

Farm and Food Truce Possible

(By the Associated Press)
Washington, July 21.—The executive branch and legislative leaders appeared to be headed toward a truce on some of their major farm and food policy differences today as:

1. Senator Russell (D., Ga.) called on his farm state contemporaries to meet the administration halfway on any move it might make toward reconciliation of those differences, and, 2. The agricultural adjustment agency forbade its 200,000 field employees and committeemen to distribute information about AAA farm programs through news channels.

Russell told reporters he was pleased that war food administrator Marvin Jones planned to consult with congressmen before making final decisions affecting future farm problems.

"It would do well for the administration and members of congress to approach such conferences in a spirit of mutual helpfulness, and without chips on their shoulders," the senator added.

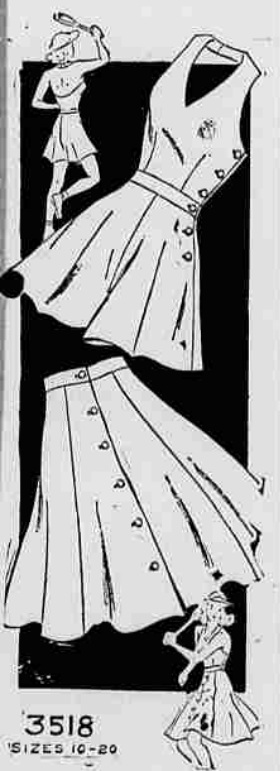
These armistice moves coincided with a variety of developments on the ever-pressing food question. They included a war food administration decision to require slaughterers to trim more fat for lard off pork cuts, a senate committee's plans to investigate charges that chain stores have bought small meat packing plants and cut off supplies from small retailers, and the setting of new retail price ceilings on fresh fish—possibly to combat a reported "strike" of fisherman.

OPA ordered retail fish sellers to limit their prices—starting tomorrow—to a formula based on the number of cents marked customarily placed on fish between July 5 and 10. Ceilings recently were imposed on wholesale transactions, which officials said brought complaints from fishermen that dealers were able to make extra profits.

From the office of the coordinator of fisheries came estimates that the work-stoppage of these fishermen already is costing the country more than 5,000,000 pounds of fish a week.

Looneys Will Gather

Jefferson — Descendants of William Looney and Jesse and Ruby Bond Looney will hold a pioneer picnic commemorating the coming of the family to the Oregon country 100 years ago at Champoe park, Sunday, July 25. A basket dinner will be served at noon. Marie Steiwer Douglas is president and Miss Marguerite Looney, secretary of the family association.



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Parents Confront Suspected Kidnaper—Reunited with their 15-months-old daughter, Jo Ann, Sgt. and Mrs. George W. Tucker talked to Mrs. Laura Merle Thornton (right), 20, of Wheeling, W. Va., in whose company the child was found and who had been booked on suspicion of kidnapping at San Bernardino, Calif. The child disappeared from a Los Angeles bus station while the mother who had permitted a strange woman to care for Jo Ann, napped.

East Salem Residents Greet Visitors During Summertime

East Salem, July 21.—Guests this summer in East Salem homes are usually those who are combining pleasure with business, stopping off to see relatives and friends as they go to different places to work on new jobs or on business trips.

Last week Mr. and Mrs. Cecil Frame on Hollywood Drive had as their guests Mr. and Mrs. Lee Brown and son, Lee Earl, from Kansas City, Mo. Mr. Brown has gone into Portland for work in the shipyards. Mrs. Brown is a cousin of Mr. Frame.

Visiting in the Frame home also last week was Mrs. William Stephenson, Mrs. Frame's sister from Portland.

A small new barn is being built on the George Noak acreage on Garden Road.

Swegle school board met on Monday night in regular session. Mrs. Margaret Holmberg of North Road in Swigle district was given the contract to clean the school building this summer and do the janitor work for the coming school year. Only other routine business was taken up. Finding someone to do necessary roof work is the most important problem at this time as no wall work can be done at this time without the roof repairs and labor for this work has not been found.

Speaking of chemical warfare, he said he believed that to know how to deal with gas was more important than the issuance of gas masks, and he does not believe that all civilians should be issued masks. If there is to be an enemy attack with gas on the civilian population, the gas would be needed on so large a scale that we would be bound to have advance notice, he said, and protective equipment could be rushed in to the endangered area.

He added that contrary to general opinion, he believed chemical warfare was "more humane" than other kinds. Injuries from high explosives were 25 per cent fatal, whereas casualties of chemical warfare were only 2 per cent fatal, he said.

Yokom Sweeps Street In Payment of Wager

Portland, July 21 (AP)—Sixth avenue—or that portion of it in front of the Victory Center—is clean. Orval Yokom, Grant county war bond chairman, will swear to that.

Before a large crowd Yokom, equipped with a street-cleaner's broom, personally gave the avenue a going-over yesterday.

This was the result of a wager with David Eccles, state bond chairman, on whether Grant county would fulfill its June quota. If the county had reached its goal city-bred Eccles would have gone to Canyon City to milk a cow.

Missionary Talk Given at Unionvale

Unionvale — Ninety members and friends attended services at Unionvale Evangelical church Sunday forenoon, which were in charge of Clarence S. Crawley, class leader. Miss Bertha Magnus, a returned missionary, was the principal speaker, telling of the effect of war conditions on missionary work.

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ZEMO



R. E. Morgan, general evangelist of the Pilgrim Holiness church, who will be one of the speakers during the fourth annual camp meeting of the denomination at Quinaby park, eight miles north of Salem, July 25-August 8. Meetings will be held daily at 11 a.m., 2:30 and 8 p.m. Other speakers will include Rev. V. W. Anglin of Corvallis, Rev. R. W. Wolfe, general secretary of home missions, and Rev. Orval C. Keller, district superintendent of the area.

McNary, Mott Have Busy Year

Washington, July 21 (AP)—The Oregon congressional delegation, though it had two new house members, was one of the most active in the first session of the 78th congress and accomplished much for the state.

A solid republican delegation, it was led by Sen. McNary, minority leader, and the veteran Rep. Mott on the house side. McNary's high standing in congress and among high government officials generally aided other members in their work while senator Holman was active on the appropriations committee and succeeded in getting increases in funds for reclamation and fire protection after the house had omitted them from the appropriation bills.

On the house side, Mott was engaged a great part of the session in work of the naval affairs committee on which he is the ranking republican member.

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200 Homeless, Loss \$100,000 In Fire at Astoria Tuesday

Astoria, Ore., July 21 (AP)—Fire that raced through a congested Finnish colony district, leveling an entire block of frame dwellings, left more than 200 homeless here today. The fire, of undetermined origin, broke out in a group of wooden buildings late yesterday and spread so swiftly residents were unable to save personal belongings.

There were no serious injuries, although several were overcome by smoke.

A five-story frame hotel, a large rooming house, and a number of flats and apartments were destroyed.

Fire departments of Seaside, 20 miles south, and Ilwaco, Wash., across the Columbia river to the north, were called, but the flames threatened to engulf the rest of the large Finnish district until coastguard

Julia Powell Passes Away

Funeral services for Mrs. Julia Hall Powell, 83, will be held at 11 a.m. Thursday from Miller & Tracy chapel in Portland, and at 8 o'clock that afternoon from the Methodist church at Woodburn with interment there in Belle Passi cemetery. Mrs. Powell died in Portland Tuesday.

Julia Smith was born in Sedalia, Mo., August 10, 1860, moving to Silverton with her parents in 1879. She married Albert D. Hall, son of Benjamin F. Hall, Oregon pioneer of 1845, and six children were born to them. Mr. Hall died in 1906. Mrs. Hall moved to Portland with the family and in April, 1919, married William Powell of Tangent. She had been a resident of Portland since Mr. Powell's death a few years ago.

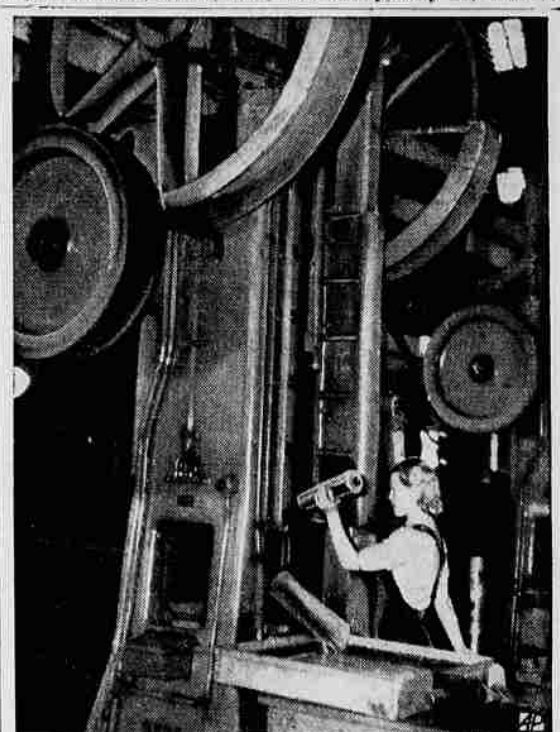
Surviving are two sisters, Mrs. Agnes Jones of Marquam, and Mrs. Roma Hunter of Salem; brother, Joseph Smith of Portland; children, Hubert N. Hall of Sweet Home, Mrs. Agnes Powell of Agate Beach, Oren L. Hall and Mrs. Alma F. Linville of Portland; also 11 grandchildren and three great grandchildren.

Mrs. Powell was a Methodist, charter member of Good Temple society of Gervais, WCTU and Willamette chapter, Eastern Star.

To conserve rubber, Southern Rhodesia is experimenting with wooden tires made by fitting blocks into wheel rims of slow-traveling vehicles.

The long-established western end of town, however, remains largely of wooden construction.

Capital Journal, Salem, Ore., Wednesday, July 21, 1943—3



WAR MACHINE—Dorothy Ellis, worker in an Australian ordnance factory in Victoria, does a man's work operating this giant machine—a shell tapper press.

Fee Dismisses Gruber Case

Portland, Ore., July 21 (AP)—Federal district court here, following the lead of the supreme court of the United States, Tuesday dismissed the denaturalization case against Wilhelm B. Gruber, German alleged to have obtained citizenship by fraud.

Federal Judge James Alger Fee granted the dismissal motion, offered by Assistant U. S. Attorney William H. Hedlund, who cited a recent supreme

court decision in a similar case involving Russian-born William Schneiderman, former state secretary of the communist party in California.

The information alleged Gruber took a false oath of allegiance to the United States.

Labish Center—Mr. and Mrs. Chester Klampe and family have moved to Oshkosh, Wis., after residing in Oregon for a year in this and the Hazel Green communities. Mrs. Klampe and three of the children left for Wisconsin about a month ago and Klampe, with Arlyce and Verle, departed later with the furniture.

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"can you people make **GYRO-COMPASSES?**"

THIS WAS THE QUESTION THE U. S. Navy asked us on February 5, 1942.

Our answer, "We ought to be able to... How soon can we see one?"

With the coming of the war these gyro-compasses were needed in large quantity to equip the ships of our rapidly expanding Navy and Merchant Marine. They had never been built in quantity production.

To save time one of the big thirteen hundred pound Sperry Gyro-Compasses was sent

IT CAME OVERNIGHT, FROM BROOKLYN TO DETROIT BY FAST PASSENGER TRAIN

from Brooklyn to Detroit by fast passenger train. It was in our hands next morning and we took it apart for study, piece by piece.

The gyro-compass is an intricate, scientific instrument of navigation which unerringly points (and holds) true North. It is not influenced by electrical or magnetic disturbances that affect the ordinary compass.

The heart of the gyro-compass is its large fifty pound rotor, a kind of fly-wheel, which

IT FINDS THE TRUE NORTH AND KEEPS IT

is spun at the rate of six thousand revolutions a minute by its own in-built electric motor.

We found the compass to contain over ten thousand mechanical parts, with delicate electrical arrangements whereby the East-West rotation of the world itself, and the constant

forces of gravity, are harnessed and used for direction and control of the spinning rotor.

Promptly we sent men of wide experience in precision manufacture, electrical engineering and mechanical processes to Brooklyn, New York, where they studied at first hand the technical construction and assembly of

SCORES OF DRAWINGS, BLUEPRINTS AND SPECIFICATIONS

this intricate mechanism. They were greatly aided in these studies by the Sperry Gyro-compass Company, Inc., long experienced in gyro-compass manufacture.

Study of the drawings, specifications and the parts of the compass, helped us decide which parts we would manufacture ourselves and which we would sub-contract to other companies. Our master mechanics made plans for more than five thousand special tools and fixtures. Our planning department began to order production material. We made the final selections of men from our organization whose abilities clearly fitted them for supervision of the many tasks of gyro-compass manufacture. We placed our first orders among three hundred and fifty subcontractors.

While these things were going on we began to build two complete compasses with-

EVERY PIECE AND EVERY ASSEMBLY TESTED FOR BALANCE AND PRECISION

out waiting for completion of our regular production facilities. By the time these jobs were finished our manufacturing arrange-

ments were made and the quantity production of gyro-compasses actually began.

In our production program we were guided by the same principles that we had used successfully in the building of cars and trucks. We believe that if each individual part of the machine (however intricate) is made right, and the assemblies of the parts are right, the finished product cannot help but be right.

In manufacturing the gyro-compass all of the thousands of big and little parts undergo the most rigorous test and inspection. They must always register a perfect score in their successive balance and precision trials.

When a compass is completed it is given its final test on a special machine which accurately duplicates the roll, pitch, and yaw of a vessel navigating a very rough sea.

WE HAD TO DUPLICATE THE PITCH AND YAW OF THE OCEAN FOR OUR FINAL TEST

When this test is concluded, and the final adjustments are made, the compass is ready for immediate installation on the ships of the Navy and Merchant Marine.

This very rapid calendar of events is, of course, our most gratifying answer to the question asked us by the Navy on Feb. 5, 1942—"Can You People Make Gyro-Compasses?"

It gives us something of a thrill to know that for many months now proud new ships of the Navy and Merchant Marine are going to sea guided by Sperry Gyro-Compasses of our manufacture,—and that we have been able to master the art of gyro-compass making from a production background concerned largely with the engineering and building of fine motor cars and trucks.

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