



BUILDINGS DESTROYED—Huge gaps in the above picture were once the site of dozens of buildings and homes destroyed by seismic sea waves which struck the center of downtown Hilo, Hawaii. The aerial view shows one of the worst hit areas near the waterfront. —(UPI Telephoto by Cable)

Science Can Save Oysters and Clams From Their Enemies

By DELOS SMITH
UPI Science Editor

New York — UPI — Science believes it is ready with the knowhow to become the best friend oysters and clams ever had. That means science now can save them from their natural enemies, such as star fish and crabs.

If you were an oyster or a clam, however, you could feel there is a catch in it. The knowhow is not going to be applied if it spoils their flesh for the human palate. That remains to be found out.

Science's weapon is chemical, similar to the chemical killers which rescue vegetables from insect marauders so people can eat them. The possible hazards are the same if the chemicals are harmful to human beings.

Serves as Anchor

The chemicals are mixed into sand which serves as an anchor. The sand is laid in strips on the sea bottom to form a barrier around the beds where oysters and clams are having their innocent, sedentary existence.

enough to stop the meanest of the oyster's enemies — the gastropods called "drillers" because they bore through the shell to get at the bivalve within.

The barrier has to be only six inches wide, and experiments show that it stay uncrossable by drillers for at least 13 months.

To stop star fish the barrier has to be widened to three feet. A favorable current could kick a star fish over a narrower one before it could be harmed.

Crab-Killers Added

And two more chemicals have to be added to the oily sand, both potent insecticides which are relatively non-toxic for mammals. These chemicals are needed to kill crabs.

The natural enemies of oysters and clams which are already well established in their midst can be polished off by spreading chemically treated sand over the beds.

Even the clam-killing snail, polinices, can be dealt with, although it arrives at its prey from underneath, by tunneling through the mud. It is dealt with by injecting plugs of treated sand into the sea floor.

All this has come out of years-long, trial-and-error experiments of the biological laboratory of the U.S. Fish and Wildlife Service at Milford, Conn. V. L. Loosanoff,

northern Mississippi showed 91-92 while southern Mississippi and Louisiana showed 90-91.

Octane Beefed Up

A second reason for the variation is that oil companies in certain sections of the country have beefed up the octane of their regular brands.

Notable examples of this can be found in central Michigan and a couple of east coast points where regular grade gasoline of up to 95 octane was being marketed.

These companies apparently are pointing the way for all oil companies throughout the national in the year ahead. If they don't follow the leaders, only owners of cars with the bare minimums in engine horsepower will be able to continue to use regular.

Class Wires Ike; Teacher Assigned Research Duty

Bremerton, Wash. — UPI — High school teacher Richard G. Jones, 33, today was working on research projects instead of teaching his class on government because of a telegram his class sent to President Eisenhower while he was at Paris last week.

The telegram asking Mr. Eisenhower to apologize to Russia for the spy-plane incident was sent by Jones' class after students voted 24-2 in favor of an apology.

Relieved of Duties

As a result, the Bremerton school board quickly relieved Jones of all classroom duties and assigned him to work on two research projects for the board. Jones' teaching contract was renewed only last month. The question of whether Jones will be employed by the board in any capacity for the next school year is yet to come up.

Jones maintained the class sent the telegram, which stated: "Voting 24 to 2, we feel the wisest step is to publicly apologize." The telegram was sent without Jones' knowledge.

Out of Hand

School officials felt that Jones allowed discussion of problems at the Summit Conference to get out of hand and that the problems should have been discussed only for educational purposes.

Assistant Bremerton School Superintendent Warren Leaden said the board wasn't disturbed because the discussion was held but because Jones failed to keep it under control.

Rutherford, N.J. — UPI — A private plane making an instrument landing at Teterboro Airport crashed into a residential area Monday, killing the four persons aboard and scattering wreckage over a wide area.

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Demo Delegate Meeting Seen

Portland — UPI — Senate President Walter J. Pearson (D-Portland) said today that Rep. Edith Green (D-Ore.) will probably call an organization meeting of Oregon Democratic convention delegates soon.

Pearson, himself a delegate, said the procedure is expected to follow that of years past when the chairman of the previous delegation called the group together, and when this was not possible, for the delegate getting the biggest number of votes to do so.

The late Sen. Richard Neuberger (D-Ore.) was previous chairman, and Pearson said it appears that Mrs. Green will call this year's meeting. She led in delegate votes.

In Washington, Mrs. Green said if it is decided to follow the old pattern she will return to Oregon "at as early a time as is convenient for the majority of the delegates."

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GSA Signs Contract For Leasing Space

Washington — UPI — The General Services Administration Monday signed a contract with Standard Insurance Company of Portland, Ore., for leasing 4,750 square feet of space involving construction of a new building in Salem, at Cottage and Marion sts.

The Bureau of Public Roads will occupy the space with occupancy scheduled March 1, 1961.

There are more than 30,000 teenage members of rocket clubs in the United States.

Compact Car Owners May Soon Start Using Premium Gas

Detroit — UPI — Owners of some "compact" cars may soon have to start using premium grade gasoline in their cars unless the oil companies upgrade their regular grades.

Some of the compacts already brought out by the auto industry, although designed for regular, have come up with higher octane appetites, according to the Oil and Gas Journal.

And this thirst for champagne instead of beer is being displayed by a group of compacts that so far includes only one car in the "luxury compact" classification.

At least four more "luxury compacts," all with more discriminating thirsts, are scheduled to make their debuts this fall.

Pressing Limits

Oil industry officials admit that Valiant, which is not considered a "luxury compact," already is pressing the limits of the octane ceiling of current regular grade gasolines.

Some of the other compacts, in an effort to match the horsepower advantage of the Valiant, are offering "power packages" which will boost the octane appetite of their engines and put them right at the ceiling of current grades of regular.

Buick, Oldsmobile, Pontiac and Dodge all will add to the pressure on the oil industry for a higher grade regular this fall by introducing "luxury compacts" with higher horsepower engines than

those featured by any of the current compacts.

Pontiac will introduce the Tempest, Buick the Invader, Oldsmobile the Rocket and Dodge the Lancer, all with thirsts for something more than the regular grades of about 92.4 research octane which are currently being offered.

Need To Vary

The need for higher octane regular will vary from one section of the country to another, however.

There are two reasons for this.

First, altitude lowers a car's octane requirements so that a low octane gasoline at a high altitude will do as good a job as a high octane fuel at sea level.

Because of this cars driven in the Rocky Mountain areas do not need as much octane as cars driven in eastern seaboard and gulf coast areas.

A survey by the Ethyl Corp. in March showed that effective octanes of regular grade gasolines varied all the way from a top of 100 in some Rocky mountain areas to a low of 90 in some gulf coast areas.

An area centered at Colorado showed effective octanes of between 95 and 100 while the west coast showed effective octanes of 91 plus.

The east coast and New England showed 93-94 effective octane and the southeastern states showed 92-93. The area around Arkansas and

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<p>WHY MELVIN F. LANPHAR TRADED IN A BIGGER CAR FOR A RAMBLER</p> <p>"Now I can park anywhere"... writes Mr. Melvin F. Lanphar—prominent mortgage-banker of Detroit, Mich. Mr. Lanphar traded America's best-known luxury car for his first Rambler, now has a 10-car fleet. "My Rambler rides easier... and I don't get a back-ache driving it. I like the extra mileage. My big car used to cost hundreds of dollars a year for repairs; my Rambler only \$51 in 30,000 miles."</p>	<p>WHY NORMAN C. BERNHARDT TRADED IN A SMALLER CAR FOR A RAMBLER</p> <p>After driving a small foreign car for 17,000 miles, Mr. Norman C. Bernhardt, of Elma, N. Y., found that repair bills "more than ate up" the amount he saved on gas, so he traded for a Rambler American sedan. "My Rambler," he writes, "is the first automobile I ever owned that, at the new car inspection periods, there was no inspection needed. No rattles, no adjustment—just grease and oil."</p>	<p>WHY MARY LEONA MCCARTHY TRADED HER RAMBLER FOR A RAMBLER</p> <p>"Prior to the purchase of my American, I was driving a '52 Rambler hard-top, and it, too, served me well," writes Mrs. James R. (Mary Leona) McCarthy, busy editor of two weekly papers in the Cincinnati area. "I require a car that I can depend on... that's economical, easy to handle and looks sharp. Rambler answers all these qualifications. My husband says his next car will be a Rambler."</p>
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