

SPORTS PAGE

Aumsville Rangers Beat Timberwolves

The Mill City Timberwolves lost their sixth straight baseball game to Aumsville Rangers last Thursday, by a score of 7 to 0. The game, played on Mill City's field, went as a two-hit no run ball game, with Lawrence Thornley getting a long double in right field, and Denny Marttala hitting a single to right, to ruin the Aumsville pitcher, Russell's chance for a no-hitter. Aumsville's Darrell Dalke hit a home run, with no one on, in the 3rd canto. Although it was the Timberwolves sixth loss in as many starts, the team did considerably better defensively than was shown all season. Box scores:

For Mill City:	AB	H	R	PO	E
Roberts, 2b	3	0	0	2	2
Baltimore, cf	2	0	0	0	0
Leo Poole, lf	3	0	0	0	0
Muise, rf	1	0	0	0	0
L. Poole, p	3	0	0	2	0
Hoffman, 1b	2	0	0	6	0
Thornley, c	2	1	0	8	1
Goble, ss	2	0	0	0	0
Podrabsky, 3b	2	0	0	2	1
Marttala, s	1	1	0	0	1
Shelton, s	2	0	0	0	0
Totals	23	2	0	21	5

For Aumsville:	AB	H	R	PO	E
Cox, ss	3	1	1	0	1
Brown, 3b	4	0	0	0	0
Russel, p	1	0	1	0	0
Bethal, c	4	1	0	0	0
Wallace, rf	4	0	0	0	1
Ling, 1b	4	1	1	3	0
L. Brown, lf	3	2	2	0	0
Dar. Dalke, 2b	3	1	2	1	0
Del. Dalke, c	3	0	0	17	0
Totals	29	6	7	21	2

Mill City 000 000 0-0
Aumsville 001 510 0-7

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Timberwolves Lose Game With St. Paul

The Mill City Timberwolves lost their last league game Monday, May 15, to the St. Paul Buckaroos by a score of 10 to 2, on the Mill City ball field. Lawrence Thornley, Timberwolf catcher, was injured early in the first inning, and was replaced by Gary Peterson, second string catcher. Leo Poole scored the first tally for the Timberwolves in the third inning, and Bill Hoffman scored the other marker in the fourth, walking, advancing to second base on a wild pitch, and going to third on the fielder's choice and scoring on an error. Although two runs were scored against him, St. Paul pitcher, Marthaller, racked up a no-hitter.

Mill City	R	H
001 100 0-2	0	2
St. Paul	112 231 0-10	4

Salmon-Steelhead Tag Cards to be Enforced

The attorney general's office has handed down an opinion to the effect that the salmon-steelhead tag card regulation, issued by the Oregon State Game Commission at its January meeting, are on file with the secretary of state. Recently, a number of fishermen have been disregarding the regulation because of rumors that it was unenforceable. The Game commission requested this opinion so that the legality of these salmon-steelhead tag would be firmly established and anglers could comply with the regulation will be enforce. The tag card for tallying salmon and steelhead catches when the fish are over 20 inches in length is issued

Two Anti-Histaminics Fail in Controlled Test

As a cure for the common cold, two antihistaminic drugs taken within 24 hours after the onset of symptoms are no better than placebos (pills containing a harmless and ineffective substance). This is the conclusion of a group of U. S. Army Medical Corps officers who made a controlled study of the drugs (tripelennamine hydrochloride and chlorothene citrate at West Point. An effort was made to ascertain whether patients receiving medications early in the course of their illness were more likely to be cured than those starting treatment later. "Patients who began treatment within 24 hours after the onset of a head cold were about as likely to be among those reporting no help as among those reporting cures," the researchers said. They added: "This was approximately equally true of patients receiving all forms of treatment. The antihistaminic drugs appear to lessen nasal discharge, however, officials indicated. There has been a paucity of controlled studies of the effects of antihistaminic drugs on the common cold, the authors point out. Any form of treatment of the common cold is influenced by so many factors that only a controlled study provides results on which valid conclusions can be based. The West Point study included 190 patients, all healthy young men in the military service. Medical attention was given before duties were begun, eliminating the temptation to report to sick call to avoid duties. Physicians prescribing treatment and making the follow-up examinations 72 hours after treatment was begun were unaware of what medicines the patients were receiving. The study was made by Lieut. Col. R. J. Hongland, Capt. E. N. Deitz, Lieut. P. W. Myers and Lieut. H. C. Cosand.

free at any Oregon State Game Commission license agency. A bag limit of 20 salmon and steelhead has been in effect since 1948, but it has been difficult to enforce. The tag card regulation is designed to provide a more even distribution of the fish.

Trout Derby Scheduled By Davis and Blazek

With a belief that Mill City should take its rightful place on the map the Mill City Tavern announced a trout derby this week to take in competition from the entire state. The derby will require no entrance fee nor will it ask for pre-registration. Anglers may compete for the prizes by taking their largest trout to the tavern to be weighed and measured. Steelheads will not count. Prizes will be given for the largest fish caught in the North Santiam river and separate prizes will be given for the largest trout caught in the state. Fisherman called the contest a sure thing for the sportsman and believed the sponsorship would add to the popularity of this canyon city. Friend—"They say the baby looks like you." Father—"The only likeness I can see is we're both blad-headed."

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President Roosevelt's Board said— **NO!**
President Truman's Board said— **NO!**
Still the leaders of the Railroad Firemen's Union say— **"STRIKE!"**

This ridiculous strike is an affront to every citizen of the nation. It's not for more money. It's not because of hours. It's only for soft feather-bedding spots for additional unnecessary firemen to go along in diesel locomotives just for the ride. A leading liberal newspaper calls the demands of the union leaders "horse-feathers"!

• The reckless leaders of the firemen's union want to force down the throats of the railroads and the public a ridiculous "make-work" proposal which has been twice ruled out by Presidential Fact Finding Boards duly appointed under the provisions of the Railway Labor Act.

This demand of union leaders for additional and unnecessary firemen to ride in diesel locomotives was rejected—after months of hearings—by a Board appointed by President Roosevelt in 1943.

It was again rejected in 1949 by a Board appointed by President Truman. Recent meetings with the National Mediation Board have brought no change in the attitude of the union dictators.

Union Leaders Defy Intent of Law
The union leaders helped write the Railway Labor Act. Yet in an attempt to jam through this scheme of pure

"feather-bedding" by leading the members of their union out on strike and threatening paralysis to large areas of the nation, they are defying the spirit and intent of the very law which they helped to create.

This strike is not for higher wages. It is a strike to force the railroads to employ many more thousands of firemen who are not needed! It would be indefensible waste. The railroads have refused to place this additional and unnecessary burden on the public.

But more important than any other consideration, is the action of these few irresponsible union leaders in seeking to force a crippling strike upon the

This strike is one of the silliest strikes in history!

What are these reckless union leaders trying to do? They seek to cause thousands of their members to strike, and throw hundreds of thousands of other employes on and off the railroads out of employment, with loss of pay to them and their families, plus a severe blow to industry and the citizens of the nation.


What's the strike all about? If the union has its way—what happens? The present members of the union won't get one cent more pay. They will merely have been assessed for a costly and indefensible drive in an attempt to provide more dues-paying members for the union by creating "feather-bedding" jobs for additional and unnecessary firemen.

This is certainly one of the silliest strikes in history!

nation for their own selfish purposes. There is no other possible answer to such a demand but "No!"

The railroads in making such a reply believe they have the whole-hearted support of the people in whose interest they are willing to fight this out, despite the loss and inconvenience that all will suffer.

It is time to put an end to such un-American demands.



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