 1948, Pop was scheduled to jump with an ex-paratrooper. A 60-mile wind was blowing and the younger man backed out.

Whittier went ahead and made the jump. He landed in a wind-whipped tall fir. Volunteer helpers tried to extricate his costly parachute but cut it to pieces in the process.

Sponsors of the air show presented him with a nylon parachute—the first he had ever owned. Whittier said he expects to make his marathon jumps at Salem in June but has not set the exact dates.

He planned to go to the Oregon city this week end for a few practice jumps to perfect his timing.

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### Fire Premium Rate Lowered

Eugene's record of fire prevention and fire protection will start paying off this week in the form of lower fire insurance rates for all types of properties other than dwellings and buildings equipped with automatic sprinkler systems.

Eugene City Manager Oren King read a letter at Monday night's City Council meeting from A. J. Snow, manager of the Oregon Insurance Rating Bureau, indicating the new rates were in effect and can now be had from local insurance agents. Effective date of the change is Jan. 1, 1952, and it applies to all policies issued before Nov. 1, 1951.

King also said that he had verbal confirmation that Eugene was now a Class 4 fire protection area. Official notification was believed to be in the mails, he said.

### Man Charged With Attack

Robert Edward Lohrke, 25, of Springfield, was arraigned in district court Tuesday on a charge of attempted rape. A preliminary hearing was set for 2:30 p.m. Tuesday and he was lodged in Lane County jail. Bail was set at \$5,000.

Eugene police arrested him at 6:15 p.m. Monday, two hours after a seven-year-old Eugene girl had been assaulted. Lohrke was convicted of rape in 1947, according to police records and was paroled Dec. 21, 1951.

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# We've been asked... "Am I supposed to be glad you're big?"



Many people write us such comments as this: "I've heard people talk against big companies like you. Lately I've been reading your statements about bigness. Am I supposed to be glad you're big?"

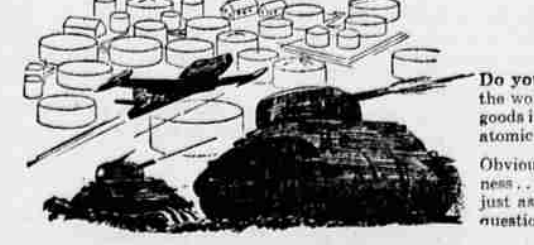
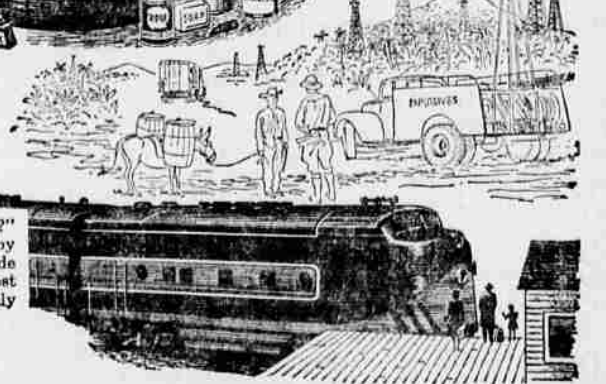
The answer to this question depends on your answer to certain others. "Big business" often gets the blame for many things, so that some people have come to feel that bigness itself may be bad. But in making up your own mind on this proposition, it's well to consider the good that comes from this same bigness.



Do you like a bargain? You're getting one in gasoline. While the cost of living is up about 47% in the last 25 years, gasoline is up less than 4%, except for taxes. (And it's better gas; 2 gallons now do work that then took 3.) Why? Largely because of competition among big oil companies.

Do you like new and better things? Standard has spent over \$35,000,000 on research and technical service in the last 5 years, developing new products, improving existing ones, making new raw materials for other manufacturers. The benefits are all around you. Yet only when allowed to grow big, by serving you better, can we take on the work and risk involved.

Are you glad you have the conveniences of this "machine age"? They depend heavily on oil. You're assured an ample supply of oil by the enterprise of big companies like Standard. We seek out new crude reserves, in this country and abroad, with exploration that may cost millions before the first gallon is found. We can do jobs this big only because we are big.



Do you want to keep your country strong? Our fighting men are backed by the world's greatest production capacity. It takes big companies to keep defense goods in full supply. Standard is at work for our government on aviation defenses, atomic research, synthetic rubber, and other vital projects.

Obviously, there are countless ways to express the benefits you gain by our bigness. . . countless questions we could ask, to which you'd probably answer "yes" just as readily. And if you like the things that bigness brings, the answer to the question we started with is the same. You can be glad we're big.

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