

HOUSE VOTES RFC POWERS EXTENSION

WASHINGTON, Feb. 20.—(AP)—The house passed legislation today extending the powers of the Reconstruction Finance Corporation and farm authority until June 30, 1941.

The measure goes to the senate, which has approved similar legislation. The house approved the bill on a vote of 319 to 100 after a long debate.

The bill also doubles the \$20,000,000 capital stock of the disbursement corporation and authorizes that agency to make loans which may be necessary as a result of floods, hurricanes or other disasters in 1939 and 1940.

High Calibre of U. S. Planes Reply to Foreign Orders

WASHINGTON, Feb. 20.—It is accomplished nothing else, the recent dust-up over the sale of American war planes to France at least emphasized the fact that the American airplane today is a highly priced bit of equipment in air forces all over the world.

There is nothing new about the sale of American military planes to foreign countries. It has been going on for a long time in steadily increasing volume. Indeed, the fact seems to be that American fighting planes and motors are integral parts of the fighting fleet of nearly every great nation.

Last year, for instance, licenses were issued for the export to Great Britain of \$26,000,000 worth of military planes, plus \$550,000 worth of motors.

Other licenses issued during the year provided for the export of nearly \$6,000,000 worth of fighting planes to China, \$8,000,000 worth to the Netherlands East Indies, \$6,000,000 worth to the Argentine and more than \$5,000,000 worth to France.

And Still More These are only a few of the military airplane export licenses listed at the state department. Japan, incidentally, last year bought military planes worth \$1,774,000, Nazi Germany took \$1,000,000 worth of airplane engines, Soviet Russia bought non-military planes and airplane motors worth upwards of \$2,100,000, Brazil got \$1,260,000 worth of war planes from the United States, Peru took \$837,000 worth of far-off Siam bought to the extent of \$545,000.

OUR BOARDING HOUSE

with Major Hoople



THREE BLAMED FOR TRANSPORT CRASH

WASHINGTON, Feb. 18.—(AP)—The air safety board today placed "basic responsibility" for the loss of a United Air Lines transport plane off Point Reyes, Calif., last November 25 on the "bad judgment of the first pilot, Captain Charles R. Stead, and on two Oakland dispatchers." Five persons died in the accident.

The dispatchers were Thomas P. Van Scelver and Philip Stever Showalter.

The report said the two dispatchers cleared the ill-fated ship on its last flight and were responsible for the conduct of the trip until it terminated.

The report recommended that the air line competency ratings of the pilot, who was one of two survivors of the accident, and both dispatchers be revoked.

The plane was lost during a flight from Medford, Ore., to Oakland, Calif. It carried four passengers and a crew of three. Only Stead and one passenger subsequently were rescued.

What's new about that plane crashing up after nearly setting a new speed mark? Lots of auto drivers do that daily.

Science has vindicated mother's opinion of spinach for the kiddies. Science would do better to do something about the taste.

Never a love one of the other boys grabbed a phone and called

Super Service KANSAS CITY—One of the smoke enters at fire station 17 looked out a window and hollered: "Look fellows, there's a fire—breaking through the roof of that house over there."

At Your Own Risk EMPORIA, Kans.—Twenty-eight seniors and 29 juniors with high marks will be permitted to cut classes at College of Emporia whenever they feel like it.

Attention Legionnaires Regular meeting at the Armory Tuesday evening at 8:00 o'clock. Entertainment and refreshments. (Adv.)

Playing With Firemen. CHRISTOPHER, Ill.—The volunteer fire department of Christopher and Huey reported embarrassing situations.

Elephant, Maybe SANTA MONICA, Calif.—Police blame someone's long memory for the looting of the cornerstone of the chamber of commerce building, built in 1929.

Subway Snare NEW YORK—John Thompson, 12, was carrying some glue home, but that wasn't what caused him to get stuck when he tried to save a nickel by crawling through the spokes of a subway turnstile.

U. O. SCHOLARSHIPS TO BE OPEN TO 70 UNIVERSITY OF OREGON, Eugene, Feb. 21.—Scholarships amounting to \$61.50 each, which will cover the cost of major fees for three terms, will be awarded to 70 students who will attend the University of Oregon next year.

Oddities (By the Associated Press) CROCODILE TEARS EAST ST. LOUIS, Ill.—The banjo who held up Mrs. Clementine Wussler's confectionery was a cry baby—but he could still take it.

Extra Measure SOMERSET, Ky.—Fifteen cows and three hogs escaped from A. E. James' truck when a rear gate became unfastened. City policemen rounded them up, reloaded the truck and James drove to his home at nearby Danville.

METAL PREVENTS BEAVERS' ESCAPE

SAN FRANCISCO, Feb. 20.—(AP)—It looked like Oregon's beaver had escaped from their pen at the San Francisco Exposition yesterday but Charles T. Haas, chairman of the exhibit, dispelled the tragic possibilities thousands of persons would be deprived of a view of the busy animals.

After chewing the fence posts and digging huge holes in the sand, the beavers had taken refuge in a box. Haas had metal placed in to the ground to prevent escape.

Photo murals of Oregon in the Hall of Western States have attracted wide attention. They included shots of the Pendleton roundup and Crater Lake park.

General Franco is reported learning Italian and German. On the theory that when peace comes, he'll want to know how to say "Get out!"

That Chamberlain umbrella may not shed water but it has certainly done well as a gag for jokes.

No enterprising law school has yet added a course on "How to

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SAFETY SONNETS

Anyone who "holds up" traffic robs other drivers of time, just as the banail who "holds up" a bank robs the depositors of their cash. Secretary of State Earl Snell remarked today.

These drivers who must maintain a tough schedule day in and day out, regardless of traffic conditions, are unanimous in condemning the driver who crawls along like a snail, forcing other drivers to remain behind his car in a long, impatient line. One bus operator reported following a string of cars for 50 miles before being able to pass the leader, who was a young fellow in a powerful coupe out for a ride with his girl friend.

There are often good reasons for driving slowly, but there is never an excuse for delaying traffic for those reasons, Snell said. The man with the poorly-functioning car, or the man who wishes to save at the expense, can easily pull out to the side of the road at no inconvenience to himself and permit the cars behind him to pass.

Tired drivers who must travel slowly on hills and winding roads make a regular practice of stopping at intervals to let faster traffic by. There is no reason, in Snell's opinion, why private operators should not show equal willingness to accept traffic and forestall the formation of a dangerous "lineup" on the highway.

Public Enemy One... THE HOLD-UP THUG!

HERE'S NUMBER TWO... THE TRAFFIC SLUG!

—National Safety Council

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CRATER LAKE PARK MONEY LIMITED

WASHINGTON, Feb. 20.—(AP)—Arno B. Cammerer, national park director, advised Senator Charles McNary today although the government sought to encourage informal use of parks for winter sports, funds for Crater Lake were insufficient to keep roads open and maintain facilities.

The senator made the inquiry on recommendation of Charles H. Maek of the Klamath county junior chamber of commerce.

The director explained budget estimates for next year included an additional \$5000 for road maintenance, \$2000 for road equipment, \$1800 for another ranger.

More requests will be necessary

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