



TREES, NOT CELL BARS—Three boys build a brush dam at a new work camp in Michigan Forest, Ohio. It was set up by the state for delinquent youths. The camp has two dozen juvenile lawbreakers, aged 16 to 18, working at a variety of woodland chores. The boys can go home on weekends once a month, have visitors weekly and travel to nearby towns for recreation. The camp has already turned out 100 "graduates."



LIGHT, PLEASE—Bowman aims a flaming arrow in a novel use of archery in Nevis, Alberta, Canada. The arrow was used to relight the flare tower at a gas conservation plant when the mechanical relighting device failed to ignite excessive gas fumes at the top of the tower.



JUST PLAIN MULISH—"Rosebud XIV," two-week-old official mascot of the Las Vegas, Nev., Jaycees Community Fair, seems to be turning a cold shoulder to the attention of two lovely admirers. They're fair queen candidates Mary Strasser and Kinah Kissam. With them is cowpoke Tex Gates.

Boating Examinations In California Forecast But Not For The Near Future

By DE VAN L. SHUMWAY
SACRAMENTO, (UPI)—The day may come when California boaters, like automobile drivers, will be required to pass examinations and get operators licenses.

But it won't be soon. This was made clear at hearings conducted by the state Small Crafts Harbors Commission during the past couple of weeks. The agency was studying Assembly Bill 828 of the 1959 Legislature.

AB828, introduced by Assemblyman Rex M. Cunningham (D-Ventura), was the so-called "Uniform Boating Act," which for the first time tried to make sense out of California's hodge-podge of local, county and state boating regulations.

The Harbors Commission was given a number of new jobs under the act and the Department of Motor Vehicles was given the task of formulating licenses for boats.

There are some familiar phrases in the new law—familiar to the automobile driver.

For example: "No person shall operate any motorboat or vessel or manipulate any water skis, aquaplane or similar device in a reckless or negligent manner so as to endanger the life, limb or property of any person."

"No person shall operate (boats) while under the influence of intoxicating liquor or . . . any narcotic drug, barbiturate or marijuana."

But at a Sacramento hearing, witnesses indicated there was a gaping hole in the bill: No provision for licensing those who drive the boats.

This was a touchy subject. It was taken up by Armin Koetitz, harbor master at Berkeley and president of the State Harbor Masters Association.

"What I want to know," he said, "is who is going to enforce this (bill)? The bill says local policing agencies will but I don't see how that is going to work because of conflicts between cities and counties."

"I also feel certain that some day the state will have to license boat operators, just like they do automobile drivers. They will have to be taught the rules of the road."

"We're going to have to have an organization to enforce those laws, too. Maybe a state patrol."

Commissioner Maxwell Willens of Stockton set the tone for the attitude of his group.

"Well," he told Koetitz, "I can tell you that this commission isn't going to be a policing agency. But I agree that something is going to have to be done about the boat operators."

Koetitz said that in his own harbor at Berkeley they didn't have too much trouble with youngsters handling boats.

"They are willing to listen and learn," he said. "The trouble we have is with adults who think they know everything and yet can't even tell port from starboard."

Earl Wright, representing the Associated Sportsmen, had an idea.

"Maybe what we need is a junior boat training program like the junior hunting program," he suggested. "The new stock boats coming out now are going to be in the realm of weapons and the state certainly is going to have to step in sooner or later and do something."

Rodney Hollingshead of the Sacramento Speedboat Association agreed with Koetitz and Wright in saying that licensing of operators is needed.

"Are we going to turn a 13 or

14-year-old loose with an 80 horse power engine on a 14-foot runabout which can go 60 mph?" he asked. "We must have a program to teach owners how to handle boats."

But Willens still wasn't convinced. "It's not up to the commission," he said. "The commission doesn't have the power, the money or the time to get into that field."

H. B. Stevens, secretary to the commission and head of the small boat harbors division of natural resources, tried to let the commission off the hook.

"The commission evidently is going to have to grapple with these problems sooner or later," he said, "but it is up to the Legislature to act first."

Sheriff Larry Gillick of Butte County also made a pitch for licensing boat operators. "Some good, hard and fast rules are going to have to be set down to govern operators," he said. "You think a drunk driver is crazy, you ought to see a drunk piloting a boat on the Sacramento River at 40 miles an hour."

STORING FOODS COSTLY

NEW YORK (UPI) — Deterioration, shrinkage and spoilage of price support commodities stored by the federal government cost taxpayers 23 million dollars in fiscal 1958, according to the Tax Foundation, Inc.

Closed Circuit TV On Ship

NEW YORK (UPI)—Passengers aboard the N. S. Savannah, the world's first atom-powered merchant ship, will be able to watch the ship's nuclear reactor in operation via closed-circuit television.

They will also be able to hear over an accompanying audio hook-up the "heart beat" of the reactor as it turns out the power that runs the 21,000-ton ship.

Two TV cameras will carry the picture from the below-decks "containment vessel" in which the reactor is housed to a six-by-eight-foot television screen in a lounge.

As an extra safety factor, the cables to the cameras will be installed with a special "potting" process which will prevent any seepage of radioactivity, according to T. A. Smith, executive vice president of RCA Industrial Electronic Products.

The Savannah was launched July 21, 1959, and is expected to go into service in late 1960.

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