

CITY'S TIMBER ESTIMATE UPPED

The city of Seattle owns 124,000,000 board feet of timber in its Cedar River watershed, rather than only 35,000,000 feet which previous calculations had shown, Water Supt. W. C. Morse notified the City Council yesterday.

The Council had asked Morse for detailed information about the ownership of private and public holdings in the watershed.

Morse' report, prepared from figures compiled by Allen Thompson, city forester at the watershed, shows the entire watershed contains 48,546 acres on which are 1,738,887 feet of old-growth timber. Largest single land and timber owner in the watershed is the United States government.

The Council has taken preliminary steps to ask the government to grant to the city as a gift all its land and timber in the watershed.

The Weyerhaeuser Timber Company owns 86,439,000 feet of timber on city-owned land, the superintendent said, which will revert to the city July 1, 1946, unless removed earlier.

The report shows there is 423,000,000 feet of new-growth forest on land, previously logged, now owned by the city. At a rate of \$3 a thousand feet, the city has an accrued potential value of \$1,269,000 in its new timber, the superintendent said.

Seattle's Halo Wawa Wins Official Thanks

Thanks from the War Department, Navy and Maritime Commission came to Seattle today for its recent Halo Wawa ("I won't talk") campaign to stop the spread of war rumors and military information.

The campaign, sponsored by the Civilian War Commission, was praised in letters from Rear Adm. E. S. Land, chairman of the Maritime Commission; Adm. C. W. Nimitz, commander in chief of the Pacific Fleet; and Maj. Gen. J. A. Ulio of the adjutant general's office.

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Women Advisers to Assist Boeing's Women Workers



MISS MARJORIE HUELSDONK (left) and MRS. MABEL MOSLER. Supervisor explains proper footwear.

With the work of producing ever-increasing numbers of Flying Fortresses falling more and more upon the shoulders of women, the Boeing Aircraft Company has organized a women's supervisory group to assist factory supervisors in helping women workers solve problems affecting their employment.

R. A. Neale, Boeing operations manager, announced today.

Mrs. Mabel Mosler, who has had similar experience in aircraft factories in the Midwest, has been placed in charge of the program as factory's supervisor in the Boeing women's department. She now has units functioning on the first and second shifts and is prepared to extend it immediately to the third shift.

About 50 per cent of the many thousands of employees in the Boeing Seattle and Renton plants now are women. Many are housewives—mothers and even grandmothers—who have donned slacks for the duration and joined the battle of production. Others are girls just out of school who have postponed other plans for the future and joined the concentrated drive to crush the Axis.

Women Given Advice

"These women are doing almost every type of work connected with the manufacture of Boeing bombers and they are doing a good job," says Mrs. Mosler. "However, most of them are working for the first time and this fact creates many problems, real and imaginary, which affects their work. We try to help beginners fit into industry, and to do so we study their personal problems."

Production records bear out the statement that the women are doing a good job. November's all-time production record—nearly ten times the pre-Pearl Harbor mark—was due in part to fuller development of the branch-plant program and further improvement of the mass-production technique. Boeing officials say, however, that a share of the credit must go to the way women stepped into the breach when the manpower situation was critical, and adapted themselves to airplane manufacture.

It takes a tour of the Boeing plant to realize fully how universally women are being utilized in the many shops and departments.

Women feed and operate the huge hydraulic presses that stamp out airplane parts in one swift operation; they operate rivet guns on the assembly lines; they work in the gun shop, helping to install and adjust machine guns; they run drill presses and routing machines; they install soundproofing and insulating material; they work in the tool and stock rooms; they are employed in the drafting and layout departments; they run "scooters" used for messenger service and they operate the small gasoline trucks moving material and parts about the plant.

Women Are Trained Quickly

Boeing production engineers were prepared for the problem of assimilating these untrained women into the industry. Before the war they had foreseen an era of quantity production in which the supply of skilled workers would not meet the labor demand and had evolved an assembly technique in which workers could be trained for a particular job in a minimum of time. It was devised, primarily, to utilize unskilled men, but when the need came for women workers, it applied to them as well.

A new woman employe at Boeing is met by a woman supervisor who, as a direct assistant to the shop foreman, acquaints her with the plant, shop practices, and dress and safety rules. In three days the new worker is interviewed again to see if she has adjusted herself to her work.

"Our work from then on," Mrs. Mosler explains, "is to encourage adherence to safety rules and to make the new employe feel at home in her new environment."

Fears Put at Ease

"The greatest problem among new employes, especially among those who never have worked before, is an unfounded fear caused by the size of the plant and the multitude of machines. Usually a woman overcomes this in two or three days and laughs at her former timidity. With some it takes longer. Some become discouraged before adjusting themselves to their work, and we talk with these. In this way we keep women at work who otherwise might quit."

Mrs. Mosler says women supervisors, as interviewers, are more adept at dealing with this problem than men, as a woman worker is hesitant to admit to a man that she is afraid. She gives some vague reason for quitting and the man not knowing the real reason, is unable to do much about it.

"The absentee rate among women workers is higher than among men," says Mrs. Mosler. "We combat this problem from its very inception. If a woman is absent more than average, we talk to her. In most cases we find she is having difficulty with transportation, obtaining care for children, proper housing, or similar conditions brought about by the war. We acquaint her with Boeing units which handle such cases."

Better Shoes Advised

"And then," says Mrs. Mosler, "we have the woman who explains chronic absence by saying she just gets too tired to work every day. This is a simple one, for almost always we find she gets tired from improper footwear. We have this problem constantly and we almost always correct it if we can convince the woman to wear proper shoes. We recommend a standard safety shoe."

Women have fitted into war work better than anyone ever imagined, Mrs. Mosler believes. When the war is won, she says, women will have the satisfaction of having had a great part in winning it.

As to the postwar problem of "Will women stay in industry?" Mrs. Mosler is of the opinion that a smaller percentage will than did after the last war. Her reasons: Many women are working today for the sole reason of bringing the war to a speedier close.

Many women will quit work to marry immediately after the war. Many wives of service men are working for the duration only.

Men are essentially better mechanics than women, and men will be preferred in the competitive postwar period.

PAY LIFT MEANS HIGHER STEEL

—Says Officials

WASHINGTON, Dec. 21.—(AP)—Spokesmen for several steel companies told the War Labor Board today that a wage increase for steelworkers would necessitate a price increase for steel and upset the "Little Steel" formula which, they said, has become the basis of the administration's wage-stabilization policy.

Opposing a petition of the United Steelworkers of America, affiliate of the Congress of Industrial Organizations, for extension of union contracts pending completion of bargaining negotiations and for making any wage increases retroactive to the expiration date of present contracts, T. F. Patton, representing the Republic Steel Corporation, Cleveland, told the board:

1. The company is willing to continue the present contract, expiring December 24, pending final negotiations.

Retrospective Clause Hit

2. The company is not willing to agree to the retrospective provision, because steel prices, frozen by the Office of Price Administration, will have to be increased if wages are increased.

3. The company's workers have received a 45 per cent wage increase since 1941, "far and above" that necessary to compensate them for higher living costs and that if the 17-cent-an-hour increase asked by the union were granted it would cost Republic \$53,000,000 a year.

"The W. L. B. is not permitted under the Wage Stabilization Act and executive orders to grant 'across-the-board' wage increases, and if such an increase is granted it will be in violation of the 'Little Steel' formula and necessitate an amendment to the Stabilization Law."

Price Boosts Held Necessary

5. Whether a wage increase is granted or not it will be necessary for steel companies to request price increases "if the industry is to survive."

6. To grant the union petition will precipitate "wholesale cancellation" of union contracts in other industries and retard collective bargaining procedure because unions will be assured that regardless of how long negotiations continue wage increases will always be retroactive.

MacArthur Too Busy To Talk of Politics

ADVANCED ALLIED HEADQUARTERS, New Guinea, Dec. 21.—(AP)—No comment was available from Gen. Douglas MacArthur or his staff today on the latest Washington press articles suggesting that MacArthur would accept the Republican presidential nomination.

The Southeast Pacific commander and his senior officers were described as too occupied with the New Britain campaign to have time or opportunity for comment on political issues.

(Senator Vandenberg, Republican, Michigan, declared in Washington yesterday he would continue to assume that MacArthur would accept the Republican nomination for President "unless he says he won't.")

New Zealand has just provided grants for local bodies for earthquake damage repairs.

Man Doesn't Know Name Or Past, He Says

A man who says he is not sure of his name, his age or place of birth, and who says he has but vague recollections of most of his life, appeared today before United States District Judge John C. Bowen on a federal indictment charging impersonation.

The indictment charges that the man, by illegally wearing a lieutenant commander's uniform, obtained \$750 from a woman.

The indictment is under the name of Thomas Joseph McBride, and lists a number of aliases.

Without making any plea to the charge, McBride told the court he did not know if that is his true name, that he has only vague recollections of his life prior to the spring of 1935, that he has a birth certificate giving the name of McBride, and the date of his birth as December 31, 1906, in Pittsburgh.

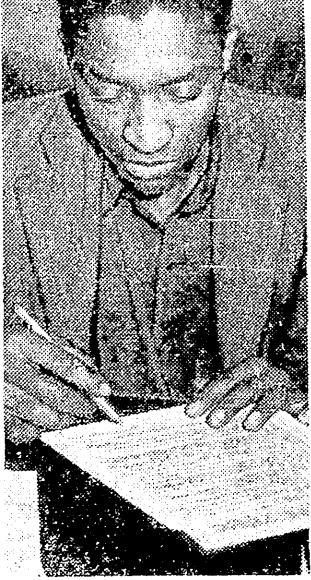
McBride said he knew that he had received a good education in engineering, because, he said, he was night general superintendent at a Seattle-Tacoma Shipbuilding Corporation from April to August of this year. He said he has a marine engineer's license under the name of Parker.

The man added that he believes he is older than the birth certificate says, because he thinks he was in service in France in August, 1918. McBride said he has been in jail in New Orleans, Los Angeles and Seattle.

In Los Angeles, he said, he was port superintendent for the Army Transport Service.

A habit of making "ridiculous statements" when he has migrain headaches was revealed by McBride. He says that he has a head scar, but does not recall an injury. Judge Bowen continued the case until tomorrow to give McBride an opportunity to confer with an attorney.

Confesses



Persia Williams, 38 years old, signing a confession that he took part in the attempted hold-up of Joseph Romagnoli's grocery, 801 Dearborn St., last Wednesday night, in which Romagnoli was killed and his wife and another man wounded seriously. Williams and another Negro, James Wilson, admit taking part in the hold-up, but both deny the shooting.

SAFETY URGED FOR PEDESTRIANS

A campaign to educate motorists to grant the right of way to pedestrians was recommended today by City Engineer C. L. Wartelle and Traffic Engineer J. W. A. Bolling, after statistics disclosed that six of the seven traffic fatalities in Seattle last month were pedestrians.

In their monthly report to Mayor William F. Devin, they pointed that, although there had been a 4 per cent decrease in the number of accidents from the previous month, injuries had increased 13 per cent and fatalities had increased 40 per cent.

"It would appear that now is the proper time to make a drive on granting right of way to pedestrians, as very encouraging results have been obtained by requiring the pedestrians to eliminate jaywalking, obey traffic signals and other requirements with regard to their movement in traffic."

Portland Flyer Succumbs

KEARNEY, Neb., Dec. 21.—Lieut. Robert R. Gillen, 26 years old, Portland, Or., co-pilot of a four-motored bomber which crashed near the Kearney Air Base, died last night. The accident happened December 15 during a training flight.

Auto Crash Fatal

COULEE, Dec. 21.—(AP)—J. Garold McKim, 34 years old, died Sunday from injuries received December 14 when his automobile overturned on the highway west of Electric City.

Ethiopian Minister Calls WASHINGTON, Dec. 21.—The first Ethiopian minister to the United States, Blaita Ephrem Tewelde Meden, presented his credentials to President Roosevelt yesterday. As he left the White House he said he was honored by the "very cordial reception given him by the President."

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Loyal Japs to Be Released in Spring

SALT LAKE CITY, Dec. 21.—(AP)—Release of loyal Japanese-Americans from war-relocation centers will be sprung on a large scale in the spring, Otis Peterson, relocation supervisor for the Intermountain-Pacific region, said today.

Peterson explained that release is retarded now because of winter area overland transportation facilities.

There are approximately 84,000 persons of Japanese ancestry in nine W. R. A. camps in seven Western states and 16,000 at Tule Lake, Calif., compared with a peak of 110,000, Peterson reported.

Judge Prejudiced, Robinson Charges

CINCINNATI, Dec. 21.—(AP)—Thomas H. Robinson, Jr., contended that Judge Shackelford Miller was "biased and prejudiced" during his recent trial in an appeal yesterday from a death sentence for the kidnaping of Mrs. Alice Speed Stoll of Louisville in 1934.

Originally sentenced on a plea of guilty, Robinson won a trial after spending seven years in Alcatraz prison. Yesterday he petitioned the Sixth United States Circuit Court of Appeals, citing 59 grounds of error.

Judge Orders 'Divorcees' Christmas Week

OMAHA, Dec. 21.—(AP)—Judge Herbert Rhoades announced today he is declaring a Christmas week "moratorium" on divorces in the Douglas County District Court, and said he was recommending that cases from war-relocation centers be sprung on a large scale in the spring, Otis Peterson, relocation supervisor for the Intermountain-Pacific region, said today.

Peterson explained that release is retarded now because of winter area overland transportation facilities.

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Lamb to Be Union Aide

PITTSBURGH, Dec. 21.—(AP)—Philip Murray, president of the United Steelworkers of America, today announced the appointment of Robert K. Lamb as the union's legislative representative in Washington. Lamb is resigning as staff director of the Senate small-business committee to accept the appointment, Murray said.

Eighty-one colleges and universities of the United States are aiding the Army in providing limited cost correspondence courses for soldiers.

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 - 4. Ankle strap, wedge heel.....\$4.45
 - 5. "Springers," sabot style.....\$5.95

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