

Session Sidelights
of the
42nd Legislature
Edited by
C. K. Logan

The present senate deadlock is not without precedent in the history of the Oregon legislative assembly for the senate journal of the 23rd legislative assembly of Oregon carries an interesting story of the fight for president of the senate in which the late John L. Rand, of the Oregon state supreme court, played a conspicuous part as state senator from Baker, Grant and Harney counties.

On January 9, 1905, at the opening of the session of the senate, Senator Rand placed in nomination Hon. William Kuykendal of Lane county; Senator Walter M. Pierce, nominated Hon. Milton A. Miller of Linn county and Senator Howe sponsored the cause of E. V. Carter of Jackson county for the presidency.

The balloting continued for two days with the Hon. W. Kuykendal of Lane finally being elected on the 64th ballot. The late Robert S. Bean, a former United States federal judge who was then supreme court justice administered the oath to the new president.

The senate this morning announced its organization of senate civilian personnel for the session as follows: chief clerk, Zylpha Zell Burns, Portland; secretary to the chief clerk, Alice Paine, Portland; assistant chief clerk, Elizabeth Glatt, Woodburn; calendar clerk, Pearl Schaffer, Multnomah; reading clerk, Elbert Bede, Portland; sergeant at arms, Banks Mortimer, Portland; door keeper, Roy Corey, Portland; and mail clerk, W. F. King, Prineville.

Fifteen minute recesses at intervals between balloting two or three times apparently are a waste of time when it comes to any kind of a solution to the problem. Lee partisans gather and talk with others of the same faction while the Steiwer supporters do the same. Senator Dean Walker, retiring president, sought, literally with tears in his eyes and without avail, to arrange a meeting with both groups in the same room to thresh out the situation. Similar efforts to get the factions together at the caucus bore a similar fruit and that was sour. Col. Elmer V. Wooten, in charge of selective service in the state, offered one solution. "Let me take charge and I will reclassify some of the members in AA-1 and send them to the army at once."

Dec:lock Irks State Grange

The state grange legislative committee said today it would ask the legislature to submit to the people a proposed constitutional amendment to provide for a lieutenant governor. The president of the senate acts as governor when the governor dies, resigns, or leaves the state. To have a lieutenant governor, the committee said, would make it less likely that contests over the senate presidency would delay legislative sessions in the future. The committee, of which Morton Tompkins, state grange master, is chairman, added that the chance of becoming governor is the principal incentive in the current battle over the senate presidency.

Miss Scace Adde To Lebanon Staff
Lebanon—Miss Mattie Scace has been added to the teaching staff at the high school, announces Superintendent M. E. Coe. Miss Scace is a graduate of Nebraska State Teachers college at Wayne, Neb., and of the University of Michigan at Ann Arbor. She has taught as an assistant at the Nebraska State Teachers college, and has been an instructor at Lusk, Wyo., and at Lead, S.D.



Dolores Costello and Tim Holt in a dramatic scene from Orson Welles' sensational triumph, "The Magnificent Ambersons," playing at the Hollywood theatre tonight and Thursday. In the second feature Jimmy Durante "cuts up" a bit with Phil Silvers in "You're in the Army Now," a hilarious story of rookies in training camp.



"Lucky Legs," starring Jinx Falkenburg, Kay Harris and Leslie Brooks, opens tomorrow at the Grand theatre. Co-featured is "Here We Go Again," with Fibber McGee and Molly, Edgar Bergen and Charlie McCarthy.

Laffey Heroic in Solomons Battle

By Leslie J. Smith
San Francisco, Jan. 13 (P)—At the height of a violent sea battle in the Solomons, the huge gray hulk of a Jap battleship came through the darkness, her engines driving her at speed of close to 25 knots. In her path was the audacious U.S.S. Laffey, the first of the swift new series of destroyers we had built. The captain of the Laffey, Lieut. Commander W. E. Hank of Norfolk, Va., and her crew, was set for a kill that night. A few moments before they had silenced the guns of a Jap cruiser. But this was bigger game. The report of the 12th naval district told today of the sea epic, of the battle that raged November 12 and 13. The Laffey rocketed straight at the vast shape of the Jap battleship, her engines racing at emergency full. To the crew of the destroyer it must have appeared that Commander Hank was hurling his vessel at the enemy battleship in a head-on suicide thrust. But he had other plans—plans that had to be true to the last decimal. When the range was right Commander Hank let go with a salvo of torpedoes. But the Laffey was moving almost as fast as the torpedoes. And it was clear that with both ships heading at full speed for the same square yard of ocean, the destroyer was going to be there first. But by how much? Every man held his breath. Missed by 10 Feet

The navy report said "as the bows crossed, an alert Jap on the forward deck could have tossed a hand grenade onto the deck of the destroyer." The margin was just over 10 feet. But the racing Laffey got clear in time. It appeared that two of the torpedoes hit the battleship. And then, as a parting insult, the Laffey's four 5-inch guns were turned on the battleship's massive superstructure, focused on the bridge. The bridge appeared literally to pulverize and blow away. "It was shot completely off the ship," the navy stated. The battleship started blazing away with secondary guns—she couldn't depress her larger batteries far enough—as the Laffey widened the range. Then the little destroyer found herself in deeper trouble. She had separated from her companion ships and was surrounded by the enemy. There was a battleship on her stern, a second on her port beam, and two large Jap destroyers on the port bow. The Laffey and the two Jap destroyers opened fire simultaneously. The Laffey put one Jap out of action and left her burning briskly. But the other put a torpedo into our ship, and

Fifteen Inducted By Cherrians

Fifteen new members were initiated and officers were installed at the annual banquet meeting of the Salem Cherrians last night. Special guests were Chief Justice J. O. Bailey and Justice Arthur O. Hay of the state supreme court. Officers installed were: King Bing, Orval Lama; Lord Governor Wood, Rex Kimmell, chancellor of the rolls, Chester Zumwalt; keeper of the orchard, Hunt Clark; king's jester, William Braun; Duke of Lambert, Henry Ahrens; Queen Anne's consort, Chester Huggins; Archbishop of Rickreall, R. O. Lewis; Marquis of Maraschino, Jack Dewey; Earl of Waldo, Fred Carstenson.

The Laffey was left alone on the darkened sea. But she was a sorry sight of a ship, with all her guns silenced and a bad fire out of control. Then the Jap battleship whose bridge had been shot away straddled the Laffey with a salvo of 14-inchers. The destroyer was almost swamped by the splash. The fire was burning without hope of recovery. The wounded men were put on life rafts; the others in life jackets. Commander Hank gave orders to abandon ship. Commander Hank and three other officers were on deck forward. A medical officer was bringing up the last wounded man from sick bay. A violent explosion ripped the Laffey apart. The medical officer was trapped below; the captain was never seen again. The Laffey sank immediately.

WAR WORKERS
Doesn't it seem more sensible?
ALL-VEGETABLE LAXATIVE
● In NR (Nature's Remedy) Tablets, there are no chemicals, no minerals, no phenol derivatives. NR Tablets are different—act different. Purely vegetable—a combination of 10 vegetable ingredients formulated over 50 years ago. Uncoated or candy coated, their action is dependable, thorough, yet gentle, as millions of NR's have proved. Get a 25¢ box today... or larger economy size.

NOW... CANDY COATED OR REGULAR!
NR TO-NIGHT; TOMORROW ALRIGHT

Lieut. White Survivor of Plane Crash

Spokane, Jan. 13 (P)—Thanks largely to luck, a lumberman, his radio transmitter and seven hundred soldiers and police officers took part in a 22-hour search, First Lieut. Ross E. White of Dallas, Texas, was safe, warm and well-fed today after surviving an airplane crash. Luck was both with and against the lieutenant when the light plane hew as ferrying from Helena, Mont., to Felts field here crashed into the side of Mount Spokane 35 miles northeast of the city Monday evening. He bumped his face so sharply both eyes swelled shut and he could not make his way alone to safety, as did Roy C. Shreck four years ago when his civilian plane crashed in the Idaho mountains near Coeur D'Alene. It took Shreck 80 hours to walk out. Luckily, White's radio functioned and his message for help started the search. The lumberman, a Mr. Zimmerman, heard the crash but could not hunt for the plane because of darkness and had no telephone in his isolated home. Yesterday morning Zimmerman walked to the nearest phone to report and then guided a searching party into the wooded area of the mountain. Captain D. H. Walker, executive officer at Felts field, said White stood up and shouted a greeting when he heard his rescuers approach. A crude sled was rigged to bring the blinded flyer out of the rugged region and the party was met at the highway by an ambulance. The captain said White explained that ice formed on the wings of his plane and that the carburetor froze, forcing him down. The plane, although not destroyed, may be impossible to salvage because of the rough terrain in which it crashed, Captain Walker added.

MOTHERS HAIL OVERNIGHT COLD MISERY CARE

Cold's coughing, nasal congestion, muscle aches in chest and back relieved by warming, comforting, two-way action of Penetro, the salve with the base of old-fashioned mutton suet, which was Grandma's stand-by. Demand Penetro, 25c, double supply 50c.

ATTENTION
All State Employees
CIVIL SERVICE MEETING
Wed., January 13, 8 p.m.
FRATERNAL HALL
447 CENTER ST.
Speakers of League of Women Voters and others will speak. For your personal benefit—Be there.
CIVIL SERVICE COMMITTEE
W. A. Williams, Chairman, State Highway.
Helmer Pierce, Sec. Division of Grain Insp.

Many Draftees Report From Other States

A group of men reporting to the army Tuesday for induction in the jurisdiction of Marion county draft board No. 1 was unusual because of the large number transferred from other boards in various parts of the United States. It is believed many of them had come to live in Salem to engage in defense work in Portland shipyards, though this probably does not account for all. The list reporting, and also those transferring from here to other places follows:

- Local men reporting—Paul LaVerne Patton, Frederick William Rotzien, Otto Marion Bowman, Orville Barker Raymond, Charles Gilbert Lynch, Earl Morton Nichols, Thomas Russell Waddell, Alvin Fred Kentfield, Robert Ernest Lanes, Lester C. Sporn, George Paxson Gulekunt, Frank John Schweitzer, Orville Charles Walsh, Donald Warren Rasmussen, Aile Leon Wilson, Melvin Eugene Getzlaf, Chester Lloyd Beers, Phil John Salstrom, James Lynn Bennett, Martin Chester Crabtree, Elbie Eugene Beckman, Hugh Harvey Allen, Wesley Vernon Glass, Charles William Purley, Robert Carleton Abrams, Joseph Francis Bernard, Herman Joseph Miller, Walter William Miller, Maxwell Millen Francis Bethune de Sull, Stanley Edward Oeden, Gerhardt Woodrow Ulrich, Warren Haddison Donvin, Robert Wesley Hatley, Milo William Kahn, Richard Fredrick Smither, Richard Edwin Souke Bahnsen, Glenn Carl Stewart, Dean Hathaway Bird, Edward Lambert, Lawrence Cornelius Doerfler, Donald Merrill Olstad, Paul Ernest Howard Jennings, Galen Bert Holtz, Raymond Robert Yocom, Lowell Robert Muller, Edward Bernard Galstrom.
- Transfers from other boards—Charles E. Ferrer, Bremerton, Wash.; Carl Elmer Gosard, Newport, Idaho; Andrew Nelson Peckham, Cresco, Iowa; James Stafford Taylor, Red Bluff, Calif.; Glenn LeRoy Ficht, Rockwell City, Iowa; Theodor William Peters, St. Peter, Minn.; Lloyd Emery Hartley, Albany, Ore.; Gordon Columbine Coleman, Marysville, Ore.; Leo Earl Nelson, Susanville, Calif.; Myrie Richard Morrow, Goodville, Idaho; Robert Lendrum Greer, Stayton, Ore.; Frederick Roosevelt Knipf, Rochester, Minn.; Lester Buwalda Chenoweth, Beaverton, Ore.; Clifford Casper Hyland, Stayton, Ore.; Harry Delos O'Dell, Rochester, Minn.; Potter Maxwell Christensen, Red Bluff, Calif.; James Fleming Hall, Quincy, Calif.; Kenneth Milton Pruett, Stayton, Ore.; Thomas Theodore Justice, Stayton, Ore.; Chester Leroy Simpson, Houston, Texas; Delmar E. Gibson, Corvallis, Ore.; Richard Wesley Turner, Spokane, Wash.; James Wheeler Cooper, Memphis, Tenn.; Raymond Charles Long, Tulsa, Okla.; Robert L. Stille, Sulphur, Okla.; William Lonnie Williams, Eugene, Ore.; Robert E. Morrow, Bati, Oregon; Marie Alden Crowe, Seattle, Wash.; Gordon Percy Ullman, Compton, Calif.; Dale Alfred Currell, San Fernando, Calif.; Richard Rawley Webster, Seattle, Wash.; Paul William Beecher, Iowa City, Iowa; Robert William Duville, Jr., Hawthorne, Calif.; Everett Melvin Plank, Tacoma, Wash.; Earl Vinipio Peltier to Santa Monica, Calif.; Merril Wynne Peltier to Portland, Ore.; Daryl Melloy Wiesner to Portland, Ore.



It's Sabotage for Saboteurs—John Shelton and Gale Storm in "Foreign Agent," now showing at the State theatre, co-featured with "Algiers," with Hedy Lamarr and Charles Boyer.

East Salem Elects New Club Officer

East Salem, Jan. 13—As the regular date for the Swegle community club meeting came on New Year's day, the meeting was postponed until the second Friday night of the month. At the business meeting, Miss Bethine Bulla was elected secretary after the resignation of Miss Ruth West was accepted.

As chairman of the program committee, Mrs. C. L. Stark presented the following program: welcome address by Gladys Werner; reading by Patsy Smith; two piano numbers by Nola Jean Zobel; vocal solo, Walter Biggerstaff; selection on the banjo, Elmer Lake; vibraphone number, Miss Elda Herr; a play, "The Little Red Schoolhouse," Patricia Standley, Alice Blanchard, Pauline Standley, Bethine Bulla, Joan Stark, Vida Standley, Noel Swingle, Marjorie Blanchard, Marilyn Standley and Alice Standley. A social hour with refreshments followed.

Swegle community is losing a family this week. Rev. and Mrs. Jesse Baker and three daughters are moving to Independence. The Bakers came to Salem four years ago from Spokane and built a home on East Turner road. Baker has been missionary for the American

Grange Plans Social

Macleay—Macleay grangers will entertain with their regular social night at the grange hall Saturday night with Paul Winslow and his musicians playing for the dancing. Cards will be in play for the non-dancers.

TUNE YOUR CAR TO Today's KIND OF DRIVING!

1943 DRIVING IS DIFFERENT! THAT MEANS YOUR CAR ADJUSTMENTS SHOULD BE DIFFERENT, TOO!

High speeds, long trips, and wasteful use of gas are OUT for the Duration. That calls for new adjustments, to fit today's kind of driving.

TO FIT YOUR CAR FOR THIS NEW KIND OF DRIVING...

IT SHOULD HAVE THIS SPECIAL KIND OF SERVICE

- 1 NO MORE HIGH-SPEED PERFORMANCE—**Your car was engineered and powered for finest performance at speeds much higher than 35 miles an hour. It should be adjusted for war-time driving.
- 2 NO MORE HIGH-OCTANE GASOLINE—**Octane ratings of all gasolines are definitely lower than in pre-war days. Your car should be adjusted to its new diet, to prevent wasteful "pinging."
- 3 LESS GASOLINE—**Whether you're an "A," "B," or "C" book holder, every drop of gas must count. All maintenance operations should be made to provide maximum fuel economy at 35 m. p. h. and under.
- 4 LESS DRIVING—**It's a fact—too little "exercise" for your car can be as harmful as too much. More frequent checking and adjustment of battery and electrical system will be necessary to prevent trouble.
- 5 CARS ARE BEING DRIVEN LONGER—**Today's average car has older tires, older brakes, and older steering equipment. Safety inspection and adjustments are more important than ever.
- 6 SLOWER DRIVING AND SHORTER TRIPS—**Slower driving, frequent stopping, and short trips that never let the engine warm up thoroughly, may result in water and sludge in the crankcase, causing danger of sticky valves and clogging of oil screens.
- 1 TUNE-UP FOR SMOOTH OPERATION AT LOWER SPEEDS—**We adjust carburetor, timing, spark plugs, choke, and heat controls, and put all units in top condition for smoother low-speed performance.
- 2 ADJUSTMENT FOR LOWER OCTANE GAS—**Your engine may need a valve grind, carbon removal, or a timing adjustment to fit it for today's fuels. We are equipped to do the whole job right.
- 3 FUEL ECONOMY ADJUSTMENTS—**In addition to tuning up the engine, we check for dragging brakes, leaking gas lines, and other causes of fuel waste such as the use of improper lubricants.
- 4 BATTERY CHECK-UP—**Let us check the condition of your battery regularly, and make sure that your generator and voltage regulator are functioning properly to keep your battery fully charged under reduced driving conditions.
- 5 CHECK BRAKES, TIRES, STEERING, LIGHTS, ETC.—**Our "Safety Service" includes the important adjustments and replacements that are so necessary as your car grows older, to compensate for wear.
- 6 MORE FREQUENT OIL CHANGES—**Let us check your crankcase for oil dilution, every 500 miles or 30 days. Changing the lubricating oil at correct intervals will keep condensation, rust, acids, water and sludge to a minimum.

YOUR OLDSMOBILE DEALER
ALL-ROUND, ALL-QUALITY, ALL-CAR SERVICE

LODER BROS.
445 CENTER ST. "OUR 15TH YEAR IN SALEM"