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CAN GERMANY "SET" DEFENCE?

The next few weeks, or even days, may tell us much about the probable duration of the war on the European front. The German generals apparently are fed up with Hitler's "intuition." Hitler will subside to political leadership (if any). General von Mannheim will call the shots on the battlefronts. On the Russian front the lines will be shortened to mid-Ukraine and the Dnieper river. The Afrika Korps will fight a delaying action against British and Americans. Desperate efforts will be made to erect a continental defence.

Real question is not military but "moral." Can the German people take it? Or will they have no faith in their leaders and themselves and go to pieces behind the front as they did in 1918?

The German army still packs a terrific wallop, as is evidenced by their smashing tank advance through the American lines in Tunisia. They still know how to fight. Given the weapons, the ammunition, the support which builds "morale," they can make any invasion of the continent very difficult and costly.

However, the cost to Germany of the defeats in North Africa and on the Russian front may not be measured in miles of ground lost or in heaps of dead but in loss of confidence.

On paper, the defence of continental Europe is not an impossible task. In spite of all the blood loss, German manpower is still very great. She still commands all the materials and productive resources of continental Europe and those are very great. The big "if" is whether the people have any stomach for the long drawn agonies of heroic defence.

We shall know in a few weeks. The zero hour is at hand for all-out air assault on German manufacturing centers and transport lines, bombing raids greater than any which have gone before. These can break the heart of German defence. Now is the moment for intensive propaganda effort to counter-act the efforts of the Nazi party to inspire the German people to a frenzy of fear of the punishments which surrender may bring.

Opinions differ as to "what must be done with Germany" after the war. Certainly the occupation of Germany must be complete this time. But this does not preclude holding out the hope that Germans have much more to gain by capitulation and cooperation than by vain resistance.

The Allied offensives must be pointed to break German lines and German spirit in the next few weeks.

SOUTHERN PACIFIC MOVES OVER

One of the greatest improvements in the history of Eugene is the shifting of the Southern Pacific's main line to the Willamette river bank as the first step in the development of a modern highway approach on the east side of the city.

Probably we shall not see the entire project completed till after the war has been won, although it is possible the army may see advantage in completing the four-lane highway approaches.

However, the "key work" has been done. The rest is merely a matter of time and funds. No city in the United States will have a more practical or more beautiful highway and rail approach. It is a job of planning in which State Highway Engineer R. H. Baldock and his staff may take great pride.

Seldom is it possible to accomplish so much with a single expenditure of money: 11 grade crossings eliminated. Bad "hump" and reverse curves in old railway pull eliminated.

Railway set for double track any time it can be had. University of Oregon campus rescued from the nuisance of train vibration and noise. (Dean Allen must be very happy.) Fast and ideal highway connections to McKenzie, Willamette and Pacific routes incorporated in one program.

It is difficult to realize now that this approach to Eugene will be very beautiful as well as utilitarian. The bridge approaches at Judkins Point will be protected against encroachment and landscaped. There will be a 40-foot "parkway" between the highway lanes from Judkins Point to the circular plaza where 11th avenue meets the highway at the new University gates. Mr. Baldock is already studying plans to make appropriate connections through Broadway and down the millrace to the Sixth-Seventh route which carries traffic cross-town.

The Sixth-Seventh routing from the line of High street clear across the business district and the West Side offers an opportunity for permanent and beautiful solution of the traffic and parking problems which plague every modern city—wholesale acquisition and clearance between Sixth and Seventh.

Too ambitious? Not at all! This is exactly the sort of post-war project the federal government is looking for. Eugene's city plan commission and city council could help NOW by restricting against any permanent or costly structures in this zone and setting up a small annual levy for cash purchase. There are plenty of precedents!

A few years ago this newspaper made a study of this sort of clearance in relation to taxable valuations in the downtown area which are jeopardized as long as the problems of parking and traffic handling remain unsolved. Suppose such a clearance project were to cost the city \$1,000,000 over a period of 10 or 20 years. Nearly half the taxable valuation of Eugene lies between High and Lincoln and between 7th and 13th.

Eugene can afford to be daring in planning the future of Eugene.

THE ANNUAL DOG-GARDEN WAR

The dog is a noble animal. A garden is a lovely thing. The dog lover is usually a fine human being. The gardener is one of this world's elect. But as East is East and West is West so does it seem unlikely that dog lover and gardener will ever agree.

Thus we have the opening of the annual "spring campaign" of gardeners to get rid of the dog nuisance and of dog lovers to protect "the inalienable rights" of pets.

We have had the annual outbreak of dog poisoning, but understand we don't think any real gardener would resort to "death by torture" for dumb animals. No sir, poisoning is the deed of the maniac. There is no such cruelty in the man whose delight is to make things grow. He may cuss and shout and throw things; he might even take a punch at the dog owner; but he won't torture the dog.

There is a common sense cure for this feud, where it reaches the point of neighborhood feud—and it is FENCING.

The owner who pretends to care for his dog should care enough to spend a few hours of labor and the few dollars needed to build an adequate "run" in the back yard.

Likewise the gardener who aims at perfection might save not only his flowers and shrubs and vegetables but his blood pressure (and how important that is!) by putting up a fence tight enough to shut out dogs.

And the same suggestion applies even more to the rest of us easy going folk who try to have both something that passes for garden and something that passes for dog. We probably are the worst offenders against the peace of the community because we are such careless souls.

Tie the dog up? No! That is one of the worst forms of cruelty to a dog (except for discipline or for a few hours). The dog owner who can't provide any better answer than to tie Fido up doesn't deserve to have a dog. Better to find Fido a home in the country or have him put out of the way mercifully.

It is still possible to get materials for a neat picket fence. Fence building can save a lot of woes.

AIRPORT PROTECTION NEEDED

The crash of a test flight near Seattle's obsolete Boeing Field was a predictable tragedy. By today's aviation standards Boeing Field is obsolete, yet it probably will have to be used for a long time to come—for regular transport and military flights till the new port midway between Seattle and Tacoma can be completed; for testing ships from the big Boeing plant, till some safer testing ground can be figured out.

Boeing Field sits up against a ridge of hills and a mainline railroad skirts the foot of the hills. Industries have followed the railroad. On the opposite side is the congested Pacific highway and across the highway are the vast Boeing plants stretching along the Sound. The other two ends of the field are fairly open and free from obstruction (in recent years at least one dangerous smokestack has been removed on the Seattle side).

Probably Boeing Field will have to remain as a "necessary evil," but there are some lessons in Thursday's crash which should not be ignored. The plane out of control smashed into a large packing plant. Many lives in addition to those of the fliers were endangered. The conclusions:

1. Airports must be built clear of obstruction.
2. Airports must be kept clear of obstruction.

Even before Eugene's super-airport was put into use, the flax plant rose near the southwest corner of the field. Misunderstandings as to CAA regulations had to be explained. Luckily no very costly corrections are required. Nevertheless we need in this state some much more effective law to prevent the erection of hazards to flying fields.

CAA requires notice when an adjoining property owner intends to build anything which might create a hazard; it has little power to enforce beyond a nominal fine. Apparently the legislature should vest authority in some agency, either city or county, to create a safety zone around every flying field.

A pretty girl's face often is a miss fortune.

Registration Dates For Reedsport Set

REEDSPORT—Registration for war ration book No. 2 will be held at the Reedsport high school beginning Monday, Feb. 22 and will continue through Friday, Feb. 26, between the hours of 3 and 6 p. m., and on Saturday, Feb. 27, from 9 a. m. to 6 p. m. At the Winchester Bay school house registration hours are from 4 to 6 p. m., and from 7 to 9 p. m. from Monday, Feb. 22 to and including Friday, Feb. 26, and on Saturday, Feb. 27, from 9 a. m. to 6 p. m. Registration hours at the Gardiner grade school, Scottsburg, Loon Lake and Smith River schools have not been announced and all persons living in these districts are requested to contact the registrars. All registrants are cautioned that they must present their war ration books No. 1 when registering for book No. 2.

Announcement is also made that beginning Monday, Feb. 22, the Coast Guard registration office in the Reedsport city hall building will be open from 2 to 4 p. m., and from 6 to 9 p. m. on Thursdays and Saturdays only, instead of each day of the week as heretofore. Holders of white identification cards are also advised that they should turn in the cards they now hold and make out new applications for issue of the new laminated cards which are now the only official identification cards.

Warship services will be held Sunday, Feb. 21, at 2:30 p. m. at St. Mary's Episcopal church, at Gardiner.

Jimmie Ellis, radio technician 2C, visited during the past week at the home of his parents, Mr. and Mrs. James Ellis. Aviation Cadet Bill Dye, son of Mr. and Mrs. John A. Dye, arrived last Sunday from Kelly field, Texas, for a visit with his parents and sister. Other local boys on leave from the armed forces were Jack Brandon and Dalton Pinion, of the marine corps; Allen Butler and Arnold Yarbrough of the army, and Bill Cookson and W.

A. Detrick, of the navy. Sale of the W. F. Jewett home in Gardiner to E. D. Webb, cashier of the First National bank of Gardiner, and Mrs. Webb, formerly of Coquille, has been announced, as has the purchase of the Tom Angus home by Mr. and Mrs. Hugh Hamilton. Mr. and Mrs. Fred Goodwin have purchased the home formerly occupied by Mr. and Mrs. Hamilton. Approximately 200 persons attended the party given last week-end by members of Reedsport Port American Legion and its auxiliary at Camp Reedsport for the pleasure of coast guardsmen on duty in this vicinity. Dancing was to be music of the Melody Mixers and refreshments were served by members of the legion auxiliary. A large group also attended the patriotic party and potluck dinner given last week by the American Legion auxiliary in honor of the local legion post.

Two Eastern Star Groups Entertain

CRESWELL—The Eastern Star chapters of Creswell and Cottage Grove entertained jointly at a district meeting here last week when Mrs. Marjorie Simpson, worthy grand matron of the grand chapter of Oregon, made her official visit. The ritualistic work of the evening was shared by both lodges. The company numbered 80. A social time followed the business meeting with refreshments in charge of Mrs. H. W. Taylor, Mrs. Alice Taylor, Mrs. J. E. Woodson, Mrs. C. E. Leabo, and Mrs. Bertha Rehwalt. Out-of-town local members were Mrs. Woodson, Mrs. Leabo, and Mrs. L. C. Aldrich of Cottage Grove, Mrs. Mabel Campbell and Mrs. Cora M. Olson of Eugene and Mrs. Rehwalt, Mrs. Mary

Henson, and Mrs. Mildred Croner, of Oakridge. The February meeting of the Civic club will be held Tuesday afternoon with Mrs. C. L. Ellis, Mrs. E. A. Schwering, and Mrs. F. A. Everson as hostesses. The program is in charge of the civic committee and the roll call is "Needs of the Town." Honor Rebekah lodge will meet in regular session, Wednesday evening, February 24. A social time with games and refreshments will follow with the public invited. A small charge will be made and the proceeds will be sent to the I.O.O.F. home in Portland. Friends have received word from Mrs. F. A. Richardson, a former Creswell resident, that she is now a great-grandmother. A son was born recently to Mr. and Mrs. Richard Jones of Los Angeles, Cal. Mr. Jones is a grandson of Mrs. Richardson. The baby has been named James Richardson Jones. The Women's club met recently

to do quilting for Mrs. E. F. Roberts. It was a special no-hostess meeting. Ten members were present. The next regular meeting will be held February 25. Mrs. Oliver James as hostess.

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