1,500 American electrical manufacturers have contracts with

have boldly refused to sign anti-

Furthermore, although the

The leaders of UE are able, de

Drice's

Communist affidavits.

Marooned on Island—Peggy Frazier, 5, and her brother Pat, put away a large meal in the home of Mr. and Mrs. Keith Wicks of Jordan N. Y. The children were found by the Wickes on a desolate island in the Seneca river where they had been abandoned by their father, Donald Frazier, three days before. They were hungry, exhausted and insect-bitten. (Acme Telephoto)

PRIDE AND JOY OF REDS

Key Union Run by Small Group Of Proud Commies, Writer Claims At Annual Meet

The United Electrical Workers, a key union that could paralyze American industry overnight, is still completely controlled by communists. The Daily Worker proudly calls it "the main indus-

ment.

Keep your Furs looking fresh and

glossy. Place them now in our fur

This vital union of 570,000 skilled workers, one of the big-gest as well as one of the most important in the country, is run by a handful of Communist party-liners, perhaps one percent of its membership

They have fought off every challenge to their leadership, and are theoretically in a position to call the tune on American armaments any time they like.

Furthermore, although the UE has been barred form General Electric atomic energy laboratories, it still has contracts covering the manufacture of radar and atomic energy equipment.

The inside of this Communistled organization is fully exposed termined men who have never for the first time by Daniel Sel-swerved from the party line. The

storage vaults.

MOTHS

BURGLARY

FIRE

HEAT

STORE YOUR FURS!

PROTECTION AGAINST

Mercury reveals how they have led their half-million members by the nose for over eight years and how, in the event of a national emergency, they might hold the course of the U. S. in

Safety Theme

nual Western Safety Conference opened here today with traffic trial base of our party."

It is without doubt the most powerful instrument the Communist party still controls in difficult investigation, that over the IV S.

The American Mercury.

He reports, after months of difficult investigation, that over difficult investigation, that over the IV S.

Delegates saw a practical approach of safety rules vester-

plication of safety rules yester-day as the state's top truck drivthe UE, and that any or all of ers put on a "roadeo." Experienced truck them could be be crippled at will by a union whose leadership

who had to pass safety tests peted with the three winners wheeled their giant carriers from the state of Washington, through tight obstacle courses the Oregon team winning a close and into loading docks.

Moore, married and the father of a high school sophomore, said The death of an elderly woman he wanted to prove that "mod-pedestrian ended Portland's trafhe wanted to prove that mod-ern man is as rugged and re-fic safety record after 98 death sourceful as his forbears." pedestrian ended rortal at fic safety record after 98 death less days yesterday.

ern man is as rugged and resourceful as his forbears."

"My greatest problem at present," he said, "is not the danger of the trip but my attempts to talk my wife and son out of going along. They insist that they want to go."

Moore, now working on the construction of a new bridge at Augusta, worked for two years in Alaska as a civilian employe of the army engineers during the war, "I learned to love those sled dogs," he said, "There is nothing in the world to compare with the thrill of racing over the ice and snow behind a good team of dogs."

"My greatest problem at present."

The woman, Mrs. Laura Ensstina Jordan, 67, was struck down by a taxicab at an intersection in early morning darkness. The driver was not held. It was the first fatality since stretch in modern Portland history. It brought the traffic toll to eight, compared with 18 at this time last year.

The woman is survived by four children, Harvey L. Brooks, Seattle, Mrs. Lois Sexty, Boise and Mrs. Ellen Brucknuk, San Diego; two brothers, Harry Wit. a good team of dogs."

Alvin Fish, Inland Motor Freight, straight truck; Frank Kirkpatrick, Columbia River Truck Co., semi-trailer; and John R. Castner, Pierce Auto Freight Lines, truck and full trailer. It was Kirkpatrick's third succes

The Oregon titlists then com contest, 724 to 717.5.



MUSHING 5000 MILES

Dog-Sled Trip to Prove

construction worker, announces that he will undertake a 5,000 mile trip next fall—by dog sled.

He said he will leave Fair—banks, Alaska, in October with a team of 11 sled dogs and mush

a team of 11 sled dogs and mush across the continent for about across the continent for about four months until he reached Lewiston. The trip will be sponsored by the Lewiston Lions

Diego; two brothers, Harry Wit zel, Portland, and Ed Witzel

DEAFENED!

WRIST-EAR IS HERE Now Wear an Acousticon Like a Tiny Wrist Watch

Freedom From Clothing Noise Maximum Clarity Phone-Ease

Phone-Ease Confidential Conversations (Note)—Also Batteries and Service for All Makes Mr. Wm. H. Miller Noted Authority will Demonstrate Write-Ear at the

HOTEL SENATOR Tues., June 28th

SALEM, OREGON NOTE-If unable to comto Hotel, please write to be low address for further de

ACOUSTICON

520 Equitable Bldg. Portland, Ore.

Drain Ore; and two sisters, Capital Journal, Salem, Oregon, Monday, June 27, 1949-13 Blarche Oatman, Seaside, Ruth Hettrick, Tacoma.

Man's Rugged Starts in Fall

Lewiston, Me. Qip.—Cecil A. Moore, 39-year-old adventurer and onstruction worker, announces that he will undertake a 5,000 in Jefferson, and also other members of the family. Mrs. Jones, Mrs. Charles Hoyt of Silputs trip next fall—by dog sled. nd Miss Edith Libby made a trip to Newport. The women were formerly schoolmates.





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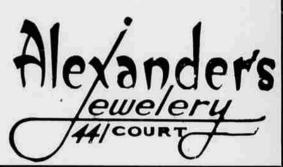
A poem from William Shakespeare's play says, in part,

"In the Springtime

The only pretty ringtime . . .

Sweet lovers love the Spring."

But what about Summertime, Mr. Bard? Certainly everybody loves the Spring - but a pretty ringtime is anytime a sweet lover receives a ring . . . or gives a ring! Incidentally, there's more truth than poetry in this quotation which every good ring-bearer should know by heart, "You need never sacrifice to give the finest. You are assured of that



Phone 2-2436 Use Capital Journal Want Ads. They Will Satisfy Your Needs.

GEORGE KYLLO REPLACES STUMPS WITH TURKEYS. Young George Kyllo couldn't find a job in 1933, so he obtained 105

acres of logged-off land near Molalla and went to work on the army of stumps. His

pluck attracted Marie Koltsch. She became

Mrs. Kyllo in 1934. They tried turkey raising,

but lost money the first year. However, encouraged by advice and financial help from

the Molalla branch of the First National, they

stuck to it. Today they market thousands of turkeys annually and grow feed and seed

crops. Hard work and sound advice are

building a good venture for George and Marie...as progressive busi-

BUILDS PRIZE BEEF HERD. In only three years & prize herd of registered Shorthorns has replaced dairy cows on the Roy L. Harris ranch near Prineville, (Shown are Mr. and Mrs. Harris and a son, Douglas, with a Shorthorn bull calf.) Building the herd of purebred beef cattle was a slow and costly task-but Harris' wife and their seven children backed his progressive planning. The First National Bank of Prineville aided in financing that speeded the transition. Today Harris' Shorthorns bring fancy prices from America's breeders-new income that is helping build Oregon.

BUILDING OREGON TOGETHER

Oregon's prosperity is in direct ratio to the wellbeing of each of her people. Persons shown here have the vision, energy and initiative that brings individual success—and keeps our state growing. In each instance constructive service provided by banking offices in the First National Group has been of real assistance.

We believe sincerely that our wost important function as a bank is to make f widely available. Thus we help build Oregon -family by family, farm by farm and business by business. Come in and let us show you how we can serve you.

"Let's Build Oregon Together"



SALEM PRANCH

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THE KAUTTOS BUILD BOATS. Elo N. Kautto builds unusual sturdiness into commercial fishing craft. The Kauttos' two-year-old plant (Mrs. Kautto is bookkeeperpainter) is at Jeffers Gardens on the Lewis and Clark river near Astoria. There, with his six craftsmen, Kautto puts into practice ideas he developed as a fisherman and as an employee of the area's famed builders of Columbia River gillnet type craft. Made to carry big fish loads, his 29-foot boats-fashioned of oak, Douglas fir and Port Orford cedar-withstand the Pacific's most belligerent moods. With assistance from the First National, Kautto helps Oregon grow by meeting fishermen's boat needs.

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