



TAKES OVER UN PRESIDENCY—Prince Wan Waihayakon, minister of foreign affairs of Thailand, and his daughter, Princess Winam Worawam, arrive at the United Nations building in New York. The 65-year-old Prince was unanimously elected President of the UN General Assembly, succeeding Dr. Jose Maza of Chile. The Princess serves as her father's personal secretary.

Workhorse War II Airplane Still Has Prominent Role

Los Angeles — (U.P.) — They stopped building the C-47, the workhorse of World War II, on VE day, but like the model-A Ford it goes on and on.

They're still making parts for the old flying wonders that wrote heroic legends in the skies across both oceans and drew the wondering gasps of the men who flew them and the grateful thanks of a nation at war.

Aviation experts say that the C-47 beat the Liberty ships as a logistic weapon that helped to win the war. It won a place in the Smithsonian Institute.

The first of some 12,000 C-47s rolled down the Donald W. Douglas assembly lines in Santa Monica, Calif., in December, 1935. It was the third design in the Douglas series, the DC-3, called by the Army Air Force the C-47 and by the Navy the R4D.

Douglas still makes parts for the C-47 and will continue so long as there is a demand.

Airline Service

The ship has been known variously as the Jungle Express, the Sky-trooper, or Old Fats. The British called her the Dakota. And American fighting men had all sorts of affectionate names for the "old reliable."

At one time, 90 per cent of

U.S. air travel was via the DC-3. The latest census—in 1955—revealed that more than 1,500 still are flying—an estimated 17,000,000 passenger miles daily. Owners, aside from the military, include major U.S. airlines and the airlines of nearly every foreign nation.

Even the Russians purchased a few in the late 1930's and, under a licensing agreement, began turning them out in quantity as the Ilyushin LI-2. This craft is the mainstay of air transportation today behind the Iron Curtain.

The DC-3 took part in every major encounter in World War II, ferrying men and supplies, shuttling back and forth from airstrips in the rear to hastily scraped clearings to unload her precious cargoes to battling servicemen and to serve as airborne ambulances.

The planes chalked up an unbelievable flying record. Once in a midair collision, a DC-3 lost five feet from one wing tip and landed safely with a full load of passengers.

In China one was strafed on the ground by the Japanese and lost its right wing. It was fitted with one from a DC-2, the predecessor ship, which was a good 10 feet shorter. It took off just

the same. Designed to carry 21 passengers the C-47 habitually was overloaded. During the evacuation of Burma one C-47 carried 74 passengers, including Lt. Col. James Doolittle returning from his Tokyo bombing raid.

It carried paratroopers, weapons, bulldozers, gasoline and anything else that needed hauling. A wing that was too big to fit into the fuselage was tied under the belly.

It flew two airborne divisions to battle in Normandy on D-Day in June, 1944.

The government gave Donald W. Douglas the Exceptional Service Award specifically for the design and building of the C-47.

Nowadays there are newer, faster and more comfortable ships. But as the pilots say, "anyone can fly 'old fats'." All you need is the fuselage and a little know-how.

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Montana Home Has Unique Niche in State Tradition

Lewistown, Mont. — (U.P.) — The high, brick home of Mr. and Mrs. Ray Dockery Sr., of Lewistown has a unique niche in Montana tradition.

The two-story house, at the head of Lewistown's Main street marks, according to government surveyors, the exact geographic center of Montana.

Lewistown residents carry the story even further. The precise center, they insist, is right in the Dockerys' kitchen sink.

From the Dockery sink to the Canadian border north of Chinook, Mont., is 135 miles. Equidistant to the south is the Wyoming state line near Red Lodge. Built in 1912

East and west, 246 miles in each direction, are the North Dakota line east of Glendive, Mont., and the Idaho boundary west of Missoula, Mont.

The western state line of Montana, the nation's third largest

state with a land area of 147,000 square miles, wanders along the Continental Divide. So in determining that Lewistown — and particularly the Dockerys' house — was in the center, the surveyors took an average of the line's distance from here.

The "Montana Center" home was built in 1912 by Hal and Louise Akins, parents of Mrs. Bonda Dockery. Akins, a pioneer Lewistown merchant, moved out of the home in 1927 and turned

it over to their daughter, her husband — an attorney — and their family.

The brick house, towering over Main street and connected to the sidewalk by a set of steep stairs, has 10 rooms, plus a sleeping porch and a basement. Three lofty pines shade the home from the west.

No More Horses

In an interview with United Press, Dockery said that shortly after the Akins moved into their new residence, a party of government surveyors working in the area came to them voluntarily and reported this was Montana's exact center.

"We've never measured it and have never attempted to push this as a claim to fame," Dockery said with a smile, "but the surveyors' report is now generally accepted."

He admitted that since the central location report became generally known in the area, many people have paused to look at the house, but Dockery said it doesn't bother him or his wife.

"When we moved in there," he added, "the house stood practically alone on the hill. But now, as Lewistown has grown, we're right in the middle of the town."

"Visiting farmers used to tether their horses on long ropes near the house while they went about their business, but they can't do that any more."

Mental Hospital Layout Approved

Salem — (U.P.) — A general layout for the Portland State Mental hospital near Wilsonville has been approved by the State Board of Control.

Although money is currently available for only 460 beds of the 1500-bed hospital, approval of the layout will enable Portland architects Stanton, Boles, Maguire and Church to proceed with preliminary plans for the entire institution.

Total cost of the hospital will probably run upwards of \$15 million, according to Gov. Elmo Smith.

Architect Rollin Boles told the board one of the major problems thrashed out by a special committee of institution heads, architects and doctors was the size of the wards.

Pendleton Resident Engineer Retires

Pendleton — (U.P.) — Walter S. Hodge, 69-year-old resident engineer for the State Highway Department at Pendleton, has announced his retirement after 39 years of service.

Hodge started work for the highway department in 1918 at New Era and had been resident engineer at Pendleton since 1943. He is a native of Coquille and a graduate of the University of Oregon.

No successor has been named.

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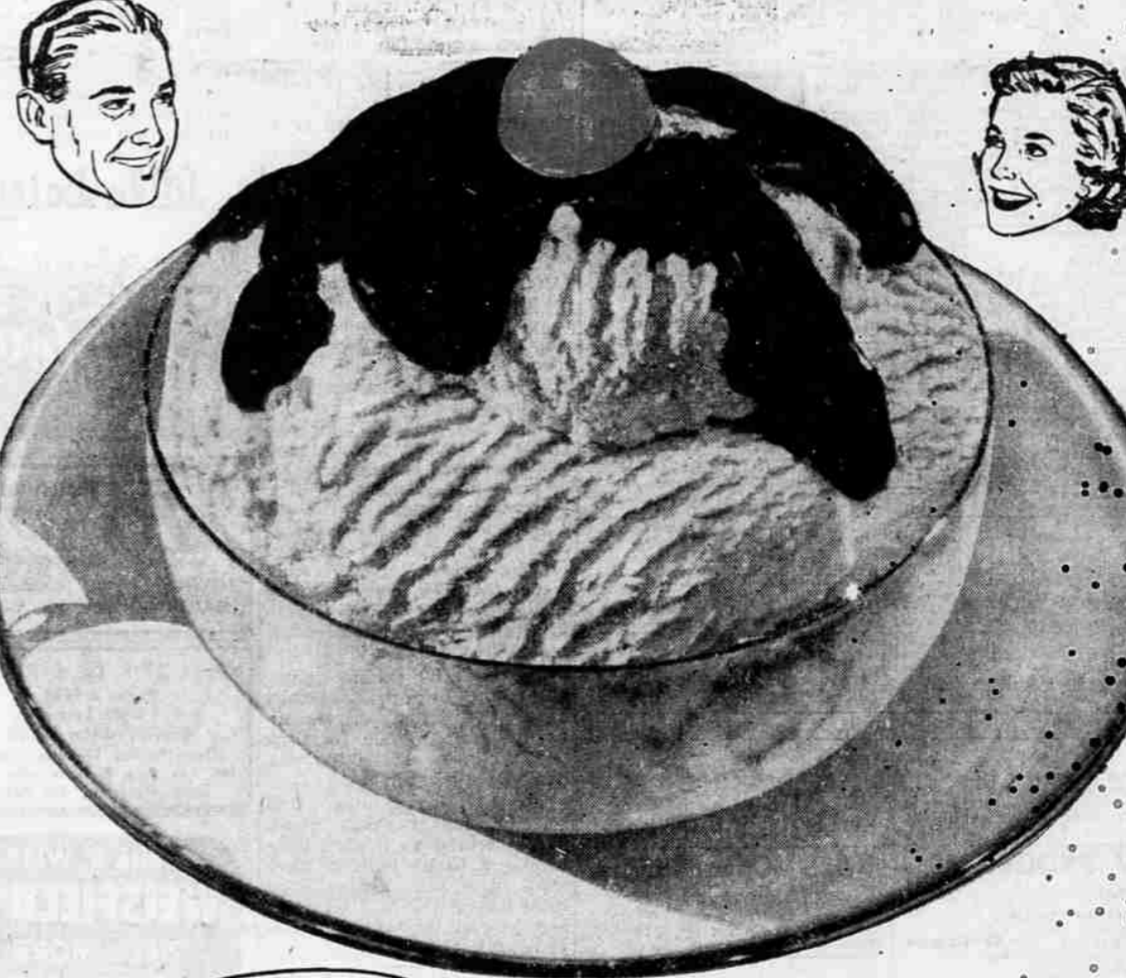
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