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Wake Up Americans

Both here and in England, millions of people seem to consider themselves completely qualified experts on military tactics and strategy. They know precisely what is wrong with the United Nations' High Commands, and they are convinced that they could remedy matters in short order if they were put in charge. That widespread attitude underlies the aggressive demand that the British and the Americans immediately open a second front in Europe.

In theory, the second front would be of immense value to the Allied cause. It would divert men and machines and supplies from Hitler's Russian and African offensives. It would give the conquered people of France their opportunity to rise up against their conqueror and help destroy him. It would mark the start of a real effort to break Axis power at home -- where Axis power must eventually be broken.

So much for theory. In actual fact, opening the second front now would be one of the most hazardous operations in all military history. According to all reports, the Germans have done wonders in fortifying their continental positions. IN France alone, they have about 300,000 seasoned troops which have been rigorously trained in preparation for an Allied invasion. These troops have abundant equipment of the first quality, and they have plenty of air support. Their supply lines are secure, and they lie across land, not across water. The Germans have massed a gigantic amount of heavy artillery, much of it taken from the Maginot Line, along the coast, and every possible invasion point is a fortress.

As military history proves again and again, an over water invasion of enemy held territory is the most difficult of all martial operations -- even after their complete victory at Dunkirk, when British military power was all but destroyed, the Nazi generals didn't feel confident enough of success to make the attempt. The enemy positions must be 'softened' first by days and perhaps weeks of artillery fire -- and guns do not exist that can adequately shell the German positions from the British side of the Channel. As a substitute for artillery, dive bombers would have to be used -- and their losses would be enormous.

The losses in men which would follow when the stage of landing operations was reached, is also staggering. Without artillery support, the landing troops would have to advance against completely shielded defenders with a vast superiority in firepower. Writing in Collier's, Quentin Reynolds, one of the best informed of war correspondents, draws a vivid and probably accurate picture when he says: "Let those who shout loudest for the immediate establishment of a second front in France--visualize for a moment the cost, in equipment and life. Let them visualize the waters of the Channel running blood red under a white moon, and let them visualize the bodies of thousands of British and American soldiers floating in those waters. If the persuasive eloquence of the second-front brigade is followed, no other result is possible."

This does not mean that a second front is impossible. To the contrary, every really informed military man is convinced that one will be opened in time. But it cannot be opened until everything is ready. That means that, first, there must be many more bombings of Germany and the Continent on the Cologne scale. It means that Allied troops must be given more and better equipment than they now possess. And it means that ways must be found of causing distracting trouble for Germany at home.

Some experts believe that airpower alone may create a second front. They look forward to a time when three, four, five thousand and major bombers will be used nightly against the Axis. Major de Seversky is the most eloquent exponent of this doctrine and his recent best seller, Victory Through Air Power, is a convincing work. The problems involved here are those of production, supply and coordination--and the last two are even more important than the first. We are producing planes on an ever-increasing scale. We have not yet solved the difficulties that lie in taking them, their fuel, their crews and their parts to the battlefronts and keeping them flying.

In any event, many of those who demand a second front at once are terribly misinformed. The High Command has not opened a second front simply because it knows that the time is not yet ripe -- and because it also knows that the United Nations must not be subjected to another defeat of the Dunkirk, Singapore, Philippines, and East Indies variety. A great amount of groundwork lies ahead before we can really start a sustained offensive drive of any kind against either Germany or Japan.

'In the Name of Decency'

In connection with the record-breaking \$42,820,000,000 army supply bill, Senator Charles L. McNary of Oregon took a stand that should receive public commendation. He asked for time to consider the bill, 'in the name of decency and some concern for expenditure of public funds.' He said, 'I always try to be fair and reasonable. But here is a bill calling for an appropriation of nearly \$43,000,000,000 with a 92-page report and a record of four days' hearings.'

The senator objected to being required to pass on such an important measure on a virtually an hour's notice. "I don't question the amount. I am interested in a display of judgment. This is just pushing members of the senate around. We ought to have at least one day to consider this bill--a sum bigger than the cost of the last war, a sum which a few months ago was considered by many as bigger than a safe limit on the public debt."

Senator McNary is to be commended for asking "a display of calmness and judgment," instead of blindly waving the flag to cloak unnecessary, hasty action on matters so vital to the nation. With the public debt estimated at 130 billion dollars in 1943, his action may encourage closer scrutiny of future appropriation measures.

Rubber and the Oil Industry

A recent release from the Standard Oil Company of Indiana make an effective denial of the rumor that the oil industry is seeking to block production of rubber from alcohol made from farm crops, in order to create a rubber monopoly for itself.

It is likely, the release points out, that rubber can be made from oil more cheaply than from alcohol. But today rubber is urgently needed no matter what the cost of production. Present indications are that all the rubber to be made from oil will be required for military purposes. Thus, if civilian cars are to be kept running, it will be necessary to produce additional rubber from alcohol.

FIRWOOD

By Mrs. J. F. Neuhaus

Mrs. Anna Barrows, who has been spending some time with her daughter, Mrs. G. W. Palmer and family, returned to her home in San Diego, Cal. last Monday.

Mrs. Johanna Johnson, who has been staying with friends in Portland since her recent operation, returned to her home last Thursday.

Mrs. Pianus passed away last week. Our sympathy is extended to Mr. Pianus and the children.

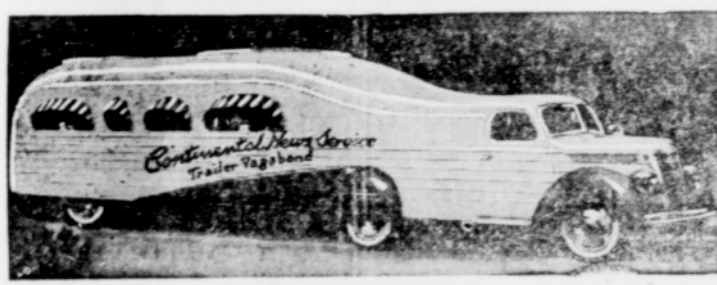
Mrs. Fred Decker had quite a unique experience last Sunday when the horse she was riding while cultivating berries took fright at a flapping piece of canvas and bolted. The horse went thru three fences before the cultivator got tangled in a windfall and stopped him. We are certainly glad to report that outside of bruises neither Mildred nor the horse suffered any injury.

Mr. Roy Hodge lost the sight of his right eye while logging near Molalla last Tuesday. He is in the Good Samaritan hospital in Portland, where everything possible is being done to save the eye. Mrs. Hodge and the children, Mrs. Dora Hodge, his mother, and Mr. and Mrs. J. F. Neuhaus were in to see him Sunday.

Mr. and Mrs. J. B. Ellis were callers at the J. F. Neuhaus home Sunday evening.

Sergeant Dale Swails of Yakima and Harry Reed of Fort Lewis visited at their respective homes a few days ago.

"TRAILER VAGABOND"



By WARREN BAYLEY

Harrisburg to Pittsburgh, the Pennsylvania Turnpike.

This country has been asleep for the past ten years.

Back in the middle of the great depression, when good jobs were something you read about in books and work of the pick and shovel type was manufactured that folks might eat, some thinking person advanced the idea of building a super-highway system thruout our country. He advanced the thought that such a system, in addition to the thousands of jobs it would provide, would be of inestimable value to one of our chief industries, tourist travel, as well as being self-liquidating because people would be glad to pay a small charge to travel such a dream highway. Thus, not only would work be provided to help kill the depression, but, our country would gain a great national asset especially in time of war.

Like most good ideas born during the depression, this meritable thought died suddenly. Countless billions were spent on the wheelbarrow type of work project but the superhighway system still remains a figment of the imagination. The greatest idea of this generation passed away in its infancy. A sleep of the Rip Van Winkle type must have settled over Washington.

I said that this great idea died in its infancy. As a national project that statement is true. As a local project the thought bore fruit. The state of Pennsylvania saw the light and built such a road--from Pittsburgh to Harrisburg--160 miles in length. I traveled this road yesterday for the first time, and, for the first time, I know the real pleasure of driving an automobile.

Down thru central Pennsylvania the Alleghany mountains form a natural barrier between the east and the middle west. Heavily wooded ridges stretch far into the distance--beautiful to look upon but as tough to drive as you will find anywhere in the country. For 160 miles it's up and down steep mountain grades with sharp curves at every turn.

In 1937 the Pennsylvania legislature created the Pennsylvania Turnpike commission. Thru a PWA grant and an additional loan from our federal government a super-highway toll-road was built thru this stretch of mountainous country. By piercing the mountain rid-

LOCALS

Mrs. J. A. Peterson, formerly of Sandy, has received word from her son Albert Concannon, former Sandy high school student, that he has arrived safe and sound at some port in Great Britain. He has made three trips to Honolulu since the Jap attack. His brother Robert enlisted in the navy and has recently graduated from the Ford school at Dearborn, Michigan and the Great Lakes naval training school. He has been selected to take special training at the naval research laboratories in Washington, D. C.

A young son of Mr. and Mrs. W. M. Wilson of Eagle Creek was badly scalded last Tuesday when a pan of hot water was accidentally knocked off a stove.

The Cottrell school board has voted to accept Mrs. Lois Volbrecht as the teacher for the upper grades and has reaffirmed the appointment of Miss Benita Williams as primary teacher.

Mrs. Effie Swails entertained at her home Tuesday evening with a birthday party honoring her daughter, Lyla Lue, and John Gray Jr. Many lovely gifts were received and a dainty luncheon was served.

Virginia Snook spent a few days visiting with her mother recently.

Marie Nichols was home to enjoy the week end.

Mr. and Mrs. Ross E. Clapp announce the engagement of their daughter, Mary, to Ralph Neibauer, son of Mr. Irvin Neibauer of Gresham. The wedding is set for August 15th.

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Monthly FEMALE WEAKNESS



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