

AN INDEPENDENT NEWSPAPER

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The Register-Guard's policy is the complete and impartial publication in its news pages of all news and statements on news. On this page, the editors of the Register-Guard offer their opinions on events of the day and matters of importance to the community, endeavoring to be candid but fair, and helpful in the development of constructive community policy.

A NEWSPAPER IS A CITIZEN OF ITS COMMUNITY

AROUND THE WORLD, ALMOST

NOT since Lindbergh made his spectacular point-to-point flight from New York to Paris has there been any event in aviation so stupendous as the achievement of Wiley Post and Harold Gatty who bid fair to complete the first continuous flight around the world and to complete it in something less than nine days. Like Lindbergh, they were almost unknown when they started out. They were just a couple more air-crazed young men with ambitious ideas.

Their recognition has been progressive. When they reached England, the world was politely tentative. They had done a good job of flying the Atlantic, but they were far from being the first to do it. When, without much delay they went on to Berlin and Moscow, the world began to wonder if they really meant to try to make good their threat of circling the globe. But Siberia lay ahead, with its 7000 miles of towering mountains and dreary steppes.

Then a lot of strange Russian names began to roll by as the fliers drove onward with the precision of a railroad schedule. It was accepted as a marvelous achievement when they reached the Siberian coast, but when they got stuck in a mudhole at that place called Blagoveshchensk, it seemed unlikely they would attempt to continue anything like a scheduled flight.

For though Alaska lay only 1100 miles away, to regain the American continent meant leaving almost all civilization behind them in a perilous flight over the Tartary straits and the Bering sea, a region of frigid Arctic waters, broken only by lonely volcanic islands, a region shrouded most of the time with drifting fogs, where to err by a fraction in navigation would be to be lost. A good many Japanese and American fliers have been hesitating over this flight for weeks. It had been made before, once by American army fliers and once by the Russian soviet fliers, but only after special preparations lasting weeks.

The landing of Gatty and Post near Nome late yesterday evening was their final answer to the world's doubts as to the sincerity or as to the skill of their attempt. To all intents and purposes, Gatty and Post have circled the globe, on schedule. All the worst parts of their journey are behind them. Victory is within their grasp. If only overconfidence does not lead to some mishap.

Seldom has the world seen a bold enterprise so well planned or so skillfully executed. Gatty and Post deserve their elevation to the ranks of aviation's truly great. They have done much more than circle the globe in shorter time than even Jules Verne ever dreamed. They have pioneered what in time, with still better planes and still better navigation instruments, may be a great world route. The possibilities are fascinating. Places which we have always regarded as at the ends of the earth may within our own time take their rank as stations on the highroads between continents.

CROSSING CRASHERS

THE chap whose pet sport is beating a train to a crossing has very little on the slightly more modern fool whose delight is to rip across a main highway in front of traffic without stopping. So far, if we have not heard of any very serious results from this mania, it is only because the gods have been kind. Possibly they have the innocent victims rather than the crossing crashers in mind.

On those long stretches of the Pacific highway between Harleburg and Albany, we noted three crossing crashers on a northbound trip the other night, and four on a southbound trip. On another daylight run there were two during the northbound run and three during the return journey, including one chap with a two-ton truck and a long swinging trailer who sputtered over the S. P. tracks and down into the moving highway traffic without even a gesture toward stopping.

Of course this is not the only section of the highway which is beset with crossing crashers. They are to be found most anywhere. They are mostly cocksure young gentlemen who are quite sure of the powers of their cars and their ability to miss anything that may be moving on the highway. Possibly they mean to be friendly because sometimes they will wave a little greeting to a fellow who seems to be taking his braking too seriously.

But there's going to be a grand and glorious mixup one of these days when one of the blithe gentlemen misjudges the speed of the car or cars that happen to be approaching on the main right-of-way. It may be quite as spectacular as that truck-car crash down near Oregon City. And if the car on the main road happens to be a big one and happens to be moving at fifty miles an hour or so, it may scramble the crossing crasher almost as badly as a locomotive would.

Unfortunately no driver of another car has quite the advantage of weight and iron armament that a locomotive engineer has in these encounters. The crossing crasher who teases other drivers as well as railroad engineers is likely to take his victims with him into eternity. It might be a good idea for Director Charlie Pray and his new state police to have conversation with a few of the crossing crashers.

STILL A GAMBLE

NOW that so many have crossed the Atlantic in airplanes, how much do we know about ocean flying? Not so very much, really, though we are beginning to learn a good deal. Dr. James Kimball, government meteorologist who has guided nearly all the fliers since Lindbergh, says that in spite of the improvements in navigation instruments, we still need better "eyes" to guide pilots over ocean wastes through cloud and fog. And we need still better defenses against wind.

Listen to what he says about ocean winds: "When we give our fliers the word 'go,' the ocean weather maps look like starting the planes

off into the teeth of a vast set of gears. These 'teeth' are the troughs between great pinwheels of wind, gigantic cyclones, some half the size of the ocean, others mere babies. They look like the gears of a machine and when they make contact with each other, like true gears they are turning in opposite directions.

"Into the 'troughs' which represent the place where teeth would mesh in real gears the planes are sent. In these troughs they find favorable winds, something on the tail to push them along.

"Hillig and Holiris and Post and Gatty traveled such a trough to Europe. It was made of three great cyclonic gears grinding against one another, two medium sized ones to the north of their course and one big fellow south of it.

"The big one was a 'high,' which means that it whirled clockwise, and that the two planes, traveling along its northern edge, had winds from the west. The smaller ones were 'lows,' storm areas which whirled counterclockwise. These had favoring west winds at their south edge instead of to the north, and south of them lay the successful course. One of these lows lay up near Greenland in the iceberg track and the other over near Iceland."

Dr. Kimball's certainty that the planes now can outride the winds in summer is based on still other maps—those for example of Kingsford-Smith, who had been flying eastward would have been riding a favoring wind almost every foot of the distance, but he came west and bucked the elements every minute. Another set is the flight of Dieudonne Coste and Maurice Bellonte, who rode a low as long as they could, and then cut across an opposing high for nearly half the span of the Atlantic.

In the old days a man used to boast of the clubs he belonged to, now he's more concerned with those he takes to the links.

WHAT OTHER EDITORS THINK

A PLEA FOR UNDERSTANDING

DR. FREDERICK STARR addressed the editors of Oregon Friday night and made a plea for a better understanding between the United States and Japan. Prof. Starr has visited the orient 13 times, and claims to be the best known American in Japan. He lives in native style with native dress and eating native foods in native fashion. He declares that the people of Japan are great admirers of the United States and want to live on terms of genuine accord with us. Time after time Japan has yielded to our demands: in the matter of the island of Yap, withdrawal of troops from Siberia, relinquishment of rights in Shantung, and acquiescing in our demands at the naval conference in London a year ago. These concessions were made not out of fear but out of desire to hold our friendship.

Dr. Starr related incidents proving to him the deep seated friendliness of Japan towards our people. He once made a pilgrimage of 1200 miles, stopping at stations made famous by a Buddhist priest some 1100 years ago. In one remote village he was met by a deputation of a boys' club which gave him a message to deliver to the boy scouts of America bearing assurances of their love and respect for us. At another mountain town far out of the usual path of travel he was asked to speak to the people. A thousand people gathered and when he asked them if he was correct in assuming his own countrymen of their friendship he received a great chorus of approval.

There is surely every reason why the United States and Japan should live at amity with each other. They face each other across three thousand miles of water, but neither should have hostile designs against the other. We have enjoyed mutual benefits from commerce, from interchange of ideas, which war or even surgery or sulfer would gravely injure. We hear so much of jingoism from some of the extreme press it comes as something of a counterweight to have the appeal of Dr. Starr for a friendlier attitude toward our brown brothers of the far east.

WASHINGTON LETTER

By RODNEY DUTCHER

WASHINGTON, June 30.—President Herbert Hoover, once press-agented as "the great humanitarian," is now being put forward to the country as a human being.

There have been opposite views about the Hoover personality. One held him to be a cold, unsympathetic, fish-like and short-tempered individual whose emotions were aroused only by statistics, criticism or thoughts of a second term. The other pictured him as a warm-hearted lover of children, dumb animals and his fellow man; a red-blooded devotee of fishing and the outdoor life; a charming comrade among his friends and, above all, a quiet and modest superman who worked sympathetically and ceaselessly in the interests of his countrymen during a period of suffering and depression.

Knowing the "Real" Hoover
 Next year Mr. Hoover comes up for re-nomination and election and it is very obviously good politics for his friends and supporters to promote that second conception of Hoover among the voters and eradicate the first. Hence, a very definite attempt was begun a few months ago to "humanize Hoover" and dramatize his personality on the theory that it was only fair all around that the people should be allowed to know the "real Hoover."

The Harding Tribute
 Hoover's tribute to Harding, his former chief, at Marion, O., contained more evidences of personal emotion than any other speech he has made. Its warmth largely dispelled the ill-feeling and embarrassment caused by the fact that the Harding Memorial had gone several years undedicated.

Hoover now makes a deliberate effort to "contact" pleasantly with people. He is careful to smile for photographs—he wasn't always so careful. At the recent big Republican dinner in Indiana he very humanely invited everyone to remove their coats. And while his train was en route during his speaking tour he and Mrs. Hoover meticulously appeared on the rear platform whenever a group waited and the president had impromptu words for all.

But the change in Hoover and his attitude toward his public has been most distinctly marked in his daily life at the White House.

Along Came Joella
 Time was when a reporter who wanted to write a feature story about Hoover ran into a virtual stone wall at the White House. The president, it appeared, might as well have been a block of ice in so far as concerned those little human bits of news that most people like to read about the great. But about three months ago a newspaperman named Theodore G. Joslin of Boston was made Hoover's secretary, with the job of contacting the correspondents. Things began to be different.

The most startling innovation of the "humanizing" effort was the use of a National Broadcasting company representative who spent a day in the White House and then went on the air to tell the country about "a day with the Hoovers."

Soon after Congress adjourned the Hoover grandchildren for the first time were allowed their fair share of publicity and the newspapermen were fed many charming little anecdotes about them. Mrs. Hoover spoke over the radio and the country was allowed to learn that she had been knitting sweaters for drought sufferers. The women's division of the Hoover emergency employment committee issued a long story about Mrs. Hoover as an outdoor girl.

Unsettled and Interviews
 The rear grounds of the White House were opened to tourists at noon each day and the Hoovers waved greetings from the balcony. The president invited Bryan Untch, youthful Colorado bus disaster hero, to the White House, with the assurance that "there's a boy worth knowing." He even granted an interview to a magazine—presidential interviews are unheard of things—on the subject of child welfare. The magazine has a large female circulation.

Ted Joslin, meanwhile, let it be known how well Bryan Untch and Hoover were getting along together. Released a story about how much Hoover used the telephone than other presidents had, compared the number of Hoover and Coolidge speeches and confided many little White House occurrences previously denied the correspondents.

SIDE GLANCES



"Four shows a day! Say, if I'd gone into business and worked this hard, I'd be president of some steel corporation."

DAILY HEALTH SERVICE

FEVER MAY BE REACTION OF BODY AGAINST DISEASE

By DR. MORRIS FISHBEIN
 (Editor, Journal of American Medical Association, and of Hygiene, the Health Magazine)

WHENEVER anyone has a fever his metabolism is increased. Formerly all fevers were believed to be harmful and the first attempt of the physician was to get rid of the fever as soon as possible. It is now recognized that fever may be a reaction of the body against disease, and physicians are not so anxious to get the fever lowered.

During a fever there is an increased production of heat. However, the amount of heat produced is no greater than that experienced during moderate exercise. The reason for a rise in body temperature is primarily interference with elimination of heat. A rise in temperature, therefore, means that the heat production is increased and the amount eliminated is interfered with. When the temperature reaches a certain high level and stays there, physicians understand that a balance has been reached between heat production and heat elimination.

In fevers the heat regulating mechanism is adjusted to a higher level. In other words, the thermostat that controls heat is set at a higher point. When the temperature reaches its

maximum the regulator begins to work, giving the blood increased circulation



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(July 1)

(July 2)

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EARLY EUGENE

(From The Guard of June, 1881)
 THE frame for Mr. A. G. Horey's new residence has been raised.

This being fair week the trains in the afternoon have been about one hour late each day.

Maggie, eldest daughter of Mrs.

John D. Kinsey, has for several years been quite sick of scarlet fever. Stock shipped—Geo. Millman shipped a carload of beef cattle to Salem Wednesday and a carload of sheep Thursday.

For the fair—Mr. S. D. Holt, F. M. Wilkins, with families, went to the fair Thursday.

Formerly at The Model Beauty Shop, is now at Bob's Beauty Shop, Pa.

July 4th Celebration

Bandon-by-the-Sea

Water Sports — Baseball — Swimming
 Golf — Dancing
 Band Concerts — Fireworks

Private Fireworks Permitted on Beach

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Take advantage of the two day holiday to visit this wonderful playground—Something to do every minute.

Newport Tide Table For Coming Week

		High Water			Low Water	
JULY		A. M.	P. M.	A. M.	P. M.	P. M.
Wednesday	1		2:13	6:2	7:26	8:59
Thursday	2	0:36	7:9	6:2	8:03	9:49
Friday	3	1:17	7:8	6:3	8:42	10:30
Saturday	4	2:01	7:1	6:4	9:20	11:12
Sunday	5	2:49	6:6	6:5	9:57	11:54
Monday	6	3:46	6:0	5:27	6:7	10:36
Tuesday	7	4:57	5:5	6:03	6:9	11:16

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