The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"
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Ants and New Dealers

The ants, so runs a scientific fable, were puzzled for ant-eons as to why summer days were as much as ten times as long as winter days, while cloudy days were likely to be—but not always—only half as long as sunny days. The ant measured time by accomplishment, a practice for which, considering his methodical nature, there was some justification. A cold-blooded creature, he had no way of recognizing differences in temperature.

Finally an ant of scientific bent experimented by swinging a weight from a cord and, counting the strokes from sunrise to sunset on all sorts of days, arrived at the conclusion that there was very little difference in their duration. He evolved a theory that some mysterious variable factor caused his fellow-ants to accomplish more some days than others.

Now this caused the ant community to arise in wrath. This was a blow at one of the fundamentals of faith—for was not the ant the center of the universe, the unchanging factor in all existence? They forced the heretic to recant—and when they discovered that he secretly clung to his unorthodox views, they banished him, which is the most terrible punishment that can be inflicted upon an ant.

In a later, more enlightened generation ant scientists confirmed this advanced thinker's discovery and, after inventing heat-measurement devices, found that ants work faster when it is warm, slower when it is cold.

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Human scientists have drawn a number of parallels from this fable, which is not singular since throughout, it ascribes certain human qualities to the ants. If scientists were politically-minded they might draw still other parallels.

For instance we, though of a different faith, are frequently reminded that among the prominent new dealers there are a number of admirable men. Currently the elevation of Senator Lewis Schwellenbach of Washington state to the federal bench calls to mind the fact that as a fatherless boy he sold papers in Spokane to support his mother and a younger brother, worked his way through the University of Washington law school, served in the war, became state commander of the American Legion and the principal Protestant opponent of the Ku Klux Klan in Washington state.

Similarly we are reminded of the praiseworthy traits of character of William O. Douglas and Frank Murphy, to which we accorded due recognition upon their elevation to the supreme bench; and even of the many admirable achievements and characteristics of the chief new dealer, Franklin Delano Roosevelt himself.

They are fine fellows and they mean well but—like the ants—to our way of thinking they have somehow misplaced the center of the universe, have seized upon unimportant variables and obstinately insist that they are the eternal verities. And, so zealous are they in supporting such views that they will stoop to deception and double dealing to gain their ends. Thus Schwellenbach "paid" for his impending place upon the federal bench by supporting extension of the Hull trade treaty authorization—and in the process sold out his home state's principal industry—lumbering.

And these are some of the reasons why the new dealers, admirable men though some of them be, will have to be rooted out of Washington, DC, at the end of 1940, why even a mediocre anti-new deal president, if capably advised and supported by anti-new deal congressmen and department executives, would be preferable. We need, in other words, a government without ideological blind spots; one capable of looking at all of the facts and of recognizing their relative significance.

CAA and Air Safety Board

The president's proposal to put the Air Safety board and the Civil Aeronautics authority under the political overlordship of the Department of Commerce has met with more than ordinary opposition, much of it more than ordinarily effective. Beneath the controversy the issue seems to be this: the president believes that the hitherto autonomous Air Safety board and the CAA, neither of which is responsible to the other, should be transferred to the commerce department to prevent bickering and personal conflicts among the officers of each board. He denies that any diminution in the quality of work done will result, believes that the two boards should be responsible to some member of the cabinet.

The most effective argument on the other side has been the recently announced record of the American commercial airlines during 1939: not a life lost in the course of ordinary passenger operations. This is ascribed in large part to the highly efficient and competent inspection services offered by the Safety board and by the CAA, which not only inspect accidents after they happen in order to ascertain their causes, but also prevent them by enforcing rigid safety regulations in all departments of commercial flying. They are able to do this, so the air people say, because they are entirely autonomous, and are not even remotely subject to intervention by working politicians.

Both sides, in the peculiar tradition of arguments, have their points. The president is probably sincere in desiring to eliminate personal friction among members of governmental boards; his sincerity is less evident in trying to place organizations which are by their nature non-political even distantly under directly political authority. On the other hand, the pilots and air line people are perhaps too emphatic in their protests, though their argument is bolstered immeasurably by the record of airline performance during the past year. How directly this can be ascribed to the personnel and organization of the CAA and Air Safety board and not the airlines themselves, however, is neither stated in detail nor entirely clear of itself to the layman. There is no wholly convincing proof, on the other hand that transfer of the board and authority to the commerce department would, necessarily, lead to lower standards. Those things can't be proved, either way.

On the whole the weight of argument probably rests with the airlines people who oppose the president's move. The record of last year's operations certainly means more than the president's assurances that aircraft inspection policies will not suffer, and immensely more than the covetous promises of Harry L. Hopkins of the Department of Commerce. Individual personnel problems, even between the two authorities, seem minor pretexts for change under such circumstances, and should be overcome by effective administration. The CAA and Air Safety board have excellent records, no matter how many skeletons their closets may secrete: results should be the criterion, and they should be kept as they are.

Oregonian Wins Recognition

Selections of The Oregonian by the University of Missouri school of journalism for the 1940 honor award as a distinguished American newspaper is, in the very nature of such recognition, a tribute which finds its recipient to be somewhat at loss for words.—The Oregonian.

Now that is a curious confession; practically an admission of bankruptcy if taken literally. For a newspaper is primarily a retailer of words—words by the million. Actually of course if the Oregonian is at a loss for words it is due to the paralysis of introspection (think that phrase over sometime when you have time). When viewing the outside world the Oregonian is never at loss for words. Don't tell Hoyt, Parrish, Lampman, Callvert, et al, but we have long envied the Oregonian the bulk and variety of its stock in trade.

Rationalizing our own limitations in this respect, we have ruminated upon the sorry fate of many a promising young individual who started out with a superior stock of words only to find them gathering dust upon the shelf, due to some other shortcoming of salesmanship—and, in our envy, have sought to ascribe some such shortcoming to the Oregonian. But alas, it is a vain attempt; the Oregonian sells itself, not only to the University of Missouri school of journalism but to a vast readership throughout the northwest. Nor can we explain it all away as merely the reflected merit of Harvey Scott and Edgar Piper; for the paper's more recent custodians have made it to grow and prosper and—though other newspaper men deplore it—its current tendency to telescope the news in favor of features seems to find favor with the general public.

Casting envy aside and viewing the matter judiciously and objectively, we are constrained to conclude that the show-me state university's students of journalism made an excellent choice, one which reflects honor upon the northwest—for it is seldom that such national honors come this way. To the Oregonian, congratulations.

Bits for Breakfast

By R. J. HENDRICKS

Early postoffices of Oregon; their history is badly mixed, finds Lewis A. McArthur, historian: 5-8-40

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(Concluding from yesterday:) All readers who knew before seeing this series that Marion county had a Rome, please hold up your hands.

"Champoeg office was established July 10, 1851, with Robt. Newell postmaster. That was the real Champoeg, where Champoeg state park is now. Newell was 'Doc' Newell, a name written large on the pages of Oregon's early history."

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Fairfield postoffice, Marion county, was begun March 24, 1852; John C. Peebles, postmaster. He was afterward Marion county judge; prominent in Oregon history. Fairfield, 13 miles below Salem, was once a prosperous town. Is a ghosttown now. Sublimity office opened Sept. 29, 1852; James M. Denny postmaster. Drury S. Stayton became postmaster June 1, 1854. Denny went to Washington; one of the founders of Seattle; the name written large on the pages of Washington's metropolis. Stayton founded the town of Stayton, next south of Sublimity.

Parkersville office was opened Sept. 29, 1852; Freeman E. Eldriedge postmaster. The Marion county poor farm was near there in early days, and it was quite a town; ghostly now. The Eldriedges are numerous in this section; good people. Silver Creek office was established Nov. 16, 1854; E. M. Waite postmaster. Lasted a very short time. Waite was also at Eola, when it was a candidate for the capital. He became Salem's leading printer; did the state printing for years. He lived where the Salem public library is now. He gave to the city the Waite electric fountain in Willson avenue; the third of the kind in the United States. Waite's wife was a Breyman, of the pioneer family of that name.

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Umpqua county was created Jan. 24, 1851, by the legislature meeting in Salem for the first time, in the Oregon Institute building. It ceased to exist Oct. 16, 1862, its area added to other counties, mostly Lane and Douglas. Elkton office was opened in Umpqua county, Sept. 26, 1851; David B. Wells postmaster. James Levans (should be Levens) had the office from April 23, 1852. The office was discontinued, then resumed; is still going, in Douglas county, on the Umpqua river.

A member of the Levens family was killed by a man whom he called "a rebel s— of a b—." This columnist reported the trial. The killer was found not guilty. His attorney was "Dick" Williams, who grew up in Salem and became a noted criminal lawyer; congressman from Oregon, 1877-9. He made the jury believe that a man who was called that fighting name was justified in shooting to kill. Of course, that was Roseburg, and Roseburg was young and "wide open."

* * *

Winchester office opened Nov. 3, 1851; Addison R. Flint postmaster. Is still going, on south bank of North Umpqua, where railroad and highway bridges are. Flint became Roseburg postmaster. He was the father-in-law and father of R. H. Dearborn and Mrs. R. H. Dearborn, 15th and 16th postmaster and postmistress of Salem.

Oakland postoffice, David C. Underwood, postmaster, was established Feb. 21, 1852; now, of course, in Douglas county; but not at the same place. It was at first at "Old Oakland," about a mile away from the new Oakland on the railroad, completed in early fall of 1872 that far. North Canyonville, Umpqua county, established July 6, 1852, is now Canyonville, Douglas county; not much bigger now than then.

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Siuslaw office, Lane county, was established April 23, 1852; James Heatherby postmaster. Was 10 miles northwest of Cottage Grove. Long since abandoned. Siuslaw is the present spelling.

Spencer's Bute office was authorized July 14, 1853; Milton R. Riggs, postmaster; discontinued April 2, 1855. Was near the west base of Spencer Butte, not far from Eugene.

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Piney office, started July 6, 1852, Benjamin Richardson postmaster, lasted only till Nov. 18, same year. Was a little northeast of Elmira, which is about 15 miles west of north of Eugene.

Long Tom office was established July 14, 1853; Augustus L. Humphrey postmaster. It was near the present Veneta, near Elmira, Lane county. Named for the small daughter, Veneta, of E. E. Hunter, who started the community. Preston, Lane county, started Oct. 11, 1853, was discontinued March 30, 1855. Henry Small was postmaster.

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McKenzie was a postoffice for a short time after Jan. 21, 1854; Lane county. A little east of present Springfield. So was Grand Prairie, started June 24, 1854; about five miles south of Junction City.

The first Cottage Grove, Lane county, established March 3, 1855, was near the present Creswell. Franklin office, established March 3, 1855, was north of present Elmira. There was an Othello postoffice, Lane county, established March 28, 1855, Jerome B. Zumwalt postmaster. Location now in dispute.

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In Douglas county, Deer Creek postoffice was started Sept. 28, 1852. The place became Roseburg, for Aaron Rose, townsite proprietor. Became Roseburg postoffice July 16, 1857. Round Prairie postoffice began Nov. 22, 1853; James D. Burnett postmaster. The locality still bears the name, though the official list shows no postoffice.

Myrtle Creek office was established Feb. 18, 1854; Lazarus Wright postmaster. Quite a town now. The first owner of the site, James B. Weaver, sold it to Lazarus Wright in 1852 for a yoke of oxen.

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There was a Laurel office in Douglas county, established Oct. 14, 1854. It was near the present Wilbur.

Also a Galesville office established Oct. 14, 1854; Geo. F. Hall postmaster. Probably on Calapooia creek, that flows through Oakland and into the Umpqua river at Umpqua—probably a few miles above the site of Oakland. (Quite a lot of new information in old "Book 19." What reader knew that Oregon, even Marion county, once had a town or postoffice of Rome?)

Not as Nature (or George Washington) Intended

"The Cairo Garter Murders"

By Van Wyck Mason

Chapter 1

Spray hissed high over the destroyer's bridge to cascade with a slobbery rush over her deck plates. Then the H 39's prow knifed savagely into a roller invisible in the wind-filled dark and she shuddered in all her fabric.

"Only a few minutes more of this, gentlemen," confided the commander, his wet features ruddily agleam by the binnacle light. "Fort Lucknow's heaving to."

"Jolly glad of it," sighed Major Bruce Kilgour, D.S.O. "Can't understand why you chaps seem to enjoy such a beastly tossing about."

"Well, major, that's just the way I feel about your blasted cavalry horses," smiled the naval officer and, turning, drew a faint glitter from the tarnished braid on his second-best cap.

"No comparison," insisted the taller passenger. "As Captain North here says, a horse tires soon but this confounded Mediterranean dosn't."

"How far out of Gibraltar are we?" interrupted the second passenger. "You've been making good time, but it's getting worse."

"About sixteen miles offshore, Captain," replied the commander, "I say, you seem to be enjoying this."

Captain Hugh North of G-2, U. S. Army, braced his lean body against a particularly vicious plunge of the long, slate-gray vessel and smiled happily. "Great stuff—so far."

"Once we get in the P. & O. boat's lee it will be calmer. You chaps must have some important business abroad. P. & O. liners don't heave to for everybody who misses a sailing."

"We have," Kilgour grimly admitted, bright blue eyes riveted on the great steamer's myriad lights gleaming like diamonds on a black velvet ray. Fancy it rout you chaps out. Fancy it spoiled some plans for you."

"It did," he replied with a curious look at his passengers. "The Admiralty wireless caught us just as we were sending off our liberty party. At mess my second was thanking God we's not had such a detail since the Ethiopian row."

Depressing his bridge telegraph's handle to "half speed head," he issued a series of crisp commands which sent the long, lean destroyer rushing up into the lee of a great liner which now loomed mountain high overhead. Smartly the H 39 went into reverse, lost speed and simultaneously a boat crew in life jackets prepared to launch the destroyer's gig.

Kilgour nudged his companion, beckoned him to one side and spoke in undertones. "Well, old lad, we'll be on her in a few minutes. Remember to keep your face covered when we climb aboard and try to disguise your height. You're to say nothing to ayone of where or how we came abroard; if we bump into each other, act as if you'd never seen me. Trust nobody." Kilgour's friendly, homely features came very close, looking ten years older than usual. "I can't tell you anything now, sorry. Look you up in your cabin and tell you what I can which isn't much as yet. In Cairo Sir George Ruthven will——" He broke off as a stolid, weatherbeaten boatswain came rolling up to the commander and knuckled his forehead.

The two men in civilian clothes shook hands with the frankly intrigued naval officer, then disappeared into the H 39's hot and oily smelling hull. Presently they reapeared on deck, each carrying a satchel and a musette bag slung over a tightly belted burberry.

As his heels clanged on the deck plates, Captain Hugh North caught his breath with a little click of excitement so dramatic a picture did the Fort Lucknow present with the little destroyer bobbing about in her lee.

"Ready, sir!" called a midshipman. So, turning down the brim of his brown felt hat, North lit his pipe and followed Kilgour down a hastily rigged ladder into the gig.

"Way enough!" From the great ship's deck a line came hurtling down and surprisingly soon, the destroyer's gig was rolling and pitching beneath a pilot's ladder.

The Alps, North reflected, had never looked more lofty than the Fort Lucknow's towering side. Looking up, he could glimpse a row of shadowy heads; one or two in sou'westers, the rest in uniform caps.

Just what was back of all this, North wondered. Over his shoulder he glimpsed the destroyer circling downwind with sparks flying like bee-stung imps out of her unequally thick funnels. She had sailed on an Admiralty order, had she?

North followed Kilgour up the ladder to the Fort Lucknow's deck. To his amazement, the Englishman had already vanished. Promptly someone cinched his elbow.

"This way, please, sir!"

As he hurried off obediently in the unknown's wake, Hugh North's interest roses harply. Not a single light was illuminating that section of the edck upon which he and Bruce Kilgour had come aboard. Why? Grateful to be out of the howling wind, he followed his guide, a serious-mannered officer wearing a staff captain's insignia, along an absolutely lightless passage and groped his way down a short flight of steps. A key rattled.

The officer whispered hoarsely, "Here you are, sir. Baggage will be up directly and, please, you are not to leave this cabin until morning."

"Very well. The steward is reliable?"

"Quite, Captain. Good night, sir."

Slowly North pulled off his spray-sodden hat and listened to the staff captain's retreating footsteps. The Fort Lucknow was already stirring to the gradually accelerating rhythm of her quadruple screws.

Something must have gone very wrong down in Egypt. For no common crisis would Room 38 British Military Intelligence have been moved to detach Bruce Kilgour from a highly important assignment in Czechoslovakia. Why send their ace speeding the length of the Mediterranean?

The whole affair had been unusual, North mused. First Kilgour's puzzling long-distance call from London interrupting a vacation amid the wordly but positive pleasures of Nice. Next his frantic dash by car to Marseille, then by chartered plane to Gibraltar. And last Bruce's perplexing reticence. Of course he'd never considered refusing Kilgour's appeal—had not twenty long years of friendship passed since in '17 they had first shaken hands among the smoking ruins of a Flemish village?

Bruce had said, "This will be no picnic—nastiest job we've faced in years."

"Lively like the steppes of Russia," Captain Hugh North commented, casting a glance about the Fort Lucknow's glittering, stuffily moderene bar. "Caesar must be receiving many things which should be rendered unto him. Eh, Monsieur Levasseur?"

The faintly sardonic Frenchman who had occupied a deck chair next to oNrth's braced his bony figure against a sudden roll of the ship and looked up abstractedly.

"But yes. For all their boast, the English get seasick as quickly as any nationality. They only admit it less. Will you not sit down and join me in a drink?"

"I'd enjoy one—and that's a fact."

"You were awake when the ship halted last night?"

The other's query sounded entirely casual—and yet? Passing a hand over crisp black hair going silver above the ears, the American inwardly considered M. Levasseur, quite unaware that the few women present were noting his arrival with interest. In very pleasing contrast to the white expanse of his dress shirt were his lean, wind-roughened features.

"Halted?"

"But yes—off Gibraltar."

"Really?"

"Yes. Some said a British warship stopped us."

"I hadn't heard it. What did we stop for?"

A smile flitted over the Frenchman's parchment-tinted countenance. "That is what intrigues me. Peste! To be of an inquiring temperament is tormenting."

"Yes, and dangerous on occasion," was North's perfectly casual comment.

(To be continued)

News Behind Today's News

By PAUL MALLON

WASHINGTON, May 7—(AP)—If congress is going to enforce the law and stop executive officials from lobbying, it may also have to arrest the supreme court. Strongest lobbying job done against the pending Walter-Logan bill was the court decision in the Walsh-Healy case. Mr. Roosevelt himself never did any more apt timing. Since the decisio was handed down a week ago by Justice Black, it has been bandied about the senate judiciary committee where ear-scratching senators were cogitating over the house measure proposing to codify regulations of government agencies and subject them to court review.

Talking about the unrelated Walsh-Healey case, Justice Black went far enough to appear to rule on the Walter-Logan bill in the following language:

"The case before us makes it fitting to remember that the interference of the courts with the performance of the ordinary duties of the executive departments of the government would be productive of nothing but mischief; and we are quite satisfied that such a power was never intended to be given to them."

— —

Senate Leader Barkley decided to do some vigorous leading against the Walter-Logan bill. He rolled up his fist and his wrath before the senate judiciary committee in what some of the committeemen at the executive session later described as an impassioned appeal. District attorney's tears rose in his eyes as he pleaded that the justice department's administrative committee be given a chance to report before action was taken.

The speech was voted by all present to have been excellent, so it must have been the warm spring weather or thoughts of home which caused the committeemen to gaze out of the window unmoved.

Seeing his best Kentucky oratory was of no avail, Barkley thereupon switched from pathos to power and told the committee Mr. Roosevelt would veto the bill if it is passed.

The committee still looked out the window, then decided not to interfere with the passage of the bill.

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FOR THE REPUBLICAN PRESIDENTIAL NOMINATION:
"The best way to stop Dewey is to nominate Taft."

— —

Second best lobbying job lately (and more effective one) was performed by several dozen commercial air pilots who swarmed down upon congress in their sailing uniforms to protest against the president's move to consolidate the civil aeronautics authority into the political jurisdiction of the commerce department. Calling upon individual legislators, they were really responsible for stirring up current congressional resentment against the order. Their plea: "Air safety would be jeopardized by political administration."

— —

Mr. Roosevelt had some reason for his action. He did not choose to mention it in his accusation that those who opposed were ruled by "ignorance, gullability or politics," but his congressional followers (including Jack Cochran of Missouri) are passing around some of the details, to wit:

The safety board was constantly fighting. The argument started when the chairman was elected by a vote of 2 to 1 and the defeated rival ran to the White House charging unfairness. He was thereupon transferred to another job. An investigation of the squabbling was ordered by the president last year. It lasted three and a half months. Then another inquiry had to be made into the original inquiry.

— —

Congress has already adjourned. These daily sessions you read about are merely the arms and feet of the legislators going through the motions of doing as little business as possible. Their minds adjourned to the political arena some time ago.

Unlikely as it sounds, their tongues apparently went also. Hardly a word of comment is heard from either republican or democratic members on the hottest popular question of the day, the question of presidential preferments.

This unprecedented silence reflects confusion. Ever since the White House fell on Vice President Garner in the primaries, democratic legislators have made no public commit-

(Continued on page 5)

Today's Garden

By LILLIE L. MADSEN

Answers to qeustions:

C. M. — The disease which causes the leaves of violets and primroses to be mottled yellow and white is believed to be chlorosis. As a cure, the following has been recommended (two or three applications may be necessary): 1 ounce sulphate of iron, 1 ounce nitrate of soda and 15 gallons of water.

M. L.—Aphids may be controlled by spraying with one of the commercial sprays put out for that purpose or a nicotine sulphate spray. Black-Leaf-40 is good. But the spray must hit the insect to be effective. Several applications will likely be necessary before control is complete.

I. G.—Stem rust on roses had best be cut off and burned. This is the disease that causes bright orange spots to appear on the stems and leaves of young shoots.

S. E.—There are varieties of calla lily which will winter over out of doors here. W. S. Jack of Silverton has quite a large bed of acila lilies several years old. The root rot to which you refer is not caused from too cold weather. It may be caused from poor drainage and too soggy ground. The best is to soak your corms for two hours in a 1-to-1000 solution of corrosive sublimate or for one hour in a 2 per cent formaldehyde solution. The bulbs should not be reset in the same soil unless that soil has been thoroughly sterilized. The calla lily requires a very rich soil and an abundant supply of moisture during the growing season but the soil must be well drained.

Carnations can also be grown out of doors here—especially the small summer variety. These, too, need a rich soil but a loose one. Don't crowd them, and while they do not want to be dried out, neither will they thrive in a soil that is continuously soaked.

Radio Programs

KSLM—WEDNESDAY—1360 Kc.
6:30—Milkman Melodies.
7:00—Harry Riches, Farms.
7:15—Hits and Encores.
7:30—News.
7:45—Sing Song Time.
8:00—Parliamentary Debate, England.
8:30—News.
8:45—Carters of Elm Street.
9:00—Pastor's Call.
9:15—Marvin Arnold, Pianist.
9:30—Let's Dance.
9:45—Keep Fit to Music.
10:00—News.
10:15—Ma Perkins.
10:30—Hits of Seasons Past.
10:45—Bachelor's Children.
11:00—Our Friendly Neighbors.
11:15—Women in the News.
11:20—Musical Interlude.
11:30—Willamette University Chapel.
11:45—Value Parade.
12:15—News.
12:30—Hillbilly Serenade.
12:35—Willamette Valley Opinions.
12:50—Melody Mart.
1:15—Interesting Facts.
1:30—Johnson Family.
1:45—Vocal Varieties.
2:00—Legion of Safety.
2:15—Swingtime.
2:30—Five Men of Fate.
2:45—David Harum.
3:00—Maddox Family and Rose.
3:30—Julian Aiken, Singing Cowboy.
3:45—Carol Leighton, Ballads.
4:00—News.
4:15—Melodic Moods.
4:45—Moments Musical.
5:00—Townsend Club.
5:15—Everett Hoagland Orchestra.
5:30—Sabbs Echoes.
5:45—Little Orphan Annie.
6:00—Tonight's Headlines.
6:15—Dinner Hour Melodies.
6:30—News and Views.
6:45—Musical Memories.
7:00—Work Wanted.
7:15—This Is Magic.
7:30—Lone Ranger.
8:00—News.
8:15—Serenade for Strings.
8:30—Chuck Foster Orchestra.
9:00—Newspaper of the Air.
9:15—Jimmy Greer Orchestra.
9:30—Chuck Whitehead Orchestra.
10:00—Noel Coward's "Bitter Sweet."
11:00—News.
11:15—Ray Pearl Orchestra.
11:30—The Playboys
11:45—Midnight Melodies.

KEX—WEDNESDAY—1140 Kc.
6:30—Family Altar Hour
7:00—Viennese Ensemble.
7:15—Young Dr. Malone.
7:30—Dr. Brock.
8:00—Financial Service.
8:15—Charley Bradley Varieties.
8:30—National Farm and Home.
8:45—Between the Bookends.
9:30—Home Institute.
9:45—Musical Workshop.
10:00—News.
10:15—Nature Trails.
10:30—It's a Woman's World.
10:45—Orphans of Divorce.
11:00—Amanda of Honeymoon Hill.
11:30—John's Other Wife.
11:45—Just Plain Bill.
12:00—US Department of Agriculture.
12:15—Home Folks Frolic.
12:30—News.
12:45—Market Reports.
1:00—The Quiet Hour.
1:30—Masters of Melody.
1:45—Charles Sears, Singer.
2:00—Curbstone Quiz.
2:15—Kathleen Connolly Presents.
2:25—Associated Press News.
2:30—Paul Martin's Music.
3:30—Dinner Date.
4:00—Frank Watanabe and Archie.
4:15—Biltmore Rendezvous Orchestra.
4:30—Howard Milholland Orchestra.
4:45—Ricardo's.
5:00—The Green Hornet.
6:00—The Revuers.
6:30—Easy Aces.
6:45—Mr. Keen, Tracer.
7:00—Breezing Along.
7:30—What Would You Have Done.
8:00—News.
8:15—Musical Interlude.
8:25—Diamond Dust.
8:30—Baseball.
10:15—Sir Francis Drake Orchestra.
11:00—This Moving World.
11:15—Portland Police Reports.
11:18—Paul Carson, Organist.

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KGW—WEDNESDAY—620 Kc.
6:30—Sunrise Serenade.
7:00—News.
7:15—Trail Blazers.
7:45—Sam Hayes.
8:00—Trading Post.
8:15—Dinning Sisters.
8:30—Stars of Today.
9:15—Hotel Taft Orchestra.
9:30—Modern Meals.
9:45—Dr. Kate.
10:00—Light of the World.
10:15—Arnold Grimm's Daughter.
10:30—Valiant Lady.
10:45—Betty Crocker.
11:00—Story of Mary Marlin.
11:15—Ma Perkins.
11:30—Pepper Young's Family.
11:45—Vic and Sade.
12:00—Portia Blake Faces Life.
12:15—Stella Dallas.
12:30—Stars of Today.
12:45—Blue Plate Special.
1:00—Girl Alone.
1:30—Midstream.
1:45—The O'Neills.
2:00—Hollywood News Flashes.
2:15—Music to Cherish.
2:30—Against the Storm.
2:45—The Guiding Light.
3:00—Fred Waring in Pleasure Time.
3:15—News.
3:30—William Penn Orchestra.
4:00—Glenn Hurlburt Brass Band.
4:30—Paul Carson, Organist.
5:00—Stars of Today.
5:15—Cocktail Hour.
5:30—Hollywood Playhouse.
6:00—Kay Kyser's Kollege.
7:00—Champions.
7:15—Next Step Forward.
8:00—Fred Allen Show.
9:00—Fu Manchu.
9:30—Beverly Wilshire Orchestra.
10:00—News Flashes.
10:15—Biltmore Hotel Orchestra.
10:30—Ambassador Hotel Orchestra.
11:00—News.
11:15—Hal Tabarin Orchestra.
11:30—Florentine Gardens Orchestra.

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KOIN—WEDNESDAY—940 Kc.
6:00—Market Reports.
6:05—KOIN Klock.
7:15—Headliners.
7:30—Bob Garred Reporting.
7:45—Consumer News.
8:00—Kate Smith Speaks.
8:15—When a Girl Marries.
8:30—Romance of Helen Trent.
8:45—Our Gal Sunday.
9:00—The Goldbergs.
9:15—Life Can Be Beautiful.
9:30—Right to Happiness.
10:00—Big Sister.
10:15—Aunt Jenny.
10:30—Fletcher Wiley.
10:45—My Son and T.
11:00—Society Girl
11:15—It Happened in Hollywood.
11:30—Life Begins.
11:45—Dealer in Dreams.
12:00—Pretty Kitty Kelly.
12:15—Myrt and Marge.
12:30—News.
12:45—Stepmother.
1:00—By Kathleen Norris.
1:15—My Children.
1:30—Singin' Sam.
1:45—Scattergood Baines.
2:00—Young Doctor Malone.
2:15—Hedda Hopper's Hollywood.
2:30—Joyce Jordan.
2:45—The World Today.
3:00—Hello Again.
3:15—Hilltop House
3:30—Newspaper of the Air.
4:15—KOIN Roadmaster.
4:30—Huntman Melodies.
4:45—Bob Garred Reporting.
4:55—News.
5:00—Star Theatre.
6:00—Glenn Miller Orchestra.
6:15—Public Affairs.
6:30—Burns and Allen.
7:00—Amos 'n' Andy.
7:15—Lanny Ross.
7:30—Dr. Christian.
7:55—News, Bob Trout.
8:30—Everybody Wins.
9:00—Sullivan Reviews the News.
9:15—Elton Watkins.
9:45—Novelette.
10:00—Five Star Final.
10:30—Tony Pastor orchestra.
11:00—Clark Ross-Erwin Yeo.
11:30—Manny Strand Orchestra.

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KOAC—WEDNESDAY—550 Kc.
9:00—Today's Programs.
9:02—The Homemakers' Hour.
9:06—Neighbor Reynolds.
10:00—Weather Forecast.
10:15—Story Hour for Adults.
10:55—School of the Air.
11:45—School of Music.
12:00—News.
12:15—Farm Hour.
1:15—Variety.
2:00—Mu Phi Epsilon Program.
2:15—AAUW Half Hour.
2:45—Neighborhood News.
3:15—US Army Program.
3:45—Monitor Views the News.
4:00—The Symphonic Half Hour.
4:30—Stories for Boys and Girls.
5:00—On the Campuses.
5:45—Vespers.
6:15—News.
6:30—Farm Hour.
7:45—The Consumer's Forum.
8:00—Songs of Araby.
8:30—Willamette University.
9:00—OSC Round Table.
9:30—Department of Music.
9:45—Flying Lizards.