



Steel Strike Begins—Tim Flynn (right), CIO regional director, gives last minute instructions to picket captains before they struck the South San Francisco plant of Bethlehem Steel. Basis of the nation-wide strike is the steelworkers' demand for company allotments to meet pension and medical insurance costs. The strike will idle 514,000 employees in the industry. (Acme Telephoto)

Miners Want Federal Aid

Washington, Oct. 3 (AP)—The administration may have unwittingly given a push to badly stymied mine aid legislation. To support President Truman's program for aid to underdeveloped European countries, the senate banking committee has approved a bill guaranteeing European investments against confiscation and assuring conversion of receipts into U.S. currency.

Senator O'Mahoney, D.-Wyo., said the measure "surely" would provide ammunition for his effort to get action on his bill to provide federal aid for exploration, development and conservation of domestic base metal mines.

It is estimated more than 2,000 mines, mostly in western states would be eligible.

The Wyoming senator has notified the senate he will attempt to bring his bill up for consideration "at an opportune time."

The argument will be used that, if the government can afford to help investors in their undertakings abroad, it also can afford to prop up the staggering metal mining industry at home.

Tuna Pack in West To Exceed '48 Record

Washington, Oct. 3 (AP)—The U.S. fish and wildlife service predicted today that this year's tuna pack on the west coast will break all records, if present conditions continue.

The FWS said that California packers already are 100,000 cases above last year's record crop. Oregon and Washington, however, have fallen behind last year's catch. This, however, may be made up through the packing in Oregon of catches made off China, Japan and other far eastern countries. Most of this catch is packed in Oregon.

ly suggested that public school teachers urge their pupils to observe, if possible, this interesting phenomenon on the evening of October 6.

Last April 12, an almost 100 per cent observation was scored by the 246 pupils of the astronomically-minded science instructor, Mrs. Fay Van Schoick, of the Prineville, Ore., schools. The following day, all but one reported viewing the eclipse. This one, ill and out of school for a week, had forgotten the date.

Eclipse Timetable
Moon enters penumbra, 3:50 p.m. PST; 4:50 p.m. MST; 5:50 p.m. CST. Moon enters umbra 5:05 p.m. PST; 6:05 p.m. MST; 7:05 p.m. CST. Total eclipse begins 6:20 p.m. PST; 7:20 p.m. MST; 8:20 p.m. CST. Total eclipse ends 7:33 p.m. PST; 8:33 p.m. MST; 9:33 p.m. CST. Moon leaves umbra 8:48 p.m. PST; 9:48 p.m. MST; 10:48 p.m. CST. Moon leaves penumbra 10:03 p.m. PST; 11:03 p.m. MST; 12:03 a.m. CST.

FROM WOODEN SHIPS TO PUSH-BUTTON WAR

Republic's First Naval Yard 100 Years Old Monday

By ALEXANDER R. GEORGE

Washington, Oct. 3 (AP)—The U. S. naval gun factory, world's largest naval armament plant, will be 150 years old Monday. Long known as the Washington navy yard, it has had an historic role in national security since the days when Old Ironsides was in her fighting prime.

Now the factory turns out rockets and other weapons and equipment for "push-button" warfare.

It was the young republic's first naval shipbuilding and fitting-out yard. George Washington helped select the 20-acre swampland site on the Anacostia river one mile from the capitol building. The land cost only \$4,000.

The Constitution, Constellation and other renowned ships of the first American navy docked at the yard for repairs and supplies. The brig Wasp, first ship built there, won fame by capturing the British vessel Frolic in the war of 1812.

More than 100 years ago, Engineer John Dahlgren revolutionized the navy's ordnance system and worked on rocket development in the yard. The navy's first steam engines were built there.

The yard was the chief producer of naval guns during the Civil war. It was the base for the Potomac flotilla, which operated to keep water communications open from the capital to the sea.

The first Japanese diplomatic mission to the United States arrived at the yard in 1860. When J. H. Surratt, alleged accomplice of John Wilkes Booth in the assassination of Lincoln, was returned from abroad, Washington police took him into custody at the navy yard.

The body of the Unknown Soldier of World War I, brought back from France for burial in Arlington national cemetery, was taken ashore at the yard. Lingberg landed there when he returned from Europe after his trans-Atlantic flight in the Spirit of St. Louis.

The frigate Brandywine, which carried Lafayette back to France from his farewell tour of the United States in 1825, was built at the Washington yard. So also was the frigate Minnesota, flagship at Hampton Roads during the battle of the Monitor and the Merrimac.

As the size of navy vessels increased and the channel of the Anacostia river grew shallower, most of the building and repair activities were transferred to yards closer to the sea. Washington, however, continued to be the center of design and manu-

facture of all types of naval equipment.

During World War I, the yard designed experimental batteries of 16- and 18-inch guns for battleships. Its most famous achievement in that period was the rapid design and completion of railway guns for use against the German armies in France.

During World War II, the gun factory was the center for development of a great variety of new weapons in naval and air warfare. It also claims a part, along with many other technical institutions, in the making of the first atom bomb.

The gun factory today is a 125-acre reservation with 188 buildings and a working force of about 8000, including scientists, engineers, artisans and clerks. During World War II, it had a peak employment of more than 24,000.

The gun factory makes many other things besides naval guns. Among these are machineguns for new jet airplanes, guided missile components, rockets and rocket launchers, bomb and torpedo equipment, munitions, fire control and electronic equipment.

It also does a lot of odd jobs servicing the president's special railway car as well as his yacht, repairing the subway between the senate office building and the capitol and making hundreds of bronze plaques which adorn government buildings.

Accidents cause 42 times as many deaths among U.S. children as does infantile paralysis.



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Total Eclipse of Moon Will Occur Next Thursday Night

By J. HUGH PRUETT

Astronomer, Extension Division, Oregon Higher Education System

Next Thursday evening the jolly face of the big harvest moon will for a while be darkened by the shadow of the earth.

This eclipse, which will be total from 6:20 to 7:33 p. m. P. S. T., 7:20 to 8:33 p. m. M. S. T., 8:20 to 9:33 p. m. C. S. T., will resemble in most respects the fine lunar "blackout" of last April 12.

The times of the various phases of the event this coming week will occur around an hour earlier than last spring, but so will the times of sunset and moonrise. The chances of viewing all stages of the eclipse are thus almost the same as then.

Observers near the Pacific coast will miss earlier part of the show since the moon will then not be above the eastern horizon.

Moonrise will occur around 5:30 p. m., the exact time depending upon the latitude and longitude of the place concerned. Since the umbra, or dark shadow, will start to bite into the eastern side of the moon at 5:05 p. m. P. S. T., a part of the lunar face will already be darkened at moonrise. The gradual increase to totality will then require almost a n o t h e r hour. Those farther will be more fortunate.

to detect the partial dimming of the moon's surface during this phase. It is not a shadow at all—the term means "almost shadow." But when the umbra, the real shadow, starts to move over the lunar face, it is distinctly black and cannot be missed.

It is quite generally understood that lunar eclipses occur when the moon, which gets its light from the sun, moves into the shadow of the earth. This always occurs at full moon, when this body in its revolution eastward around the earth gets in a position opposite the sun as seen by earth dwellers. This general position occurs at every full moon, but most months the moon is then a little above or below the earth's shadow.

Only rarely does our lunar neighbor entirely disappear during a total eclipse. Usually it remains dimly visible as a coppery red sphere due to refraction of some sunlight as it passes through the ring of atmosphere surrounding the earth. Since many grown people cannot recall ever having seen a total lunar eclipse, it is strong-

Almanacs list the eclipse as starting and ending with the penumbra. Many persons are quite confused by this and believe, since they can see nothing unusual, that astronomers have made an error in their predictions. Unless one is expert in such observation, he is not apt

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