



TIME TO DEFROST—A bulldozer works to clear the masses of pack ice on the road by the eastern shore of the Rhine River near Lorch, Germany. The road had been blocked for several weeks due to the ice-clogged river's overflow. Now that the river has receded, highway workers are going full blast to get things back to normal.

Museum Director Has Many Duties But He Likes It

Madison, Wis.—(U.P.)—There's more to being a museum director than keeping your showcases dusted. At least that's true if you're the head man of a museum such as the Wisconsin Historical Society's Historymobile.

Albert Axelbank, 24-year-old University of Wisconsin graduate, said his job combines truck driving, floor sweeping, lecturing and night watchman's duties. But he likes it, and, if he has his way, he'll take the big Historymobile out of storage next year for its third annual April to November tour of Wisconsin communities.

The Historymobile is a familiar sight on Wisconsin highways after two years of operation. It has traveled more than 10,000 miles, had a quarter of a million visitors and stopped in all but two of the state's 71 counties.

The "museum on wheels" is a specially-built house-type trailer fitted out with display cases for historical exhibits. Along with its pickup truck, the entire unit measures 59 feet.

Axelbank, who took over operation of the Historymobile in September, 1955, after it had been under the directorship of Mr. and Mrs. Jack Winn for nearly two years, had a special type of problem when he got the job.

Although he had been driving a car for some time, he had never been behind the wheel of a truck.

On top of that, he had only one week end to practice with the Historymobile before taking it out on the open road.

He was cautious in the extreme on the first trip—making only 84 miles the first five hours. But after he realized "that the drivers behind me were more worried about me than I was about them," he relaxed and toiled the unit along as fast as 35 miles an hour.

He quickly learned to turn wide, to be sure he didn't clip a telephone pole or light post. While in Sheboygan, he was in

Stevenson and Kefauver Battle Minnesota Weather for Votes

Minneapolis—(U.P.)—Adlai E. Stevenson and Sen. Estes Kefauver bucked snow, ice, and rain today in their fight for votes in Minnesota's Democratic presidential primary.

The two candidates stuck to a fast pace, even though icy roads kept Kefauver from making a speech at Winona last night and Stevenson's plane landed on a snow-drifted runway at Grand Rapids.

Although the Illinois and the Tennessee are battling each other in Minnesota's March 20 primary, they kept their fire concentrated on President Eisenhower and his administration's farm and foreign policies.

Stevenson brought up the question of Mr. Eisenhower's health at Thief River Falls. He said he did not want to make it an issue, "but the manner in which he proposes to conduct the duties of the presidency obviously is a public matter."

Stevenson recalled that Mr. Eisenhower said he would have to cut down on some of his activities and asked "Does this mean

that we are being asked to alter the terms of service of the chief executive and therefore to reconstitute our highest office?"

Kefauver also said he is not making an issue of the President's health. But he served notice that "I will criticize the failure to reach decisions and the failure to give sufficient time to the office."

Kefauver had a frustrating time of it yesterday, due largely to Minnesota's wintry weather. His caravan slogged through the twin cities in an icy rain and he was forced to cancel plans

to fly to Winona last night. The dogged Tennessean then tried to make the 100-mile trip by car, but icy roads forced him to turn back at Hastings.

Stevenson had better luck in the northern part of the state. He drew good crowds despite stormy weather yesterday and wound up his five-day stumping tour today with the comment that "I believe my prospects are good."

Mrs. Eleanor Roosevelt also hit the icy Minnesota campaign trail for Stevenson. She told Minneapolis audi-

ences that "We are in a time of crisis and we need Stevenson's kind of leadership." Leaders and people of nations around the world are "impressed with his desire for friendship and with his understanding of their problems," she said.

DINE and DANCE At CLUB FIRST & LAST CHANCE HORN BROOK, CALIF.

Responsibility Law Upheld by Court

Salem—(U.P.)—Oregon's relative responsibility law, which requires support of aged dependents by their children, was upheld today by the Oregon Supreme court.

Circuit Judge Frank Lonergan of Multnomah county, who had called the 1933 act unconstitutional, was reversed by the high court.

The opinion by Justice Hall Lusk said the act's classification of contributions to be made by responsible relatives had a reasonable basis and did not conflict with either the state or federal constitutions.

The law was challenged by Thelma Mallatt of Portland after she was told by the Oregon Public Welfare commission that she was required to contribute to the support of her parents. She argued that she had seven brothers and sisters in Oregon who had incomes equal to or exceeding her own.

Her complaint called the law unreasonable, arbitrary, discriminatory and oppressive because it set an inflexible scale of payments without relation to ability to pay.



ONLY THE TRUCK DRIVER WAS HURT—This semi-truck and trailer jack-knifed its trailer after striking a hole in the road at Richland, Wash., and skidded to a stop atop this auto. Alfred Rayburn, driver of the truck, suffered face cuts. Driver of the auto, Shirley Albright, suffered only "shock" which Highway Patrolmen conceded was understandable.

LOVE at First Bite

New! Delicious! NALLEY'S CORNED BEEF HASH

National Aeronautics Board Has Most Misleading Name

Washington—(U.P.)—The National Advisory committee for Aeronautics has the most misleading name of any federal agency.

A lot of people, judging solely by the name, think the agency is another one of the government's numerous advisory committees, composed of industry representatives who meet in Washington every now and then to discuss aviation problems.

Actually, the NACA is the world's greatest aviation research establishment.

Its staff numbers about 7,500 scientists, engineers, technicians and supporting personnel. Its business is solving the problems of military and civil aviation.

Although often pressed by emergency development problems, the primary aim is to muster information for the aircraft of the future. NACA is usually three to eight years ahead of current models.

Small Staff
It investigates whatever trouble a bomber or personal airplane may have. Military, com-

mercial and private aviation all reap the benefits of NACA's research.

The nerve center of this widely scattered organization is located in downtown Washington. A comparatively small staff of 200 coordinates research and acts as liaison with the armed forces and government departments. In addition, they keep in close contact with private research organizations and the aircraft industry.

An independent federal agency, it was created in 1915 by Congress to study "the problems of flight, with a view to their practical solution." Congress was aware of the raging war in Europe and the role military aviation was playing in it.

The NACA has come a long way since World War I. It now operates three laboratories and two field stations in Virginia, Ohio and California, representing a government investment of more than \$300,000,000.

Brains Most Important
A wide range of operating problems from meteorology to fire prevention fall under study. Organized research by the NACA brings together under one roof some of the best minds in aeronautics.

The 17-member committee appointed by the president is composed of scientists and engineers from the armed forces, government and industry. They serve without pay. Their chief mission is to lead and coordinate new discoveries.

Technical subcommittees staffed by over 400 scientists also work without compensation.

Unexcelled facilities are at the disposal of NACA. Most noteworthy is the world's largest wind tunnel, located near San Francisco. It is capable of testing a full-size plane with over a 70-foot wing span.

However, Dr. Hugh L. Dryden, director of the NACA, sums up that organization's most valued possession:

"The most important tools in research are the brains of the scientists, engineers, and supporting personnel. The individual worker is the essential element in NACA accomplishments."

RADIO STATION SOLD
Corvallis—(U.P.)—Sale of radio station KRUL here to John G. Severson of Portland was announced today. The station had been owned and operated by Brown & Haley Candy Co. of Tacoma since it went on the air in 1947.

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*Standard on Series Ninety-Eight; optional at extra cost on all other series.

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