



Skeletal Weight Problem Solved By Scientists

University Park, Pa.—(UPI) Two Pennsylvania State University scientists apparently have solved a weighty problem—accurate measurement of the skeletal weight of living human beings.

Dr. Harold Schaer and Dr. Paul T. Baker began the project more than two years ago. They now believe that they can measure accurately the skeletal weight of human beings, something never before accomplished.

The two scientists foresee the accurate determination of skeletal weight as of value in future studies of health and disease. They also believe it may shed new light on genetic factors as well as on human growth and the biological knowledge of man.

The scientists use a unique bone density computer to determine the mineral content of bones. This is done by studying transparency of bone images on X-ray film.

The weight of a bone is determined primarily by its total mineral content. Anthropologists have learned that the weight of the human skeleton is well correlated with the weight of the femur and humerus bones, located in the upper leg and arm.

The Penn State researchers plan to X-ray cadavers at a medical school before and after dissection, then reduce a corrective factor for the soft tissues. They will also X-ray 100 living persons and apply this new information in determining their skeletal weight.

Drs. Baker and Schaer hope to standardize this technique so that it can be used as a tool in future biological and medical research and in their own density studies.

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They'll Do It Every Time By Jimmy Hatlo

JOE'S NOT FEELING SO GOOD, SO I'M TAKING HIM DOWN TO THE INFIRMARY... I THINK HE'S JUST A LITTLE BILIOUS...

SOUNDS LIKE SHINGLES TO ME—LOOK—MAKE A POUITICE OUT OF POTATO SALAD AN' TIE IT AROUND YOUR MIDDLE...

MY UNCLE JEDDY HAD THE SAME SYMPTOMS—HE DIPPED HIS HEAD IN HOT VINEGAR FOUR TIMES A DAY...

WHAT DO WE NEED AN INFIRMARY FOR? HE'S GOT TEN DIFFERENT CURES BEFORE HE LEFT HIS DESK...

I GOT LIKE A PAIN ACROSS MY BACK AN' MY HEAD IS KINDA LIGHT—I THINK IT'S VIRUS OR THE EAST INDIAN FLU...

NO—GO AROUND TO THE DRUGSTORE AND GET A BOTTLE OF MUGGETS—THAT ALWAYS FIXES ME UP...

THE ELEVATOR MAN WILL KNOW WHAT TO DO FOR HIM—HE TOOK A VETERINARY COURSE BY MAIL...

LET SOMEBODY FEEL A LITTLE LOW AND EVERYBODY WANTS TO GET INTO THE MEDICINE-MAN ACT... THANK AND A TIP OF THE HATLO HAT TO "CLOCKER," DETROIT, MICH.

Much Being Done To Promote Safety of Nation's Airplanes

Editor's note: This is the last of a series on aviation safety written for United Press International. Today's story is by Stuart G. Tipton, president of the Air Transport Association representing U.S. scheduled airlines.

By STUART G. TIPTON
Written for UPI

Washington — (UPI) — Airline safety has improved markedly and consistently over the years.

Today's statistics show you are better than 13 times safer aboard a domestic scheduled airliner than you are driving your own car.

Safety is our primary concern. We would like, of course, to achieve all these objectives to their fullest. But preoccupation with safety influences every aspect of airline operations.

Our safety efforts are intensive and expensive. They account for a substantial share of our capital investment and operating costs. Personnel training is rigorous, examination is rigid, and continued proficiency is mandatory. Flight and ground procedures are exacting.

The civil jet age will culminate years of research and study, planning and testing. Never before in airline history has greater effort gone into the introduction of a new type of aircraft.

Modernization a Necessity

In this stage of aviation development, modernization of the nation's airways system holds the greatest promise for advancing flight safety. This system must be streamlined (1) to increase substantially the capacity and efficiency of our air navigation and traffic control system and (2) to expand its coverage to bring more flight activity under its protective control.

What is being done? A great deal is being done right now; even more will be done in the months ahead.

—Facilities for direct radio communications between traffic controllers and pilots are being commissioned almost daily.

—Additional ground radio navigational aids are being activated in increasing numbers.

—The first significant program with civil long-range radar for visual observation of en route traffic begins this summer.

Research Makes Contribution

—Intensive research and experimentation is being conducted with electronic devices for automatic aircraft identification, data processing, and display of flight information—to relieve traffic controllers of much paperwork and give them more freedom for decision-making.

—Encouraging progress has been made in the development of a proximity warning indicator (PWI) to advise a pilot of aircraft in his immediate vicinity. A PWI system will be flight-tested this month.

—During the past year, the airlines have instituted a program whereby they voluntarily place themselves under the protection of air traffic control above certain altitudes at all times throughout the United States regardless of weather.

Under the guidance of Congress and led by agencies of the government, the Airways Modernization Program adds up to one of the most sweeping enterprises ever undertaken by U. S. aviation.

But this high-priority project, the success of which is so dependent upon maximum cooperation and coordination, clearly demonstrates the need for early creation of a single federal agency that will unify the widespread aviation authority that is now divided among many government agencies.

Area Students to Attend JESSI

Corvallis—Four high school students from Medford and two from Phoenix have been selected to attend the third annual Junior Engineers and Scientists Summer Institute, June 15 to 28, at Oregon State college.

They are Robert Allen, Keith Harrison, John Wayne Hoffbuh and Robert Lee Steele of Medford. Listed from Phoenix are Douglas S. James and Eldon Mitchell.

The program is designed to give high school sophomores, juniors and seniors a concentrated orientation on careers and study programs in engineering and science. Some 250 boys will participate this year.

Course work covers all phases of engineering and mathematics, physics, chemistry, zoology, geology, bacteriology, botany and astronomy. Classes are taught by Oregon State college professors. Night classes feature discussions by industrial representatives.

Reed City, Mich.—(UPI)—Motorists receiving overparking tickets in Reed City don't have to stand in line to pay fines.

Police Chief Percy Conrad placed four courtesy boxes on downtown meter posts where motorists can drop 50-cent overparking fines.

John Jacob Astor was born in Waldorf, Germany, in 1763 and came to America in 1784. The carbon content of anthracite ranges from 90 percent to 95 percent. Elementary school education in Sweden has been compulsory since 1842.

A NEW LOOK AT HISTORY Long John Silver

AT LAST I'VE FOUND YE, BILLY BONES!

IT'S NOT YOUR TREASURE I SEEK, BILLY BOY, BUT THAT REAL OLD-TIME FLAVOR OF BOYD'S

SHIVER ME TIMBERS, IT'S GOOD

IT REALLY GOES FARTHER, TOO!

PLEASE DON'T TAKE ME TREASURE, LONG JOHN

ARRRR!

W'eed of the same old grind? BOYD'S gives you more bounce to the ounce

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CHARGING EXTREME CRUELTY, Actress Deborah Kerr filed suit for divorce from Producer Anthony C. Bartley in Hollywood. She asked custody of two girls. (UPI Telephoto)

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SLICED BACON lb.	69c		
RED RIPE IMPERIAL VALLEY			
WATERMELONS lb.	5c		
FANCY LOCAL			
CUCUMBERS 6 FOR	25c		
SOLID CRISP GREEN			
CABBAGE Fine for Slaw lb.	5c		
GOLDEN SUNSHINE			
CARROTS 3 1-lb. Bags	29c		
FROZEN FRYED HEARTS OR GIZZARDS	3 lbs. 1 00		

TOM THUMB