

AN INDEPENDENT NEWSPAPER
(Published Every Evening and Sunday)
EDITOR AND PUBLISHER - - - - - Alton F. Baker
MANAGING EDITOR - - - - - William M. Tugman
NEWS SERVICE - - - - - Associated Press, United Press
MEMBER - - - - - Audit Bureau of Circulations
Entered at the Post Office at Eugene, Oregon, as second class matter.

JOHN L. LEWIS KEEPS HIS WORD

It will be remembered of John L. Lewis, the pugnacious head of the CIO that he kept his word. We believe that even his bitterest enemies will admit that his long and singularly successful career as a labor leader was marked by faithfulness to his word.

After supporting Franklin Delano Roosevelt through two presidential campaigns, Mr. Lewis tried to swing the votes of his vast organization to Wendell Willkie. Dramatically he said he would resign as head of the CIO, if the votes failed to follow him. They didn't. He did.

Maybe the incident will give a little insight into the difficulties between Mr. Roosevelt and Mr. Lewis. Mr. Lewis is a very rough, tough man. He came up out of the coal mines fighting. In some ways his code of ethics is not at all what it should be. Neither are his manners those of a gentleman.

When Mr. Lewis put \$500,000 of his Mine Workers Union money behind Mr. Roosevelt he expected certain very definite returns—to wit scalps of his AFL competitors. He didn't get them. Mr. Lewis is a bitter and an unforgiving man. True, it looked for a time as though Mr. Lewis' CIO was getting all the New Deal favors. There was a time when the AFL leaders cried bitterly against the partisanship of the administration. But Mr. Roosevelt balanced carefully between extremes. When, during the last campaign Mr. Roosevelt favored Mr. Dan Tobin's teamsters with his presence, Mr. Lewis knew he had got all he was going to get of Rooseveltian favors.

It is a sad story, this story of the feud in organized labor. The worst sufferers are the paying members of organized labor and all the unorganized millions who are penalized by the endless industrial wars.

It is probably a good thing for the country that Mr. Lewis has abdicated (though he will be heard from, and plenty, later). It might be an excellent idea if AFL's William Green would also step aside. It would be very helpful if labor had the benefit of real leaders instead of inflated "king makers." In these times of national emergency it is a good thing for President Roosevelt to call upon both factions in labor to lay aside their feuds, but the greatest barrier to labor harmony is the knowledge that most of labor's troubles were Roosevelt-made.

As political expediency dictated he has played both ends against the middle and the two factions against each other. It will require considerable patience and patriotism to repair the havoc which politics has made. The starting point would seem to be in Mr. Roosevelt's department of labor—the replacement of the unfortunate Madame Perkins by some fair-minded, forceful realist who has a high sense of public responsibility and no illusions about either side.

Labor should not seek to run government, but neither should government seek to run labor. Progress will come once that fact is recognized.

A DAY FOR THANKSGIVING

It really matters little whether we celebrate Thanksgiving on the fourth Thursday in the month of November, as established by Abraham Lincoln (till his time it had been mainly a New England holiday) or on the third Thursday, as decreed by Franklin Delano Roosevelt, the Different. We believe the spirit of Thanksgiving Day, as an American institution is portrayed in those pictures of the Pilgrims, marching to church, gun in hand, thankful for survival, thankful for the chance to fight on for those ideals which had brought them to a hostile land.

Today most of us take too much for granted. Having known so little of the wars and oppressions and depressions in other lands, we expect happiness to come to us without a struggle because it was mentioned in the Declaration. It might be well to recall that it was "pursuit of happiness" which was mentioned, and only the right to pursue was guaranteed. We expect safety and security; if we don't find it, seldom is it our fault; it is the fault of the "system." It might be well to recall that these blessings require struggle whether the "system" by which they arrive is "collective" or "individual."

We like the pictures of "The First Thanksgiving" which show us dignified Puritans in prim broadcloth, but we like better those cartoons which show them, as they probably were—somewhat tattered and shaggy after the first year on the hard frontier. Our American traditions were not carried across

the Atlantic in the hold of the Mayflower, like some of the old furniture. They were made by men and women after they "got here."

Men and women left the Old World and came to the New World seeking first of all religious freedom. Under the primitive conditions of the colonies, freedom began to take on a much broader definition. Pioneering does damage to old notions of rank and privilege. It elevates new standards of human merit and value. We have an idea that the New Englanders who held the first Thanksgiving were grateful for much more than their little measure of comfort and safety; they had discovered themselves in the mastering of new country. They had learned the pride of self-government which was to result in the republic.

We have passed through hard times and we are facing a wilderness of troubles. Perhaps we should give thanks that thus far we have escaped actual war. Perhaps we should give thanks that we most of us still have enough to eat and those many comforts which we call the American standard of living. Perhaps we should give thanks that our experiment in democracy has survived as long as it has in spite of us.

Our choice would be to give thanks for our troubles. We were growing smug, indifferent, lazy. The Puritans gave thanks for a harvest and for the courage which they had found to face the future. They left us an idea, an ideal, nothing more.

A Coldwater, Mich., stockbuyer was trampled by a bull. And all he wanted to do was send the animal to the slaughter house.

Driving an old car has its good points. You don't have to worry about the paint job on a new one.

Greeks reported encircling 15,000 Italians—indicating they're fighting rings around 'em.

If you think of yourself alone that's likely how people will leave you.

WASHINGTON LETTER

By JOHN W. KELLY
Register-Guard Washington Reporter
WASHINGTON, D. C., Nov. 21.—Groundwork is being laid to pressure congress early next year to repeal the "cash and carry" neutrality act; purpose being to let the British have war supplies "on the cuff" and ship the material in American freighters conveyed by warships of the United States navy. In short, the plan on which senators and representatives of Oregon and Washington will have to vote one way or the other means casting aside any pretense of neutrality.

Lord Lothian, British ambassador, gave the tip-off when he made a radio recording for the American people asking for "planes, finances and ships." Colonel Frank Knox, Republican secretary of the navy (he was a Rough Rider with Teddy Roosevelt at San Juan hill) says "we are going to give Great Britain everything we can—short of leaving ourselves defenseless." Observe that Knox does not say "short of war." Like Secretary Knox, the secretary of war, Henry L. Stimson, Republican, favors tossing the cash and carry policy out the window.

British propaganda agents (the woods are full of them) and certain officials in the administration are working to have congress repeal the Johnson Act. This prohibits credits being extended to countries which have not paid their world war No. 1 debts to the United States. British are saying they will soon run out of cash to purchase munitions and that if they are to continue as the first line defense for the United States they must be given supplies on tick, or else they will have nothing with which to fight off the Germans.

If the British can put this idea across on senators and representatives in the new congress the next step will be to have the government turn over to England some of the destroyers now being constructed in the yards at Seattle and San Francisco and not expect repayment for flying fortress bombers, fighting planes, tanks and ammunition. American taxpayers would carry the load as they did in the first world war.

Naturally, for the time being, the complete program is not published. The initial steps are calling attention to England's "poor mouth" and the importance of giving the British all aid in order to save Uncle Sam's own skin.

Decreasing merchant tonnage is becoming grave and is cutting down the transportation of supplies to the British Isles. The cash and carry law prohibits American flag ships from carrying munitions (and that includes everything from a can of salmon to TNT), which is another argument for repealing the so-called neutrality act. So anxious are the British to acquire ships that they are not choosy—they are to purchase 13 tubs built in the first world war, from the United States maritime commission, "as is and where is"—laid-up ships which the commission refused to dispose of when a delegation of shippers from Oregon and Washington appealed for them about a year ago.

Once the American vessels are available for carrying munitions, the public can look for assignment of American warships to provide them protection across the waters of the Atlantic.

These consecutive pictures will unfold in the months ahead and the halls of congress will re-sound with argument for repeal of the Johnson Act (its author, Hiram Johnson of California has been re-elected and will defend it) and the cash and carry provision of the neutrality act.

When the cash and carry was substituted for the embargo neutrality act prediction was made on the senate floor that Britain would fengle to circumvent cash and carry and once again talk the United States into holding the bag. The fengling is now in process.

It will be news to the lumber industry of the Pacific northwest to hear that because of the scarcity and high price of lumber only a limited number of benches can be built to seat the inauguration crowd on January 20. . . . Population of the United States is 130,000,000; number on the government payroll (exclusive of army and navy) 1,058,586, as of 60 days ago. Of these 75 out of 100 have permanent government jobs; government payroll in the national capital for September was \$25,201,714 for 145,572 workers. . . . Federal Reserve will station a man in each reserve bank and branch to handle defense financial problems of sub-contractors. . . . Lieut. Colonel Arthur B. McDaniel, now in the office of the chief of the air corps here, has been ordered to the new air base to be established at Spokane.



NIGHT FALLS, but work continues under a battery of lights at Grand Coulee dam in Washington, where the mighty structure is rapidly being rushed to completion. By the end of this year the first power will be available from two 10,000-kilowatt house units.

Siskiyou Highway Project Seen As Boon to Drivers

Completion of and opening of the new, modern section of the Pacific highway (U. S. 99) over the Siskiyou mountains of southern Oregon and northern California is receiving wide national publicity this week as the result of a detailed release announcement sent out by the travel and information department of the Oregon State highway commission to more than 500 motor club headquarters and branches, other travel bureaus and automobile departments of newspapers of the western half of the United States. It is expected that the rebuilding on modern standards of this major north and south highway will have definite effect in increasing traffic over the route.

Following is the news story release sent out from the state highway department to newspapers, motor clubs, travel bureaus and other organizations concerned in the routing of travel: "Folk, not only from Oregon and California, but from more distant regions who have occasion to travel the Pacific highway over the Siskiyou mountains of northern California and southern Oregon will have a pleasant surprise on their future trips. The more than a score of winding, twisting miles that once carried the traveler over the summit of the Siskiyou are gone. A few days ago when the California highway department completed oiling of its stretch just south of the Oregon line, the state highway department of Oregon threw open its last connecting link, approximately two miles, which has been completed for a considerable time and only awaited the finishing touches on the California side.

"Approximately \$2,000,000 has been spent by the Oregon state highway department in the past five years in realigning and modernizing the route over the Oregon side of the mountains. From Green Springs junction just south of Ashland to the California line the old route was 20.8 miles long. The new, easy grade, wide, modern highway devoid of sharp curves cuts off more than four miles. It is 16.1 miles long. Approximately six miles of the new route on the Oregon side was opened this year, the balance having been completed at intervals since 1936.

"The new highway over the Siskiyou mountains not only will make for easier and safer driving generally, but will be of particular value in time of winter snows when sharp curves and steep

grades increase hazards, it is pointed out by the travel and information department of the Oregon state highway commission. The new route will be easily cleared of snow. Engineers estimate that it will save motorists an average of approximately 30 minutes in driving time over the Oregon section of the Siskiyou mountains.

"Dedication ceremonies and formal opening of the new highway section are being planned under the auspices of the Ashland chamber of commerce the afternoon of Tuesday, November 26, at the Oregon-California line. Members of the highway commissions of California and Oregon and representatives of 12 counties between Eugene and Redding, California will be present.

"Another major improvement of the Pacific highway was authorized by the Oregon state highway commission at its November meeting when it let a contract for grading of nearly two miles of new route over Sexton mountain north of Grants Pass. The sum of \$236,390 has been allocated for this work which will eliminate a large number of curves and give a modern grade."

Mailbag

AMERICA'S FUTURE
COTTAGE GROVE — (To The Editor)—We see and hear so much these days of politics that we hope to never be a politician when we see the strain that all are going through. So I am not writing for either side. They all have my sincerest sympathy. There is great comfort in the knowledge that God still reigns and all this babble and confusion is not of Him. It is only when we "dwell in the secret place of the Most High," that we can "abide under the shadow of the Almighty." God is not the author of confusion but of peace.

When we turn to the Bible, which is the source of all true wisdom, we are sure to find comfort and peace of mind. We can be sure that God speaks through its pages and if we listen closely we can hear Him speak to us

through all the noise that is around us. He says, "Be still and know that I am God." Some say, "If God rules why is all this trouble in the world?" "Why are not all these prayers for peace answered?" In an article entitled, "Why doesn't God answer," that able and interesting writer, Muriel Vance says, "The answer is not hard to find for anyone who searches the scriptures. God has plainly set forth in His word the conditions upon which He will answer prayer. The nation or individual who does not meet these conditions cannot expect God's favor in the day of trouble. He has definitely declared that He will not manifest it says God, "Because I have called and ye refused, I have stretched out my hand, and no man regarded; but ye have set at naught all my counsel and would none of my reproof. I also will laugh at your calamity I will mock when your fear cometh, and when your destruction cometh as a whirlwind; when distress and anguish come upon you. Then shall they call and I will not answer; they shall seek me early, but they shall not find me; for that they hated knowledge, and did not choose the fear of the Lord; they would have none of my counsel, they despised all my reproof. Therefore shall they eat the fruit of their own way, and be filled with their own devices. For the turning away of the simple shall slay them, and the prosperity of fools shall destroy them. But who so hearkeneth unto me shall dwell safely, and shall be quiet from the fear of evil."

Proverbs 1:24-33. "This does not mean that these nations are any worse than other nations that have so far escaped calamity. They are nominally Christian nations. But it takes more than nominal Christianity to

establish a living connection with Omnipotence." "To be a Christian is to be like Christ. In all His contacts with human beings He did unto each of them as He would that they should do to Him. Which nation today can claim to have been Christ like all through the years?"

"The keeping of His Commandments (Exodus 20:3-17) would completely revolutionize the world over night. It would stop all war, destroy all animosity, feed the hungry, clothe the naked, and bring us happiness such as we have never known. Those who have a vital connection with God need have no fear from the hand of the destroyer."

God still rules, will we let Him rule our hearts? What of our beloved America—the land of the free and the home of the brave? I wish it were possible to quote in full from an article I read recently entitled, "America's Amazing Future." But the writer showed very clearly and gives proof for his statement, that the United States of America is rapidly moving to the leading role among the nations.

In the San Francisco Chronicle of September 11 is this statement, "This suggestion (that America might run away with the prize of world dominion) has now appeared several times in foreign newspapers. Japanese newspapers have also expressed the conviction that

the situation is developing in a direction to launch America into a career of triumphant imperialism. There might be something to it. Then the writer goes on to say "There may be something to it. There is something to it. It is possible as the possibility may seem some, it is becoming more and more definite every passing day as the rearmament program moves into high gear." I cannot take more space if I reaches the "Mail Bag" but any one would be interested in having the full text of the article. I refer to I shall be very glad to send it to any one requesting without charge.

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A Statement To Music Lovers From The Mutual Broadcasting System

What a third network could mean to American listeners and to independent radio stations has never been more clearly illustrated than in the announcement of the Mutual Broadcasting System that this station-operated network will bring to the listening audiences of the United States and Canada, and to the rest of the world by short wave, the regular Friday afternoon concerts of the Philadelphia Orchestra under the batons of Leopold Stokowski and Eugene Ormandy. The Mutual program schedule will be further distinguished this year by the regular Monday evening broadcasts of the Chicago Opera Company, which will bring to the air a brilliant roster of artists, among them Lily Pons, John Charles Thomas, Giovanni Martinelli, Tito Schipa and Helen Jepson, and by the presentation on Thursday evenings of the Standard Symphony. We are particularly proud to announce these programs at a time when culture is so largely the responsibility of radio. These programs may be heard locally over KORE at the following times: Standard Symphony, Thursday evenings at 8 o'clock; Philadelphia Symphony, Friday afternoons at 12:15; Chicago Opera, Monday nights at 11.



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