



TRUCK DRIVER RIDES IT OUT—A large truck loaded with bales of hemp, burlap and cotton roared out of control down a hill in downtown North Augusta, sideswiped five other cars, plunged off bridge (above) and caught fire. The driver, who stuck to his post, suffered burns on 90 per cent of his body. He is in critical condition. Four other persons were injured and four escaped.

Ore Company to Use Aerial Photographs for Mapping

Bingham Canyon, Utah — (U.P.) — Aerial shutterbugs found a favorite target years ago in photographing the world's largest open-pit copper mine. But now the company is putting them to work.

Viewed from any angle, the 972-acre amphitheatre-like hole is impressive. It is a neatly terraced mountain in reverse. And in the two dimensions of ordinary photography its twisting levels resemble the thumbprint of a giant on the rolling hills southwest of Salt Lake City.

Aerial photos of the pit have attracted thousands of tourists over the years, but company engineers have found a more practical use for the pictures. They are using them for maps.

To wartime mapmakers, aerial photography is old stuff. Now it has found steady work in industry.

Constant Change
Officials at Kennecott Copper Co. had this problem: giant shovels chew away thousands of tons of ore and waste from the pit every 24 hours. Working on 50 to 70 feet high terraces — from the bottom of the pit to its highest mountainside levels — some 2,000 feet up — the operation constantly changes the face of the mine.

Under old survey methods, it

took up to six months to complete a working map of the mine. By the time it was finished it was outdated. With aerial photography the job can be done in four weeks. And the maps are 3-D.

A private aerial photo firm does the job by shooting from six to eight overlapping pictures of the pit. When assembled the shots form a complete picture of the mine.

Through a special optical device, engineers project stereoscopic images of the pit, enabling them to accurately measure the changes both in width and height along the pit's many levels.

The result, officials say, has greatly increased speed and accuracy of mining the red ore from one of the world's biggest man-made holes.

Boardman May Get Naval Installation

Boardman, Ore. — (U.P.) — Mayor Joe Tatone of Boardman said here yesterday that the Navy is considering moving its Port Chicago, Calif., ammunition facility to this area.

Tatone said that the Navy had retained a San Francisco engineer to make a study and survey of the Boardman site as a possible location for the ammunition depot.

The 96,000-acre site in Morrow county is currently occupied by the Air Force as a bombing range. It is located near highway U. S. 30, railroad lines and the Columbia river, Tatone said.

The Navy has recently been considering re-location of the Port Chicago facility after residents of the San Francisco bay area protested enlargement of the depot there and called for its removal.

The Family Council

Editor's note: The Family Council consists of a judge, a psychiatrist, three clergymen, a newspaper editor, a women's editor and two writers. Each article is a summary of an actual report. The Family Council does not give advice; it merely reports on problems that have been dealt with by responsible agencies and counselors.

Bruce—Our little sister is getting into trouble.
Madge—Bruce exaggerates the danger.

Bruce—We have three children in our family, an older sister and a younger sister, who is 16. Our mother is an ailing widow, and my older sister and I have had to do a great deal of the work at home.

My younger sister is giving us a terrible headache and Madge and I don't know what to do about it. The younger one, Rose, has always been spoiled and has never wanted to do her share of things at home. As a result, we have often quarreled with her, and she is quite antagonistic.

None of this was too important, but now I have reason to believe that something serious is going on. She started going out a few months ago with a fellow I know a great deal about. I know him too well to believe that his relations with a girl could be platonic. She stays out with him all hours, and if we as much as hint a question, she becomes insultingly defiant.

I feel this is too much for Madge and me to handle alone. I thought perhaps we ought to discuss this with Mother, but Madge says I don't dare do that because Mother has a bad heart and it may kill her. I'm afraid that Mother is more likely to be killed by the shock of the mess Rose is sure to get into.

Madge—Bruce takes a very pessimistic view of the situation. I'm afraid he would have been as pessimistic about me if I were not his older sister. I know that I went out with more than one boy who didn't want to be "platonic," and I rather suspect that Rose is just as capable of telling a boy off as I was.

She has been difficult with us, but I think it is mostly jealousy because we are older. The boy she is going out with may be fast, but he is handsome and a good spender, and she may be able to slow him down.

The Council: Bruce is jumping to conclusions when he cites the fact that Rose's boy friend is fast. Madge may be quite right on that point, a fast boy can often be slowed down to safety by the right girl.

Madge is decidedly wrong, however, in feeling that it would kill her ailing mother to tell her about a problem such as this. Unless the doctor forbids it, the mother should know, because she may be able to size up the situation better than the children. Perhaps it is the mother's overprotection from the problems of the household that is an important element in Rose's poor behavior.

It might have a good effect all around if the mother knew of her children's apprehensions. Perhaps she would have Rose invite the boy to her home. Such a visit might improve the relationship between Rose and her boy friend.

The dangerous misconceptions must be abandoned:

1. Bruce's notion that the boy is necessarily having an evil relationship with his sister. Lots of boys incline to be casual until they become seriously interested in one girl.

2. Madge's notion that her mother must be left out of vital family decisions just because she has a weak heart. Let the doctor decide that. In the absence of a doctor's prohibition, Madge is depriving her sister and her mother of their right to each other's association.

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WORKING IT OFF

Madison, Wis. — (U.P.) — Two 17-year-old Fond du Lac, Wis., boys caught fishing on the grounds of the Wild Rose State Fish Hatchery were ordered by a judge to spend five days repairing the hatchery fences. The judge also ordered them to be at home after 10 p.m. The parents said they were happy about the verdict.

Wednesday, September 26, 1956

MEDFORD (OREGON) MAIL TRIBUNE—THREE

Man Trapped in Wheat Rescued

Pasco — (U.P.) — A farm worker, trapped for more than nine hours in 6,000 bushels of wheat was freed early yesterday morning after rescuers used an air-operated jackhammer to bore through an eight-inch concrete grain elevator wall.

Walla Walla sheriff's officers said Ellsworth McMannis, 48, was imprisoned in the elevator on a farm 15 miles southeast of here after apparently climbing down into the bin to clear a loading tube and cascading grain buried him up to his neck.

An oxygen mask was lowered to him which McMannis pulled over his face after freeing his arms from the wheat.

Rescuers cut a hole through the bin and released enough wheat so McMannis could be pulled out with a rope.

McMannis was taken to a Walla Walla hospital apparently in good condition.

More Injuries Involving Pedestrians in Oregon

Salem — (U.P.) — Fewer deaths but more injuries involving pedestrians are taking place in Oregon this year, according to State Traffic Safety Division. Final figures for the first six months showed at 23 pedestrians were killed in 623 run-ins with cars. The same period last year saw 28 deaths in 609 accidents.

The commission took the occasion to note that the deadliest season for pedestrians is just ahead as daylight hours shorten and poor weather reduces visibility.

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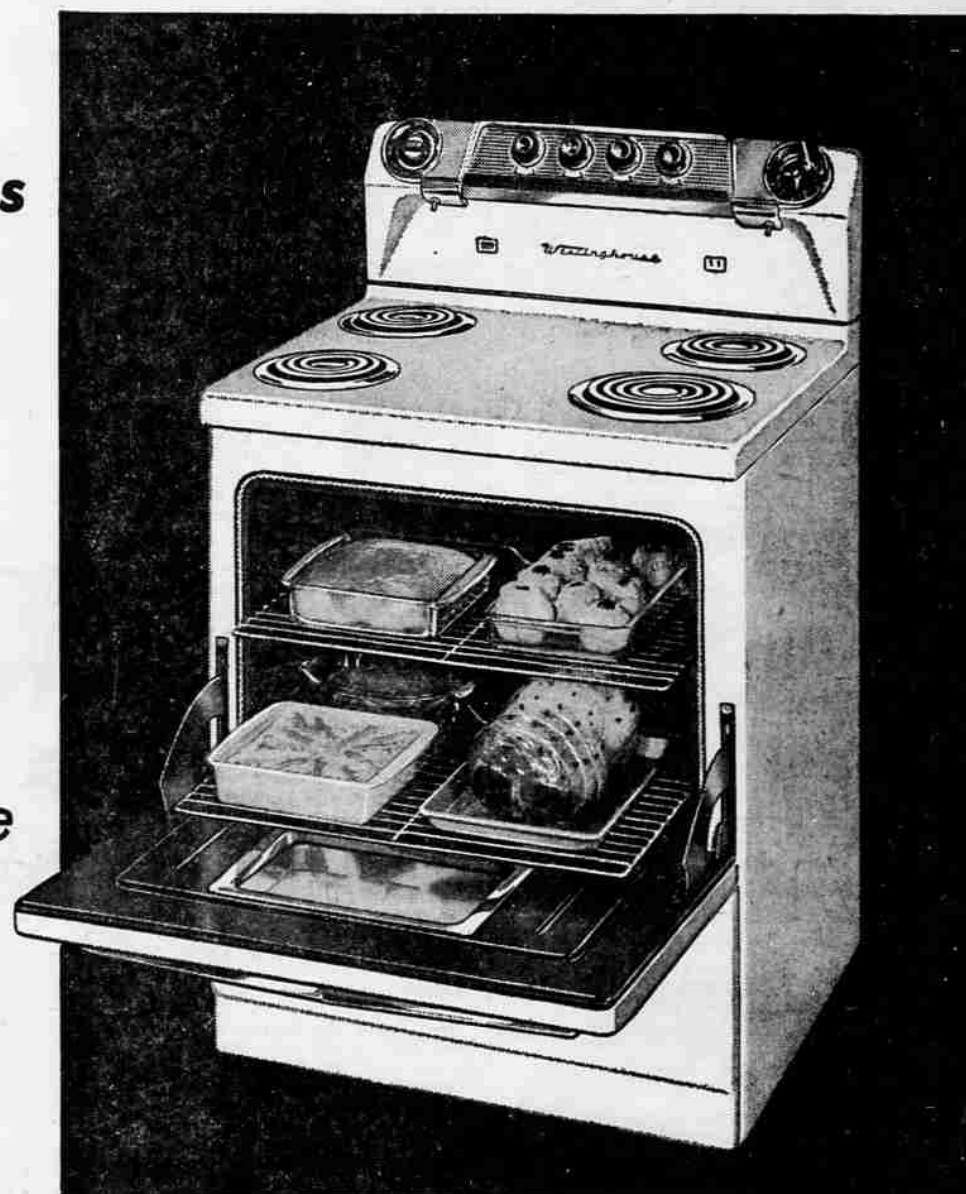
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Stockholm Said 19 1/2 Miles From Route

New York — (U.P.) — Italian Line attorneys cross-examine for the sixth straight day today the Stockholm's third officer who has estimated his ship was 19 1/2 miles north of the recognized route for eastbound trans-Atlantic vessels.

Third Officer Ernst Carstens-Johannsen also testified Tuesday he was in the wheelhouse answering a telephone call from the crew's nest lookout and did not see the Andrea Doria turn directly into the path of the Stockholm.

He conceded there was no one else on the wing of the bridge under his command watching the approach of the Andrea Doria.

The Stockholm rammed into the starboard side of the Andrea Doria the night of July 25. The Italian luxury liner sank 13 hours later with the loss in life of 45 passengers. Five crewmen aboard the Stockholm were killed.

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