

### Try Atom Power In Locomotive

Engineer Says Formula Uses Mercury and Steel to Supply Energy.

BELLEVILLE, N. J. — A New York Central railroad locomotive will roll up on a siding here soon and work will begin to convert it to atomic power-drive, says the Associated Press.

Ralph Lucas, chief engineer for the United States Industries and Development company, Elmira, N. Y., said the locomotive would be fitted with a mercury turbine employing a formula for disintegration of mercury and steel atoms.

He said "One teacupful of the mercury atoms, exploded, would run a locomotive, pulling 120 freight cars, for 45 round trips between New York and San Francisco."

#### Formula Patented.

Lucas said the locomotive would be run onto a siding of the Belleville plant of the concern and that he would build his workshop around it.

He obtained a patent on the formula in 1939, he said, to manufacture electronic power by fusing steel and mercury through intense heat created by electronic disintegration of the mercury and steel atoms. Lucas said the formula produced a controllable disintegration of the atom.

The turbine, Lucas said, works this way:

"It has a 300 horsepower gasoline driven engine, generating 220 volts alternating current, which is increased to 1,440 volts direct current by transformer coils. This, in turn, creates an electron discharge between two electrodes in an eight inch thick steel casting which will withstand 500,000 pounds of pressure per square inch, although it will use only 350,000 pounds.

#### Generates Great Power.

"The horsepower generated from that atomic pressure will be 350 times greater than that created in the ordinary locomotive."

Lucas estimated that a 300 horsepower engine, working with a heavy freight load, would use up an average of five gallons of gasoline per hour.

Lucas said he believed the turbine would be ready for installation in about four months and that experiments with the locomotive would last for six months to a year.

Lucas, now a resident of Newark, is a native of Elmira. He was graduated from Rensselaer Polytechnic institute, Troy, N. Y., has worked as research and engineering specialist with the Pierce-Arrow Motor Car company, the Watervliet, N. Y., arsenal, and the Curtiss-Wright corporation at Buffalo, N. Y.

"We use our potatoes for barrage balloons." — Gov. Hildreth Maine. "We ship ours one to a flat car." — Gov. Gossett, Idaho, in debate on spud magnitude.

### Open Second Hand Market For Civilians in Berlin

BERLIN, GERMANY. — An Allied approved second hand mart for civilians opened on Brunnenstrasse recently and more than 3,000 Berliners jammed it with every conceivable kind of used article for barter or sale.

The mart was opened by the Berlin city administration to help curb the black market. An admission fee of one mark, or 10 cents at the military exchange rate, is charged.

On one bicycle was a sign: "In exchange for camera, automobile rug or cloth for suit."

Gray haired women with dresses reaching their ankles offered opera glasses.

Three teen age girls put up several of their party dresses for barter for walking shoes. Other items included door hinges, water color paints, shoes, handkerchiefs, grandfather clocks, handbags, a carpenter's saw, woolen yarn, cigaret cases, draftsman's tools, phonographs and a radio amplifier.

### War Cost Army 737,714 Tons of Cargo at Sea

WASHINGTON, D. C. — The war department reported that 737,714 ship tons of army cargo were lost at sea during the war as the result of the sinking or damaging of 149 vessels outbound from the United States.

The total included 200,058 tons from the sinking of 31 vessels and the damaging of two others in the Pacific and 537,656 tons through the sinking of 105 vessels and damaging of 10 others in the war against Germany.

These figures, the army emphasized, cover only losses on vessels of American and foreign registry sailing from this country. The army calculated the losses amounted to 62 tons out of each 10,000 tons shipped from this country from December, 1941, to August 1, 1945.

### Red Army Stops Mixing Of Men With Officers

MOSCOW.—The Red army, which has permitted every one from privates to generals to mix in army clubs, will hoist "officers only" signs in the future.

The army newspaper Red Star, announcing the change in policy, said: "Under present conditions of cultural enlightenment work it is necessary to have sharp differentiation and separation."

Radio manufacturers expect to employ 65% more people than in 1944.

Price paid for Alaska \$7,200,000, nearly 80 years ago, is less than 1944 output of minerals there!

Four thousand obsolete U. S. guns, howitzers, tanks and other ordnance items soon will be released to communities to replace Civil and World War I trophies donated during the early days of the war to the scrap metal drives.



NOVEMBER, 1955. "John, I won't have to can any more since we got the frozen food locker." "You bet," says Mr. Farmer. "I'm glad I kept my Victory Bonds for it. The food will taste much better." U. S. Treasury Department

Advertisement for W. E. PEGG MORTICIAN, Beaverton, Oregon. Estab. 1910—Serving 35 years. PHONE BEAVERTON 3411. Includes a small graphic of a casket.

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Cut this out for Future Reference

### LEGAL NOTICE

NOTICE OF BOND SALE  
Sealed proposals will be received by the METZGER WATER DISTRICT, Washington County, Oregon, for the purchase of \$80,000 par value General Obligation Bonds of said District in denominations of \$1000 each, dated January 1, 1946, bearing interest from the date thereof and maturing as follows: \$4000 on July 1st of each year, 1946, to 1965, inclusive. All Bonds maturing after July 1st, 1955, may be redeemed at par, plus accrued interest on any interest paying date, on or after July 1st, 1955, by notice in writing to the paying agent not less than Thirty (30) days before such interest paying date, and by publication of notice in a newspaper of general circulation in Washington County, Oregon, not less than Ten (10) days prior to such interest paying date. Interest payment dates on said Bonds shall be January 1st and July 1st of each year. Bidders shall name the rate of interest bid on said Bonds and the cost of legal opinion required shall be paid by the purchaser. Bids must be delivered to the undersigned at 527 Railway Exchange Building, Portland, Oregon, by 4:30 o'clock P. M., December 14, 1945, and must be accompanied by a certified check in the sum of \$1600 as a good faith deposit. Bids will be opened publicly at the regular meeting of the Board of Commissioners on December 14, 1945, at the residence of H. C. Patton at Metzger Station, Oregon, at 7 p. m. o'clock. The right is reserved to reject any or all bids. T. C. TRAPPE, Secretary  
Date of first publication: November 30, 1945.  
Date of last publication: December 14, 1945.

# WILL THERE BE A STEEL STRIKE?

Not if the CIO abides by its pledged word, given only last spring.

Question: What would be the general effect on the country of a steel strike?

Answer: Over 40 percent of all the factory workers in the country earn their living by making steel into useful products for American life. A shut-down of the steel industry would be a disastrous blow to reconversion and would cause a serious loss in both wages and industrial production at a time when they were most needed.

Question: Is it true that the Steelworkers Union has pledged itself not to strike?

Answer: Yes. Every contract which the Union has signed this year with the various steel companies has a clause wherein the Union agrees not to strike during the life of the contract.

Question: Are those contracts still in effect?

Answer: Yes. They were signed in the spring of 1945 to run until October, 1946.

Question: Who signed for the Union?

Answer: Its international officials — Philip Murray, Van Bittner, Clinton Golden and others — and the local Union heads at the various plants.

Question: Is there no "escape clause" by which either side could end the agreements?

Answer: No. The Union demanded a fixed, long-term contract and got it.

Question: Why did they want a long-term contract?

Answer: In the Union's own words before the War Labor Board, "The Union's request for a termination date of October, 1946, is not made capriciously or pressed here for bargaining purposes. It represents the considered view of the Union that only such a term will adequately serve the needs of stability."

Question: Did the recent strike vote violate the contracts?

Answer: No. Only an actual strike would violate them.

Question: Haven't there been strikes already during the life of the contracts?

Answer: Yes. There were 998 strikes in steel plants during the past year alone. They were mostly local strikes which the Union characterizes as "wildcat," but they meant a big loss in production.

Question: Does the end of the war justify changing the contracts?

Answer: No. The bond was sealed on both sides and should be kept whether times be good or bad. The steel companies are continuing to live up to these agreements. If a strike is called, it will be in clear violation of the existing contracts.

A strike in the face of existing contracts would shatter any confidence in the validity of union agreements in the steel industry.

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