

NORTH MARION COUNTY FAIR

Needle in the Haystack? Three to Find at Fair

By WILLIAM WARREN
(United Press Staff Correspondent)

Woodburn, Sept. 16 (AP)—From the Pudding river south to the 45th parallel, where a Pacific highway sign reads "Half way to the Equator," kid contestants will converge on Woodburn next week and try to find a needle in a haystack.

While farmers vie for honors of best grain and biggest beet; prettiest peas and tallest corn stalk; fanciest filberts and largest onion, the youngsters will hold a tractor-driving contest and will look for a needle in a haystack.



William Warren

These will be features of the North Marion county fair, Sept. 22-24, where directors have come up with the idea of giving the fair back to the farmers, their wives and their youngsters.

Produce of the farms and the handiwork of housewives will be on display from Spongs Landing on the Willamette to Scotts Mills at the Eastern border of the county. St. Louis will be represented, and so will Loganville, Broadacres and Concomley.

There'll be two joint winners in the haystack contest, limited to lads under 13. Three large needles—the kind you sew up grain sacks with—will be hidden in a haystack.

The first two youngsters to find a needle each will be declared joint winners—just as soon as they look through the eyes of their needle and see eye to eye with each other. The boy who finds the third needle will get a consolation prize.

Only Future Farmers of America will be eligible for the tractor-driving contest to be held over an obstacle-strewn course on the grounds of Lincoln Grade school, near the shed where the 4-H and FFA youngsters will hold their livestock show.

The North Marion County Fair will be opened officially at 10:30 a.m., Thursday when Gov. Douglas McKay, wielding a large pair of hedge shears, cuts a cornstalk barrier and clears the entrance to the National Guard Armory, official headquarters of the fair.

Garden entries will be displayed in the Armory, and so will food and textile entries. Woodburn's National Guard unit, heavy tank, 186th Infantry, will exhibit two 32-ton tanks, a jeep, signal equipment and machine guns.

Catty-corner across the street, the large building of the North Marion County Fruit Co. has been turned over for fair exhibits. Units of the Grange and Farmers Union throughout North Marion county will display their produce there, and so will farmers, in the open or individual competition.

Machinery displays will be on the grounds in front of this building. Brand new equipment, never shown before at any fair anywhere, will include a sweet corn picker, a new hydraulic operated and mounted three bottom berry plow (the three bottoms are the three separate blades of the plow), a

sub, or pint-sized bulldozer, and a hydraulic twin jack truck life invented and developed by a Woodburn citizen.

Prominent highlights of this year's fair will be the novelty division, where size will be the factor—tallest corn stalk, biggest ear of corn, largest tomato, squash, potato, pumpkin, carrot, largest apple, beet, head of cabbage, largest onion.

And—largest family attending the fair.

This division, brain child of Gene Malecki, fair manager who also dreamed up the needle in the haystack and tractor-driving contest, goes back to the direct origin of the North Marion County fair, which started in 1936 as the Woodburn fair.

Let Winton Hunt, one of the fair directors, explain:

"Back in the old days, one farmer would bring in a tall stalk of corn to the old office of the Woodburn Independent, and challenge anyone to beat it. Another farmer would shrug his shoulders as if to say who cares? And he'd bring in his bid for biggest pumpkin."

"Another would come in with the largest spud or onion. So we decided if there was that much interest, we might as well have a fair and give the boys prizes for their king-size produce."

The first Woodburn fair was held in 1936. It grew in size and popularity, until the directors decided to widen the competition. It became the North Marion County Fair in 1941. Then came World War II and operations were suspended until last year, when the fair was resumed.

Rodman Will Manage Lebanon Elks Temple

Lebanon—Ted Rodman, real estate dealer and prominent in civic affairs, has closed his business office to serve Elks lodge, 1663, as house manager of the new temple.

He will supervise the work of various employees, plan club activities, and act as host-at-large.

Assisting Rodman are Karl W. Caswell and Eldo Anerson, stewards.



McCarrans Sail—Sen. Pat McCarran (D., Nev.), and Mrs. McCarran, are shown aboard the Queen Mary shortly before they sailed for a European tour. Sen. McCarran said he would visit Generalissimo Francisco Franco in Spain to discuss diplomatic recognition by the United States. However, in Washington, President Truman said that McCarran, who is chairman of the senate judiciary committee, is acting on his own in his visit to Franco and does not represent this government in anyway. (AP Wirephoto)

11 Injured in Plane Explosion

Seattle, Sept. 16 (AP)—Flaming gasoline fumes shot through a huge B-50 bomber at the Boeing Airplane company plant here yesterday, touching off an explosion that injured 11 men, two seriously.

Firemen said a sheet of flame sprang from two empty gasoline tanks in the middle of the plane, which the crew was removing. The flames traveled into the left wing, blowing up a tank there.

The two most seriously injured, Eugene C. Hilman and Howard E. Bowers, Jr., jumped from the wing and ran as their clothes caught fire. Witnesses said they resembled human torches.

A Boeing emergency fire crew brought the flames under control before city firemen arrived. The explosion did more damage to the plane than the fire, a company spokesman said.

Ten of the injured men were from Seattle and the home town

Riley Weeks has charge of all janitor work in the new temple.

of another, Clark B. Young, was not known. Besides the two seriously injured, five were severely burned, three were treated for minor injuries in a hospital and one was sent home after treatment at the scene.

Petty Thieves Become Felons

Gearhart, Sept. 16 (AP)—A lot of petty thieves are becoming felons these days, and it's all the fault of inflation.

It used to be that a shoplifter could take a topcoat and, if caught, get only a petit larceny sentence.

That was when the topcoat was worth about \$25. But now the coat is worth \$50—and any theft over \$40 is a felony and brings a stiffer sentence.

But the Oregon state bar is trying to do something about it. The attorneys at the annual bar

convention recommended yesterday that the petit larceny limit be lifted to \$100.

The convention also proposed a change in the bar's code of ethics to prohibit attorneys from advertising in newspapers.

Some speakers suggested tight-

er restrictions on state commissions, so that publication of regulations would be required, restrictions on court appeals be removed and hearsay evidence be limited.

Thousands of bottles bearing the likeness of George Washington were made during slave trade days, filled with spirits and used by American traders throughout the world.

ANNOUNCES THE OPENING

Dr. Leslie J. Carson announces the opening of his professional offices for the practice of optometry in all of its phases of visual care.

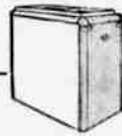
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WHY THE MISSOURI PACIFIC RAILROAD STRIKE?

Over twenty years ago, the Congress of the United States passed the Railway Labor Act. It was hailed by union leaders as a model for the settlement of labor disputes.

or economically if the leaders of the unions ignore agreements or laws.

Provisions of the Law Which Are Disregarded

There are five ways under the Railway Labor Act to settle disputes over the meaning of contracts:

- 1—Decision by National Railroad Adjustment Board.
- 2—Decision by System Adjustment Board for the specific railroad.
- 3—Decision by arbitration.
- 4—Decision by neutral referee.
- 5—Decision by courts.

The Missouri Pacific Railroad has been and is entirely willing to have these disputes settled in accordance with the requirements of the Railway Labor Act. Regardless of this fact, the union leaders have shut down that railroad.

Innocent Bystanders Suffer Losses and Hardships

There are about 5,000 engineers, firemen, conductors and trainmen on the Missouri Pacific. They are known as "operating" employees, and are the most highly paid of all employees on the nation's railroads, but their strike action has resulted in the loss of work to 22,500 other employees of the Missouri Pacific. In addition, they have imposed great inconvenience and hardship upon the public and the communities served by that railroad.

The Railway Labor Act was designed to protect the public against just such interruptions of commerce.

If these men will not comply with the provisions of the law for the settlement of such disputes, then all thinking Americans must face the question, "What is the next step?"

THE LEADERS of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and the Brotherhood of Railroad Trainmen on the Missouri Pacific Railroad have refused to avail themselves of the peaceful means provided by this Act for settling their disputes. They insist that they be the sole umpire of their own disputes over the meaning of contracts.

There Is No Need For Strikes

With all of the available methods for the interpretation of contracts, there is no need for a strike or even a threat of a strike, but the leaders of these railroad unions have ignored the ordinary procedures established by law and insist upon imposing their own interpretations of their contracts by means of a strike.

The wheels have stopped rolling on the Missouri Pacific. They may stop rolling on other railroads at any time. Recently the Wabash Railroad was forced to discontinue operation for several days under similar circumstances.

What Are These Strikes About?

These strikes and strike threats are not about wage rates or hours. They result from disputes over the meaning of existing contracts. They cover claims for a full day's pay for less than a day's work, or for payments for services performed by others who were fully paid for the work done.

President Truman's Board Condemns Strike

There is an established legal method for handling disputes involving existing written contracts—just as there is such a method of settling any contract dispute which you may have in your daily life.

The President of the United States appointed a Fact Finding Board to investigate and adjust the Missouri Pacific dispute. This Board reported, in part, as follows:

"... it is with a deep sense of regret that we are obliged to report the failure of our mission. It seems inconceivable to us that a coercive strike should occur on one of the nation's major transportation systems, with all of the losses and hardships that would follow, in view of the fact that the Railway Labor Act provides an orderly, efficient and complete remedy for the fair and just settlement of the matters in dispute. Grievances of the character here under discussion are so numerous and of such frequent occurrence on all railroads that the general adoption of the policy pursued by the organizations in this case would soon result in the complete nullification of the Railway Labor Act...."

Obviously the railroads cannot be run efficiently

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