

AN INDEPENDENT NEWSPAPER

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The Register-Guard's policy is the complete and impartial publication of all news and statements on the 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.

LET'S NOT GRASP AT STRAWS!

There is a dangerous tendency to over-optimism because of a few encouraging facts in the current war news. The German drives into Russia are "bogged down." Conquered nations in Europe have seized the moment for demonstrations of unrest. Hitler's own newspaper "Voelkischer Beobachter" has found it necessary to explain that "people passed lightly over sentences in the proclamation of Der Fuehrer which left no doubt that we faced a bitter, bloody war, the most violent battles in world history."

One may even enjoy the irony of Hitler's explanation that the Russian resistance has been made possible because "now we see why the very marrow was scraped out of the bones of the enslaved masses because everything which the clique of Bolshevik dictators could press out of the people was used for offensive armaments."

We may read with satisfaction that Japan's move into Indo-China and the resultant American-British embargo made it necessary to suppress mob terror in Tokyo where rations for a long time have been thin, but it is wiser to regard the expected next move into Siam for rice, rubber and tin and Admiral Sakonji's statement that "a single spark may cause explosion now." The crafty (and well informed) Japanese warlords are gambling that Germany—not Russia—will win.

Latest communiques indicate that the Germans have at last brought their infantry and other support troops into effective coordination with their advanced "swift troops" (tanks) and this probably signifies the actual beginning of the last offensive phase of the struggles before Moscow and Petrograd. If the Germans eliminate Russia as an effective military power, the problem for us and for our British allies becomes really critical.

Germany still has the tremendous advantage in trained and equipped armies. She can demand peace on her terms or sit back to dare us to take the offensive for which we are not yet either morally or physically prepared. The war news of the week is not so bad, but it is nothing to gloat over. Churchill uttered a warning.

NEW WEAPONS

It is most encouraging to see the Army come out with two new weapons which suggest that it has really been studying the needs of modern warfare.

First, a new carbine, a semi-automatic light rifle weighing only five pounds, and only three feet long. All infantry officers below the rank of major, all non-commissioned officers, and many special troops, engineers, machine gunners, and the like, will carry it. This is a businesslike means of increasing by almost 50 per cent the number of rifles in an infantry regiment, replacing the defensive 50-yard pistol with an offensive-defensive 300-yard light carbine.

Second, a new half-trac truck mounting a 75-mm. field gun is already coming off the assembly lines. Such a weapon in the hands of France might have stopped the German tank blitz which broke through the French army. Criticism based on pictures showing U. S. field pieces being pulled backward into position is here answered. This gun could even fire pointblank with the truck in motion.

Some people talk in their sleep and others sleep in their talk.

Starting fires with care is a fine theory but in just a few months you'll find out you need coal.

An eastern church burned—and, for once, the congregation was there.

Bet the person who declared saccharin the sweetest thing known never slept till 10 a. m.

During hot weather Chicago police are forgetting that parks must be cleared by 11 p. m. Sleeping in a park will do in a pinch, but much better without one.

WHAT OTHER EDITORS THINK

TRAVEL ON NO. 97

(The Klamath Herald)
 Driving north on The Dalles-California highway Saturday afternoon, this writer made a traffic survey of his own to satisfy his curiosity as to what proportion of travel on that route is from out-of-state. These figures are, of course, strictly unofficial, but reasonable effort was made to get an accurate count, starting from the north end of Wocus (to eliminate local travel) and ending at Diamond lake junction.
 A total of 249 automobiles were met or passed

in that section. Of this number, 137, or 55 per cent, carried Oregon licenses. There were 63 California cars, or roughly 25 per cent of the total. The remainder were 38 cars from states other than Oregon and California, and 11 army conveyances.

From these figures, it appears that foreign car drivers, notably Californians, are beginning to find the excellent motor routes of which this section of No. 97 is a part. We were particularly impressed with the amount of travel north of Chiloquin and Fort Klamath, indicating the large proportion of through travel on the route.

If you like to be "doing something" while traveling, and have someone in the car with you to keep tally, and note the license plates when you are busy at the wheel, travel surveys like this are an interesting diversion. Also, they may open your eyes to some new facts about roads.

READER EDITORIAL

MORE GLENWOOD

DORTLAND.—(To the Editor)—Perhaps I should address the contents of this letter to Nero instead of Eugene as I think everyone knows of the old story of how Nero fiddled while Rome burned. Although you can't quite class Glenwood as anything the size of Rome, it is a nice little community of which Eugene should be proud to help. After all, it is all the small communities around Eugene that help in making it a place that everyone should be proud of. I used to live in Eugene myself for about eight years and I liked it there very much and would like to boost it a little myself, but how could I be expected to do any boosting after such a rotten deal was pulled down that way last week. I know that rules are rules and laws are laws, but it looks to me as though there could have been exceptions to these laws in such a case, especially since the fire department had a good guarantee which I understand was a sum of money enough to buy a pretty good interest in a fire truck. The politics of Eugene are actually getting to smell, in my opinion.

While I'm putting in my two cents worth I would like to mention the fact that I saw the Portland Rose Festival parade this year and saw all the pretty floats representing cities as far away as Pasadena, Calif., and especially all the towns and cities of any size in Oregon. I was mighty disappointed when the parade had finished without any representation from Eugene. Seems as though they would have had something at least to advertise the great pageant that was produced there this year. Eugene seems to be making a name for itself in the wrong direction. How can people be expected to send their children to such a great institution as the University of Oregon when the city of Eugene itself can't keep its name up and above board?

An old resident of Eugene,
 GLENN O. ADAMS,
 1010 N. Stafford,
 Portland, Oregon.

WASHINGTON LETTER

By JOHN W. KELLY

WASHINGTON, D. C., Aug. 7.—All that kitchenware aluminum which Oregon housewives were talked into giving "to build airplanes" will not be used for such war machines, after all. This, at least, is the way the navy looks at it, for navy specifications call for virgin metal, and none other. Navy refuses to have anything to do with scrap metal, and the pots can go to pot instead as the navy is concerned. Rear Admiral John H. Towers, chief of the bureau of aeronautics, ought to know, and that is what he says.

The use only of virgin aluminum is such a set policy with the navy that it will not use the scrap from its own seaplanes. Government officials who are familiar with the program concede that 40 per cent of the aluminum material that goes into the original order for airplane production as virgin material goes out the back door as scrap, and there is no foreign material injected into that scrap. However, under navy policy this unused material, which is as good as any in the plane, is scrap, and therefore the navy will not use it again.

Perhaps the percentage, 40 percent, is too high; the admiral was not certain, but imagined it was a little more than he believed; but it was made quite apparent to the committee on ways and means that a tremendous poundage of first class, virgin, never-been used aluminum is thrown out to the junkman by the navy. Specifications for army and navy are very strict; they will have no scrap, no re-fabrication. The British are not so fussy. The Englishmen are making use of scrap aluminum in different plants in the United States which are specializing on British orders. The joint aeronautics board, which fixed up the standard for army and navy, issued a report condemning the application of scrap. There is a perhaps unconscious similarity between the report of the board and the report of the Aluminum Company of America, made back in 1929, in the days when the Aluminum Company was the only manufacturer of the light metal.

Fatigue tests of the virgin aluminum and of scrap have been ignored by the navy and army air corps, and, in the view of these officers, the virgin material that goes out the back door (cuttings from the metal used in making the planes) is just no good. Neither the brass hats nor the navy has any place to use those percolators, kettles, pots and pans. This may surprise housewives who made their contributions and the people who collected the kitchenware, and it does not agree with standards made by Mayor LaGuardia when he guaranteed that every bit of the utensils would be used in planes. Aluminum is no longer being used for domestic purposes, so perhaps the old percolator will be made a part of a British plane.

Last December, when Secretary Ickes was not hating Alcoa as he is now, he issued a press release praising that company for taking enough power from Bonneville to create 60,000,000 pounds of metal a year, saying this amount of aluminum would provide for 1,500 Boeing flying fortresses, or ships. Since then the Alcoa plant, at Vancouver, 9,200 Douglas attack bombers, or 12,000 North American dive bombers, or 12,000 Seversky pursuit has been expanded; the Reynolds Metals Co. is about to operate at Longview, and the government is to establish two plants at Tacoma, one at Spokane and one at Troutdale.

MUCK rakers are already busy, and the People's Lobby, Inc., which is always looking askance at big business, charges that representatives of the "economic royalists" now working for the government have been taking care of their own organizations. They cite General Motors, represented by Bill Knudsen, OPM director, receiving \$324,403.069 in contracts; Proctor & Gamble, represented by R. R. Dupree, OPM, with \$24,720,000; United Aircraft, represented in government by George J. Mead, with \$186,439,438; Westinghouse Electric, represented by E. C. Brandt, OPM, with \$37,747,430; Western Electric, represented by J. F. McKernan, OPM, with \$22,017,520; American Brass corporation, represented by James H. Madden and James T. Kemp, both in OPM, with \$6,857,101; Chrysler corporation, represented by Edmund S. Chapman, OPM, with \$34,179,529; Crudele Steel, represented by Frank E. Spencer, OPM, with \$14,184,448; U. S. Steel, represented by E. R. Stettinius, OPM, with \$5,548,143; Lukens Steel Co., represented by A. J. O'Leary, OPM, with \$8,000,719. The list is much longer. Dupont contracts amount to \$170,328,955, but that organization is not represented in government.

Office of Production Management itself, admits that one third of all the defense contracts have gone to six corporations and, with 50 others, hold three fourths. This means that 56 corporations in the country have all of the business except 25 percent, which is scattered among several thousand minor contractors. These orders do not include, cantanquies, buses, arsenals, or airports.

'Playground' Night Spot Changes Hands

The Playground, Lane county's pioneer "night club" and entertainment spot, located near Jasper and 14 miles from Eugene, has been purchased by Lou Thompson, according to an announcement made Thursday by D. E. Hayes, original owner.

Thompson has been in the entertainment business for many years and for the past few seasons has been associated in a similar business at Rockaway, on the Oregon coast. The new owner plans extensive improvements to the grounds and swimming pool which will be open free to the public for picnics every day.

Dancing, with the usual hobbyhorse races, will be held every Saturday night, according to Thompson, who has signed Hal Hardin and his band for this week. Thompson also plans to carry a complete line of groceries at the Playground.

Thursday Radio

KORE Eugene — 1400 Kilocycles (Mutual-Don Lee Network)

8:00 p. m.—For Your Information
 8:15—Cavalade of Drama
 8:30—News
 8:45—Let's Dance
 9:00—Confidentially Yours
 9:15—Twilight Trails
 9:30—News
 9:45—Dinner Dance
 10:00—Music from Scandinavia
 10:15—Wythe Williams
 10:30—Sky Over Britain
 10:45—Standard Symphony
 11:00—News
 11:15—Wrestling Matches
 11:30—News
 11:45—Freddie Martin Orch.
 12:00—Leon Mollie Orch.
 12:15—Johnnie Davis Orch.
 12:30—News
 12:45—Night Owl Bandwagon

KGW Portland — 620 Kilocycles (NBC Red Network)

8:00 p. m.—Kraft Music Hall
 8:30—Curt Rumba Revue
 9:00—Quiz of Two Cities
 9:15—Pleasure Time
 9:30—Lum and Abner
 9:45—The Housewarming
 10:00—Musical Interlude
 10:15—Clatterbox Cafe Orch.
 10:30—Tommy Rigue and Betty Lou
 10:45—Faithful Stradivari
 11:00—Good Neighbors
 11:15—Musical Interlude
 11:30—Your Home Town News
 11:45—News Flashes
 12:00—Palladium Ballroom Orch.
 12:15—Billmore Orch.
 12:30—Florentine Gardens Orch.
 12:45—News Bulletin

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KOAC Corvallis—550 Kilocycles

8:00 p. m.—Music Masterworks, Vocal
 8:15—Eve's Opera
 8:30—Music, Vespertide
 8:45—Dinner Concert, Weather
 9:00—News
 9:15—Agricultural Review
 9:30—Weather, Spot Markets
 9:45—Animal Industry Dept.
 10:00—"Household Water"
 10:15—Music, Solo Instrumental
 10:30—Foresters in Action
 10:45—Music, Vocal Duet
 11:00—Oregon On Parade
 11:15—Campfire Pro., at Oregon Caves
 11:30—Music, Masterworks, Orch.

KOIN Portland — 970 Kilocycles (CBS Network)

8:00 p. m.—Major Bowes
 8:15—Glenn Miller
 8:30—Prof. Quiz
 8:45—Leave F. Drews, Organ
 9:00—Amos 'n' Andy
 9:15—Lanny Ross
 9:30—Morning Club
 9:45—Merrill Party
 10:00—Death Valley Days
 10:15—Paul Sullivan, News
 10:30—By the Way
 10:45—Held Tanner Orch.
 11:00—Symphonic Strings
 11:15—Five Star Final
 11:30—State Traffic
 11:45—Midget Auto Races
 12:00—Defense Today
 12:15—CBS
 12:30—Manny Strand Orch.
 12:45—News

KOIN Portland — 970 Kilocycles (CBS Network)

8:00 a. m.—Ed's Up
 8:15—Western Agriculture
 8:30—Breakfast Club
 8:45—Amen Corner Program
 9:00—Farm and Home
 9:15—Between Bookends
 9:30—Democracy's Spiritual Def.
 9:45—Musical Interlude
 10:00—News
 10:15—Art Baker's Notebook
 10:30—Hollywood Headliners
 10:45—Tommy Pastor Orch.
 11:00—Charmingly We Live
 11:15—Orphans of Divorce
 11:30—Amanda of Horseman Hill
 11:45—John's Other Wife
 12:00—Just Plain Bill
 12:15—Naval Cugat Orch.
 12:30—News Livestock Reporter
 12:45—News Headlines and Highlights
 12:55—Market Reports
 13:00—Household Hints
 13:15—News
 13:30—Richard Brooks
 13:45—Women's World
 14:00—Charles Dan's Music
 14:15—Curbside Quiz
 14:30—Quiet Hour
 14:45—Lost and Found Items
 15:00—Rings on Watch
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 15:30—Radio Magic
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