



Oregon College of Education, Monmouth—"Bet these casts weigh 10 pounds!" That's what Dr. Geraldine Hammond (leg upraised) is telling Mrs. George Harding (second from left) as Charles Stowell and Miss Mary Donaldson look on. All are members of OCE faculty group who injured ankle or knee in similar accidents within a few days. Miss Donaldson is supervising teacher, Mrs. Harding wife of OCE drama and speech instructor, Charles Stowell is music instructor, and Dr. Hammond is visiting English lecturer from University of Wichita. Hammond slipped on floor, Stowell fell in hole fishing, Donaldson tripped on stairs, Mrs. Harding caught foot on car runningboard.

WAYS OF CONGRESSMEN

Little Matter of Names To Impress Home Folks

By JAMES MARLOW

Washington, Aug. 12 (AP)—Congressman Minniver Mistletoe goes home and tells the folks:

"Why, sure. Congress passed a housing bill for the low-income people. Now I think congress ought to do it for you moderate income folks."

"In fact, I introduced a bill in congress to do just that. I'll show you. Here's a copy of the very bill with my name on it."

Sure enough. There it is. Just as he said. But maybe he forgets to tell them how he came to get his name on the bill in the first place.

For instance:

Last May a congressman introduced a housing bill for moderate-income families. A couple of months later along came another congressman who, for some reason, wanted his own name on the bill so, without changing a word in the bill itself, he scratched out the name of the first congressman and wrote in his own name in ink.

Then the bill was sent down to the government printer where new copies of the same bill were made except that now the second congressman's name was on it.

He may go home later and tell the folks about the bill, and himself. Or, maybe he had another reason for doing what he did.

There's a lot of that done.

In the house there's a rule that only one member's name can appear on a bill.

Just to show how much that particular bill has, a whole gang of other congressmen may have the same bill reprinted with their name on it.

All this cost the taxpayers money, of course, since its the government printer who does the printing, and the cost of printing a bill depends upon the number of pages.

For instance, the idea of a World Federation has a lot of support in the house.

About 103 bills—all identical but bearing in each case the name of a different congressman—were introduced to back up World Federation.

In the senate there's no rule like that of the house. There any number of senators all can have their names lumped together on one bill.

And a congressman's name on a bill doesn't mean he had anything to do with writing it. The job may have been done for him by the bill-writing experts employed by congress, after he told them what he wanted.

Or, maybe it was written by the lawyers in some government agency. Or even by the lawyers of some outside organization which got a congressman to introduce a bill for it as his own.

Bomb Wrecks Envoy's Car

Prague, Czechoslovakia, Aug. 12 (AP)—A bomb wrecked the car of assistant U.S. Air Attache John Childs last night, some 45 minutes after he parked it in front of his apartment house.

The blast awakened the 25-year-old assistant attache and broke windows in several nearby buildings on Lodecka street in the center of Prague.

A U.S. embassy spokesman said Prague police had been asked to investigate. The embassy will take no further steps until the investigation has been completed. The spokesman said:

Childs had returned to his apartment at 11:15 p.m. after driving a dinner guest home.

Childs said the bomb appeared to have been home-made. It consisted of a lead pipe inserted in a tin can of powder. He said he thought it probably had been shoved under his car after he parked it.

He said he had not received any threatening letters and knew of no reason why an attempt should be made on his life.

Childs, a native of Lewiston, Me., came to Prague about five months ago. He is single.

The car was a 1948 Pontiac. A fragment of the lead pipe penetrated an iron shutter and broke a shop window. Another window across the street also shattered.

Visiting at Tigard

Grand Island—Mr. and Mrs. Roy E. Stoutenburg and her mother, Mrs. L. E. Penrose, 87, are guests for a few days of Mr. and Mrs. Horace Probst at Tigard. The Probsts are building a new home on their acreage there and Mr. Stoutenburg, local carpenter, will help put the roof on. Mrs. Stoutenburg is a sister of Mrs. Probst.

First Bus Leaves After Strike of 18 Weeks

Seattle, Aug. 12 (AP)—The first direct Greyhound bus left for the east via Butte, Mont., Thursday after settlement of an 18-week Northland Greyhound strike between Butte and Chicago.

Meantime the North Coast Greyhound Lines' strike, which has halted service between Vancouver, B. C., and Portland, entered its eighth week.

The Butte-Chicago settlement ended a 105-day walkout. Striking drivers on that route voted 1,051 to 112 for acceptance of the company's latest wage offer.

Service was being resumed today in Minnesota, North and South Dakota, Iowa, Nebraska, Illinois, Wisconsin and Montana, and in Manitoba.

During the mid-west strike eastbound passengers were taken to Butte from Seattle and routed further east via Ogden, Utah.

Polio Victim Dies
Everett, Aug. 12 (AP)—Snohomish county's sixth infantile paralysis victim this year died yesterday. He was Fred Clarke, 24.

OLD-TIMERS SAY CAN'T BE DONE

Amateur Salvagers Ready To Tackle 'Impossible' Job

By BILL MAVOR

Vancouver, B. C. (AP)—An amateur salvage company has its grasp on a success that experienced salvage operators thought too doubtful to attain.

The 100-ton tug F. M. York is to be resurrected soon from the floor of Howe Sound, some 60 miles north of here.

The 98-foot craft sank to the 900-foot depth during a freak accident of April, 1948.

Experienced operators thought it doubtful that any person could go down that depth and direct operations, so insurance companies paid \$100,000 and wrote off the craft as a total loss.

The amateurs, who bought the tug for \$1000, are sure the craft landed flat on the muddy bottom, right side up, undamaged.

In the company are Johnny Pieters, 32, an electrician, and Designer of the equipment; George Martens, real estate operator, and Fred Free, cafe owner, all of Chilliwack, B.C.

Pieters assembled some equipment for the job, found the site and was started before he sought additional financial aid and incorporated the company with Martens and Free in September.

Pieters' home-designed equipment is bulky and unwieldy, but practical. It resembles a light globe and is referred to as the "bulb."

The circular top is clamped on with bolts. The diving unit itself is in two sections, the outer layer of one-inch thick iron, and the inside spaced away a quarter-inch as insulation, and welded top and bottom to its mate.

It has three, seven-inch thick plastic windows, and three seal-

beam headlights of the same power found in the ordinary automobile, bracketed to the outside of the bell. Voltage is supplied from two auto batteries.

Two-way phone communication is maintained at all times.

A safety measure incorporated by Pieters is a stand holding two oxygen tanks and chemical tank to burn up carbon dioxide, doing away with possible air line fouling by the ship's rigging.

The partners claim the raising of the F. M. York will be quick.

After prolonged trouble with makeshift equipment, finding more suitable special gear, and awaiting the clearing of muddy waters and storm-whipped waves, it's thought the raising operation will be simple.

Lifting of the ship is being planned through the cable wrapped around the stern, cabins and bow, hooked through a loop to a grounded five-ton weight, and spliced from the one and three-quarter inch cable to a smaller one which will absorb the punishing pulls from the surface.

Tightening of the cable around the ship will cause the block to act solidly against the bottom of the craft, forcing the lift and acting as a ship's keel.

In 50-foot pulls, two days is the estimated time for hauling the ship to the surface.

It is planned to move the craft as close as possible to the shore and then to make the last

Year's Work for Week of Fair

Production of the 84th annual Oregon State Fair in Salem, September 5 to 11, is a year around task for seven days of full geared activity. However, if years of experience mean a great performance, the 1949 exposition should be the best of them all.

Manager Leo Spitzbart first took over as fair head in 1935 although he had been associated with the state fair for over a decade before assuming the top job. This will be his 14th year as fair manager.

His able assistant, Mrs. Ella Wilson, has been directly connected with the fair since 1915 and numbers thousands of Oregonian exhibitors and patrons among her friends. In the late 1920s, Mrs. Wilson served as fair secretary before the exposition became a part of the agricultural department.

John Graber, long time Salem resident, has been in charge of the fair's many miles of plumbing on the 167 acres of fairgrounds, since 1916. Damon Fleener who supervises the fair's electrical outlets first came on the fair scene in 1946 as did Joe Cook, who is the caretaker and overseer for all new fair construction. Art Keene, in charge of ground and building maintenance, also is a comparative newcomer, having first been employed in 1946.

Divisional heads, all of whom

short haul, floating the resurcted ship between the barges.

Standing ready for work will be a crew of experienced engineers and deck hands, who will tear the ship apart, piece by piece, and immerse it in oil to prevent rust.

Aircraft Workers May Strike Monday

Los Angeles, Aug. 12 (AP)—About 14,000 workers at two Douglas Aircraft Co. plants planned today to walk out on strike next Monday.

Labor tension also rose at six other Los Angeles county airplane factories.

Officials of the International Association of Machinists said members at the El Segundo and Santa Monica Douglas plants "almost unanimously" turned down a company offer of a five-cent hourly wage increase. The union asked 15 cents. They scheduled a strike tentatively for Monday.

Collision Kills Cafe Man
The Dalles, Aug. 12 (AP)—James Harry McKee, whose automobile was tossed 80 feet in a collision with a train, died in a hospital here yesterday. His widow, also injured in the collision Wednesday night, is expected to recover. McKee, 57, was a cafe operator here.

A cubic foot of gold weighs 1,200 pounds.

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