

Plywood Officials Visit In County

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Nureburg of Fort Worth, Texas; Paul Peltier of Brooklyn, New York; E. A. Wright of Los Angeles; Paul Trojel, assistant treasurer and manager for the Springfield plant.

Mr. Willis was the speaker from the group for the Rotary meeting. "This is the lumber age," he told the group, adding: "Lumber has never failed man. There have been failures in the lumbering business, but it was not the failure of lumber." He then went on to recite the many uses of lumber and how it has stood the test above all other constructional materials. He mentioned the fact a new airfield hangar there is of steel, while in Chicago a few miles from a big steel center they had found lumber in demand for hangars over steel.

Lumber is safer under fire than any other material, Mr. Willis stated. Concrete is likely to explode, steel pours down on you. Lumber will char, but when the fire is over usually there is much salvage while nothing but junk is left from other materials, he said.

Failures in use of concrete are so common and taken so for granted they are not news, where, if a boat, an airplane, or other object has wood in it news stories play up big what happened to wood. Mr. Willis commented. He recited a time when a news story came out with a big headline on a wooden boat blowing up, when as a matter of fact it was the boiler that had blown up—and the boiler was not made of wood, he said.

Discussing some airplane accidents the speaker said considerable stress was placed on the term "wooden plane," when it was a metal gadget that had failed—and it was an engine that had failed—and engines are not made of wood." He recited many important uses of wood used in construction in the steel centers of the nation, the wood being used because it is safer and wears longer.

Mr. Willis mentioned the statistics in the east revealing that many, many of the new homes are being constructed as 100 per cent wood ones.

Conscription Fight Draws Wheeler

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of the world does he intend to send out men—these millions of men he seeks to conscript—when the army and all expert military authority agree that only 400,000 additional are required for ample national defense?"

Rep. Gen. William E. Shedd said meanwhile, that the amount of time required by congress to consider conscription legislation had brought about a postponement of war department plans to have 900,000 men in uniform early this fall.

The department now plans to have 900,000 men in uniform by January 1, Shedd said, "and even that is an optimistic program."

The assistant chief of staff in charge of personnel appeared before the house military committee as the senate began its third day of debate on the Burke-Wadsworth compulsory service bill under which men between 21 and 30, inclusive, would be required to register for service.

Bonneville Asked For Home Rule Word

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The army schedule had called for registration in September and for 400,000 conscripts called to the colors October 1. Shedd did not touch upon any new time for registration but testified that the fact that conscription legislation had not been approved, together with its necessary appropriations, had necessitated revision of the program.

His outline of the program showed that the army included regular soldiers, volunteers, and conscript trainees in the 900,000 troops. Legislation for calling up the national guard and other reserve categories for training and use anywhere in this hemisphere was passed by the senate and was approved by the house military committee yesterday.

It won legislative right of way to the house floor from the rules committee today.

The senate military committee, meanwhile decided to invite Governor Herbert H. Lehman of New York to testify Thursday on his plan for creating home guard units equipped by the federal government. These would serve only in home defense.

In the compulsory service debate Senator Burke (D., Neb.) asserted that the controversy had been reduced to a single issue—whether voluntary enlistments would produce sufficient recruits to man the nation's defenses speedily. Opponents of conscription have advocated the volunteer system. Proponents, including Burke, say voluntary enlistment would not produce the men needed.

Taft Has Plan
Senator Taft, (R., Ohio) earlier had proposed that the United States create a permanent special training, rather than resort to conscription.

As the senate resumed its debate on the controversial Burke-Wadsworth compulsory service bill, Taft offered a substitute plan which he said was designed to build up and maintain a reservoir of 1,500,000 trained men.

Senator Barkley of Kentucky, the democratic leader, voiced opposition however, to any substitute or compromise measures which would delay inauguration of a conscription program.

With two days of debate in the record, Barkley observed that things were "going along pretty well" and told reporters he thought the senate would vote against postponing a draft law to experiment further with voluntary enlistment plans as anti-conscriptionists have urged.

Joe Gordon Today

WHAT HE DID TODAY

AB	RBI	H	PO	A	E
5	1	2	5	3	0

*22nd home run.

HIS SEASON'S RECORD

AB	RBI	H	Pct.
403	73	114	.283

Fleeting

PO	A	E	Pct.
240	352	15	.975

SUITCASES REFINISHED
Electric Cleaners—Phone 300

Bonneville Asked For Home Rule Word

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per kwh delivered. Emergency or break-down relief to be supplied at same rate.

On Section II
Discussion at Monday night's meeting turned mainly on Section 11 of the proposed contract together with "Exhibit D" (Bonneville's general regulations concerning the management of customer utilities and the rates they shall charge) and whether Section 11, as rewritten by Bonneville's lawyers meets Eugene's demand that the principle of "home rule" shall be definitely and unequivocally recognized. Section 11 reads:

"11. Stipulations as to Resale Rates and Service. In view of the fact that for a long term of years the city has followed sound policies and practices, substantially as set forth in general terms in Exhibit "D" attached hereto, in the operation and administration of its electric utility, and has established relatively low rates for the benefit of its electric consumers, it is considered unnecessary to include in this contract any specific resale rate stipulations for effecting the purposes of the Bonneville Act of August 21, 1937.

"The city agrees to supply the administrator, for his files during the term of the contract, copies of schedules of all its rates and charges for electric energy, and such alterations and changes therein as may be put into effect from time to time.

"During the term of this contract, the administrator shall not, without written consent of the Eugene water board, sell or offer to sell power to any individual or any publicly or privately owned agency or industry now served by the city, or to any customer now within, or hereinafter locating within the territory served by the city."

The question was raised in the Water board meeting as to whether the first paragraph of Section 11, by reason of its peculiar wording, and taken in connection with Exhibit "D" will not bind the city to recognize Dr. Raver's claim "to keep Uncle Sam in the driver's seat" in resale rate making instead of binding Bonneville to recognize the Eugene claim to complete Home Rule at all times.

At the suggestion of Board President Percy Brown it was proposed that Administrator Raver be asked to accept the following amendment and addition to the first paragraph of Section 11:

"... and the Bonneville Administrator recognizes the city's right to complete Home Rule in all its rates and operations."

When negotiations with Bonneville were in early stages Bonneville incurred vigorous protest by seeking the right to transmit and sell over Eugene's municipal lines, and the last paragraph of Section 11 embodies a specific renunciation of this contention, but in view of some of the Eugene people an equally specific and forthright declaration on the Home Rule section is just as important.

The question was raised as to whether Bonneville has not retained "by implication" the right

British Stubbornly Resist Germans

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over a wide area, embracing inland gunnery stations—one of them within half a mile of where a big Dornier bomber crashed this morning with bomb racks still half full.

These mobile batteries and troop concentrations are scattered from the coast to several miles inland. On nearby roads, new type barricades, designed to block invaders and yet to permit swift movement of defending troops, are being erected.

The Germans, by British admission, drove their strongest waves today across an 80-mile pathway from the Thames estuary to the Sussex coast of southern England, but they struck at distant objectives, too.

Hour Near.
(On both Berlin and the neutral listening posts of Switzerland, the belief was expressed that Adolf Hitler's air force had all but completed its familiar preparation for direct assault and that an attempt at actual invasion was imminent—possibly within the next 72 hours).

The official account of today's raids was guarded.

It did, however concede that the main attack was lengthened to take in the bombing of both seaside towns and country districts in Hampshire, as well as the stretch from Sussex to the Thames. (Thus Portsmouth, great naval base sheltered by both the Sussex and Hampshire coasts, obviously was again a principal target).

"A few casualties, some fatal" were officially admitted.

The authorized accounts, however, stressed the damage done by the British Spitfire and Hurricane fighter defenders.

One squadron of Spitfires, it was stated, chased a large formation of Dornier bombers across the channel toward France and "damaged at least five." Another Spitfire group engaged more than 30 Dorniers—five miles above the Kentish coast.

Four Attacked
A British flying officer was declared to have attacked four German bombers "one after the other, silencing the rear gunner in two of them and seeing thick clouds of smoke pouring from a third as it dived crippled toward the sea."

Over the Thames estuary, the waterway to London, two dozen Dorniers flying in tight wedge formation, were attacked by a group of Spitfires. The official account said that a sergeant pilot who already had shot down eight German planes, "saw the rear guard of a bomber he had attacked jump out by parachute. The plane fell toward the water."

Reports from one southeast coast town said at least six German planes were shot down off two points in that area.

Ominous undertones to the day of aerial struggle were continued reports, trickling belatedly through the censor, of the reported shelling by long-range cannon yesterday of one southeast coastal town. Householders were unaimed in their belief that shells, not bombs, caused damage to houses. However, authorities said there was no confirmation "at all" of the reported cannonade.

The extent of today's mass employment of raiding planes was pointed up by one story which said that Hurricane fighters, trying to stem the invasion over the Sussex coast, engaged 50 bombers—Dorniers, Heinkels and Junkers—and that "a long way behind were 50 Messerschmitt fighters, flying at 15,000 feet."

Despite the hundreds of planes, which the Germans used today and the "zero hour" predictions from the continent, some British experts said they didn't believe the battle yet had reached "blitzkrieg force."

Germany, they asserted, can afford to send a thousand planes a day against England in an attempt to smash aerial resistance. They speculated, too, on the possibility that the reich may choose to maintain an aerial blockade of England to bring her to her knees before winter, rather than a frontal assault.

The aeronautical correspondent of Reuters, the British news agency, said such a blockade was "a

German Blitzkrieg's Fall Imminent

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using early tonight, the agency said, with new waves of German bombers and dive-bombers again and again roaring over the British coasts in the late summer twilight.

Almost every wave, it said contains tight wedges of high-flying bombers escorted by swift, mobile Messerschmitt fighters and destroyer planes.

So effective are these flying wedges, DNB declared, that they have broken through the British defenses and, apparently, have not been compelled once to veer off before reaching their objectives.

Exact figures on plane losses announced that air battles were waging over Portsmouth, Aldershot and other points over the English channel and elsewhere as the Germans sought to bomb military targets.

Earlier in the day it had been at the moment were not available. But the Germans insisted in general that their losses were light and those of the British heavy.

In a German bomber raid on the harbor of Walsend, between Newcastle bombs caused widespread fires in storehouses and warehouses. Five minutes after the missiles fell, the agency said, a terrific detonation was heard.

No Damage
British chasers and anti-aircraft batteries trying to repel the before-dawn nazi raiders were unable to prevent the attack or even inflict damage, DNB declared.

It said fierce air battles developing over the channel and along the coast, cost the British "a great number of chasers" as German fliers succeeded in breaking through aerial defenses to bomb previously designated targets.

The German wireless said British losses today alone were 69 against only 7 for Germany.

In the British losses were 16 planes said to have been shot down in two attacks on the "fortified town" of Aalborg, Denmark. Only seven raiders escaped, the radio said. Others were listed as destroyed in the assault on England.

The attack destroyed planes on runways and hangars at an airport at Portsmouth, DNB said, adding that fires were observed in the port after both medium weight and heavy bombs had been rained on it.

Informed circles estimated the number of British planes shot down in today's first encounters at between 20 and 30.

Meanwhile, DNB said, nazi planes reconnoitering the channel sank two British patrol boats off Godwin sands, west of Deal.

In its reports on activity today, DNB said the Germans downed 14 British planes and lost five in air battles over Eastchurch on the Thames, Portsmouth and Aldershot.

Bombing attacks severely damaged airports at these points, starting fires and wrecking uncounted planes on the ground, the news agency declared.

The high command, reiterating the DNB reports, added that night-raiding German planes had attacked shipping at Swansea and Cardiff, both in Wales and also anti-aircraft and searchlight batteries at Plymouth and Humbermouth. Plymouth is on the channel and Humbermouth on the east coast.

Its communique also reported a dive-bomber attack on a "strongly protected convoy," and said that, "despite hectic defense by chasers and anti-aircraft," two merchantmen totaling 5,500 tons were sunk.

One of the British patrol boats reported sunk, it disclosed, was a speedboat, one of a group which battled in the North sea with a squadron of German mine-sweepers. None of the German ships was damaged, the communique declared.

Mrs. Brattain Dies In Florence Monday

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FLORENCE, Aug. 13—(Special)—Mrs. Alice G. Brattain of Florence died at her home Aug. 12. She was born Feb. 10, 1868, Alice G. Vincent, in Buchanan, Mich. She and her husband lived in Paisley, Ore., and then moved to Camp Creek. Later they moved to Springfield, and in 1920 to Florence, where they have lived since that time.

She is survived by her husband, Edgar E. Brattain, and the following children: Creed, Eugene; Mrs. Alberta Rice, Florence; Mrs. Eva Counts, Springfield; Miss Helen Brattain, Florence; Mrs. Esther Cooper, Florence; Mrs. Hazel Gardner, Eugene; Mrs. Ruth McCullough, Marshfield; Wilbur, Powers, and Edgar, Coquille. The following brothers and sisters also survive her: Bert Vincent, Vida; John Vincent, Medford; Mrs. Ethel Sanke, Marcola; Mrs. Edith Larimer, Springfield; and Mrs. Adeline Sapp, North Bend.

Funeral services will be held Wednesday, Aug. 14, at the Evangelical church in Florence, Rev. Jameson officiating. Services will be at 2 o'clock. Interment is to be in the Masonic cemetery.

Clarence R. Irvin Dies In Monroe

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Clarence R. Irvin, 41, well-known building contractor and cabinet maker of Monroe died suddenly Saturday in Corvallis where he was transacting business.

He was the husband of the late Dorothea Elizabeth Irvin and the son of Rev. and Mrs. H. F. Irvin, all of Monroe. He was born in West Cairo, Ohio, May 8, 1899, and had also lived in Oklahoma and Colorado before moving with his parents to Boise, Idaho, in 1913.

He married Dorothea E. Irvin June 2, 1930, at Los Vegas, Nev. Later the family moved to western Nebraska where Mr. Irvin assisted in constructing the reservoirs for the city of Denver water system. He came to Oregon five years ago, and a year later came to Monroe where he has lived since that time.

Mr. Irvin was active in civic and fraternal circles. He had been a member of the Methodist Episcopal church since childhood having united with the First M. E. church of Boise, Idaho, where his name still appears on the World War honor roll. At the time of his death he was serving as vice grand of Alpine lodge No. 197, I. O. O. F., and was also a member of Perin-Edwards post No. 112, American Legion, Boise, Idaho, lodge No. 310, Benevolent and Protective Order of Elks and the South Benton grange.

Besides his widow and parents he is survived by a brother, J. Edward Irvin, Santa Ana, Cal., and other relatives.

The remains are at the Keeney funeral home in Corvallis, and plans for the funeral service will be announced later.

Prescott Committee Busy With Airport

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that may pass federal requirements. Ownership maps and assessed valuations on these properties are being drawn up, and when that job is completed, legal descriptions will be obtained and options will be drafted.

Following that, the properties will be studied, and options will be secured on the most suitable site.

Next Wednesday the committee will meet to report on progress made, and at that time the members will go into the matter of finding means to finance the project.

Other members, besides the chairman and councilmen named, are Mahlon Sweet and Earl McNutt of the chamber of commerce; and Paul Campbell, realtor.

In 1876 Alexander Graham Bell patented an apparatus for transmitting "two or more signals simultaneously" on a single wire.

COLORED GLOVES REDYED
Electric Cleaners—Phone 300

Dorena Dam Job Is Next For Army

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cluding the spillway, of 2,095 feet. The dam itself will be made of earth, while the spillway structure will be concrete.

Estimated cost of the dam and reservoir, including costs of lands and highway relocation, is about \$2,440,000.

The spillway is a gravity section overflow structure with crest length of 264 feet and a maximum height above its foundation of about 90 feet.

Water will flow over the spillway only in times of excessive floods when, after the reservoir is full and the inflow exceeds the capacity of the outlet conduits, the pool will rise and cause the excess

water to flow over the crest.

Unlike the Fern Ridge dam, where the pool will be retained at practically constant elevation, the level of the Dorena reservoir will fluctuate proportionately to the amount discharged over the spillway. Barring mishap and delay, present progress on the project early in December of this year. While T. E. Conroy submitted his schedule to the engineers' office as yet, no contract calls for the completion of Cottage Grove dam early

BIRTHS
TOLLESON—At the Sacred general hospital, Aug. 12, to Mr. and Mrs. Charles Tolleson, 309 South Second, Springfield, a daughter, NESTLE—At the Sacred general hospital, Aug. 12, to Mr. and Mrs. Ralph route 2, a daughter.



Kussell's Semi-Annual CLEARANCE Last Three Days!

A last 3 day clearance sale that gives you further reductions in broken lots and sizes. All are excellent values... you'll find merchandise better than is unexcelled for back-to-school and to use in the early fall. Be sure to check these last three days' values.

Corsets & Foundations \$2.00
Broken lots of fine foundation garments that sold regular from \$10 to \$15. Not all sizes in any one make.

House Coats pastels and prints. . . . \$3.00

Hosiery Clearance
Berkshire Silk Hosiery—3, 4 and 6 thread Regular 89c, Now \$1.00
Artcraft Hosiery, 3-thread Reg. \$1.35 Now \$1.50
Artcraft Hosiery, 2-thread Reg. \$1.35 and \$1.50 \$1.50

Summer Dresses
A group of dresses that would make good all day dresses for the house. Sizes: 12 to 44. Reg. —7.95 to \$14.95, Now \$3.99 to \$6.95

Slack Suits
Sizes 12 to 16 only Reg. \$6.95 and \$7.95, Now \$4.95

Denim Play Clothes
Broken sizes in slacks, sun suits, jackets, skirts, culottes and shorts.
Reg. 1.95—Now \$1.00
Reg. 2.95—Now \$1.50

7 Play Suits—Skirts to Match 1/2 PRICE
Were \$8.95 to \$9.95, Now \$4.95

One Group Sweaters
Reg. 1.95 to 2.95 on Special 99c to \$1.50
Slip on and Cardigan styles. Sizes 32 to 40.

Summer Skirts
Reg. \$2.95 Now \$1.50
Reg. \$3.95 and \$4.95 Now \$2.00
Reg. \$5.95 and \$7.95 Now \$3.00

Boys' Kaynee Wash Suits—2-pc.
Long and Short Pants, Sizes 2 to 6
Regular \$1.95 Now \$1.00
Regular \$2.95 Now \$1.50

BOYS' KAYNEE SUN SUITS Size 1-5
Regular \$1.00 Now 79c

GIRLS' PLAY SUITS All 1/2 Price
2 and 3-pc. Sizes 1 to 14

Girls' Wash Dresses
Broken Sizes and Patterns—Sizes 3 to 14
Regular \$1.25 Now \$1.00
Regular \$1.95 Now \$1.50
Regular \$2.95 Now \$2.00

One Group Children's Swim Suits
Sizes 2 to 14
ALL 1/2 PRICE

PEQUOT SHEETS
Sheets that exceed government specifications. Made stronger... wear longer. Double tape edges for extra strength. Index tabs so you can easily find the correct width for each bed. These are special prices for August Sale.
81x108 \$1.00
72x108 \$1.00

Pillow Cases, 42x36, ea. . . . \$1.00

Leed's shoes for women

Expensive in Every Detail But Price!

COMING TO 946 WILLAMETTE ST.

TEAL DIES
PORTLAND, Aug. 13—(AP)—Henry Teal, 68, Portland financial and business leader for many years, died here early today. He was the son of Colonel Joseph Teal, a well known figure in the early days at Eugene.

More than 90 per cent of all motor-vehicle trips are for distances of less than 30 miles.

BIG NEWS! TOBY'S CORNTUSSLE NEWS

Mondays thru Fridays
10:30 a. m.

KORR
KORR
KORR

PEQUOT SHEETS

ALL 1/2 PRICE