

### Drunken Driver Given Five Days

Convicted of drunken driving, Frank E. Darrah, 47-year-old automobile mechanic, was sentenced to five days in jail yesterday by Traffic Judge Roy De Grief.

Darrah, of 2910 Byron St., also was fined \$75 and his driver's license was revoked for a year.

Darrah told the court it was his second drunken-driving conviction in six months. Records disclosed, however, that Darrah was found guilty of negligent driving June 8 in a case involving a small amount of liquor.

In the previous case, Darrah was fined \$100, sentenced to 30 days in jail, suspended, and ordered to refrain from pleasure driving for five months.

Darrah's most recent arrest was October 16. Police Patrolman A. R. Elliott said he stopped Darrah at Rainier Avenue and McClellan Street to distribute literature explaining the new 30-mile-an-hour speed limit and smelled alcohol on his breath.

Benjamin F. Bain, Jr., 28, an electrical engineer, was convicted of aiding and abetting drunken and reckless driving and permitting an unlicensed person to drive his car.

Bain was fined \$225, sentenced to 15 days in jail, suspended, and his driver's license was revoked for a year.

Drunken and reckless-driving charges, filed against Bain after his car struck the rear of a trackless trolley August 28 at 14th Avenue and East Union Street, were dismissed.

Mrs. Mildred Cutler, 29, of 1806 N. 45th St., testified she was driving Bain's car when the accident occurred.

Convicted of drunken and reckless driving and not having a driver's license in her possession, Mrs. Cutler was fined \$195, sentenced to 15 days in jail, suspended, and her license was revoked for a year.

Disposition of charges against Clarence E. Faught, 47, of 4342 12th Av. S., and Reginald Coppinger, 23, of 3039 W. 56th St., was postponed until March 31, pending settlement of a \$250,000 damage suit.

Coppinger's automobile struck a picket shack October 30 at the entrance to Pier 46, injuring nine striking maritime workers.

Witnesses testified that Faught driving a heavy truck and trailer was making a right turn into the pier entrance. Coppinger, driving on the right-hand side of the truck, turned toward the pier to avoid the truck and hit the shack.

Coppinger was charged with reckless driving. Faught is accused of negligent driving.

C. C. McCullough, assistant corporation counsel, said neither he nor the defense attorneys requested the continuance. Judge De Grief said he was curious to learn how a jury will rule on the case.

Others convicted yesterday: Drunken driving—Thomas Patrick Malloy, 23, of 5439 1/2 Ballard Av., \$100 fine, license revoked for a year, and ten days in jail, suspended.

Negligent and hit-run driving—Richard W. Parker, 21, of 4535 17th Av. N. E., \$50, and two days in jail, suspended.

Reckless driving—William J. Priestley, 31, of 4310 12th Av. N. E., \$75, three days in jail, suspended, and license suspended 30 days.

Negligent driving—Peter J. Lubicher, 63, of 4618 Juneau St., \$20.

### Zone Change In Duwamish Area Delayed

Because of protests of nearby property owners and boat operators, the City Council's streets and sewers committee yesterday postponed action on a Seattle industrialist's request for vacation of parts of two streets in the Duwamish River area.

The committee will make an inspection of the area. The petition, presented by Charles W. Thompson, executive of the Washington Machinery & Storage Company, affects parts of Tenth Avenue South and Holden Street.

Thompson explained that, as owner of property in the district, he seeks to develop "badly needed new industrial sites" and contended that interests of the objectors would not be jeopardized.

In about 1650, tea in England cost from \$30 to \$60 a pound.

### Navy O. K's Pay Hike in L. A. Area

WASHINGTON, Nov. 24.—(AP)—The Navy said yesterday it has agreed to new wage schedules for the Los Angeles harbor area giving an increase of approximately 10 per cent to 13,000 civilian employees.

The agreement, signed Saturday, will be put into effect by local authorities within the next 30 days, an official said. An average increase of 15 cents an hour for Navy employees was agreed to after a joint survey by the Army, Navy and Air Force of the Los Angeles area.

### Value and Safety Stressed by TV-set Makers

Among the questions most commonly heard in connection with television are: What does a purchaser get for his money, and what are the safety considerations?

The average television receiver contains 24 tubes in contrast to the six-tube average for radios. These tubes are called upon to perform much harder work. The voltages generated are from 20 to 30 times as high. The many parts associated with the tubes and voltages must be of much harder construction to withstand the higher voltage and perform the harder work.

Television receivers operate at frequencies so high that manufacturing tolerances and the material used take on tremendous importance. Consequently, special techniques, new materials, and much closer tolerances have been introduced in production. These changes have been expensive.

Real Value in Sets

In spite of the upward revision of manufacturing costs, manufacturers as a whole have exhibited faith in the ability of the American system of mass production ultimately to bring these costs down. By gambling millions of dollars on this eventually, they now present television sets at prices that offer real value.

The ultimate consideration in determining value is, of course, the service rendered. Television offers radio plus vision. It adds the final dimension necessary for realism and maximum enjoyment. The owner of the television set has a better than 50-yard-line seat at the football game, right in his own home. He is right on the field with the umpire at baseball games.

Many wise persons raise questions about the safety of a television set in the home. First, what about shocks?

In addition to the normal voltage present in a radio, the television receiver has a much higher voltage—from 8,000 to 30,000 volts—necessary for the picture tube. This voltage would be dangerous if it were capable of sustaining an appreciable flow of current—but post-war receivers are carefully designed so that it is necessary to raise the television-receiving antenna up into that beam to intercept it properly. Also, these beams, just like light beams, can be reflected.

Special Antenna Needed

Sometimes there are present at one location not only the desired beam, which travels in a straight line from the station, but one or more other beams which started off in other directions but encountered a tall building, a hill, a mountain, or some large object which reflected them. Since all these beams may be present at once over your house, it is necessary to have a specially designed antenna that will reject all but the desired one. If this were not done, you would have "ghosts" on the screen. There would be ghostlike reproductions of the main picture, usually a little bit to the right. There will be as many ghosts as there are reflected reflections. This is because the reflection, traveling a longer path, arrives later than the straight beam and, therefore, appears later, or to the right.

No Breakage Hazard

The picture tube is evacuated to a high vacuum. If it breaks there is possibility of tiny fragments of glass flying in all directions. However, a protective heavy glass or plastic screen is placed in front of the picture tube to prevent such a contingency and unless removed and roughly handled, it constitutes no hazard. In any event, it presents no greater hazard than a light bulb of similar size.

Radios, since about the middle '30s, have had their antennas self-contained. One must readjust his thinking in this connection as the television receiver in the present state of the art must have a separate antenna, preferably placed high above the home or building. This is necessary because the television signals travel in straight lines like the beam from a searchlight due to their high frequency.

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