

What If Reds Reach Berlin Before Allies Get There?

By DEWITT MACKENZIE
Associated Press War Analyst
The breezy news-stand attendant at my small suburban railway station, with whom I confer each morning on the status of the war, asked me whether the hard-driving Russians are likely to reach Berlin ahead of the Anglo-American allies and, if so, how that's going to affect post-war problems.

He was asking a question which a lot of folk are debating, especially since the Hitlerite line has been slashed in two at the old Polish border west of Kiev, and the Nazi forces in the Dnieper-bend trap again are in sore straits.

Well, what's the answer? First off, it's fairly obvious that if the German front should suffer a wholesale collapse, the Muscovites might indeed be marching down Unter den Linden before an Anglo-American army could arrive.

If the Germans are able to continue the skillful withdrawal which they have maintained for more than 700 miles at the extreme depth, then they will make a final defense in the fortifications on their own borders. Should this happen, it will take the combined striking-power of both Russian and Anglo-American armies to administer an early coup de grace. This presumably would bring all the allies into Berlin at the same time.

Here one is bound to take note of the perhaps far-fetched contingency of the Anglo-American allies being unable to stage an invasion of western Europe before the red forces have had time to drive the Nazis back to the German border and breach the defenses. Such a situation could scarcely arise if the American and British home-fronts remain steadfast.

However, it must be emphasized that, at this juncture of the preparations for the invasion, probably more depends on the effort of the Anglo-Americans home-fronts than on the military. That is to say, the fighting machine likely is pretty well set for action so far as manpower is concerned and developments now hinge largely on production of essential

equipment by the home-fronts. But let's get back to the question of what happens if the Russians should reach the German capital ahead of their allies. Would the victorious Muscovites be inclined to impose their own conditions irrespective of the wishes of Britain and America?

It's important in answering this to record that the allied conferences of Moscow and Tehran appear to have brought the Russians into full partnership with the United States and England. Frankly, prior to those parleys Moscow had been holding aloof, and the understanding among the big three was far from perfect.

Now these three dominant powers are in an accord which appears to insure all-out collaboration in prosecuting the war. It also provides a degree of friendly trustfulness which should enable solution of post-war differences which are bound to arise. That doesn't mean that we aren't going to encounter some pretty stiff heart-burnings, but there's ground for hope that with a reasonable degree of give-and-take the problems will be solved.

Materials Urged To Aid Transport

WASHINGTON—(AP)—A house naval affairs subcommittee has recommended immediate allocation of materials—at the expense, if necessary, of plane, tank and armaments production—for manufacture of equipment to alleviate a critical situation in the transportation industry.

The subcommittee, investigating congested areas, made its recommendations in a report on the Puget Sound region. In discussing transportation, however, it enlarged the scope of its proposals to include the entire nation. "Certainly," the report said, "the transportation system of this country is so vitally an integral part of our war machine, its proper maintenance contributes more to the final victory than will a few planes or tanks."

Before the year, the report said, transportation leaders repelled all attempts to get them to augment their rolling stock.

"They now realize that the lean years of the past blinded their vision of the future," the subcommittee said. "But this realization has come too late, for the WPB

Steaks Sizzle At Butte Club

By HARRY L. CARLSON
BUTTE, Mont. (AP)—You can still get a steak in Butte, Mont.—a rare, sizzling, tender steak—15 inches long, half a foot wide and two full inches thick.

We're not trying to earn a complimentary pass to the Liars' club. We know there's rationing. But we invite you doubting steak gourmets to a modest little club direct-ly across from the largest copper mine in the world, order a T-Bone, a tenderloin or a New York cut, and see for yourselves.

Or ask any steak fiend who has visited this fabulous mining city, "the richest hill on earth." To those epicures of a tender, oozing slab of beef, the Rocky Mountain club is the first place in America for better living.

The Rocky Mountain is no glittering Hollywood nightspot. Built facing the 5000-foot deep Leonard copper mine, this steak-shrine is just a small, white-stucco place with booths and a dance floor inside, backed up by a long bar.

So you're in and you order a steak. Comes first the hors d'oeuvres—Russian caviar, crab cocktail, a huge salad topped with French Roquefort dressing, celery, anchovies, pickled beets, and other rare foods sufficient to fill the table. Then French bread sticks, spaghetti, ravioli.

As you loosen your belt, a waiter labors your way under a tray bearing the thing you ordered—that mammoth hunk of beef.

Then along comes Teddy. He's the owner. Big "Teddy" Traparish. Teddy came to Butte 40 years ago from a little village in Jugoslavia. His start parallels those of many more famous but none more colorful successful Americans. At 15, he worked for a dollar a day in a Butte cafe. Since then, Teddy has made and lost three fortunes.

Rationing has invaded the Rocky Mountain too. Instead of two steaks to a couple, Teddy serves only one. "Sometimes steaks come back unfinished anyway," he says wistfully, still unconvinced that a normal person's capacity has a capacity.

He buys his own steaks on the hoof—from the choicest cattle Montana stockgrowers offer. He fattens them on rich, specially-grown grass and then corrals them on his own feed mixture for 30 days. How he treats the cuts before serving them is Teddy's secret, but he admits it's a 90-day process.

Any of the dinners, incidentally, costs only \$1.50.

has barred action to relieve this situation in an overemphasis on the manufacture of planes, tanks, ships, and armaments."

The ice cream freezer was invented by Mrs. Nancy Johnson of Philadelphia, and bore patent number 3254.

Life and Business in Italy Go On Amid Ruin and Apathy

By HENRY J. TAYLOR
NEA Correspondent
NAPLES—In this thoroughly bombed and shelled city of Naples, now a No. 1 fighting base, the only thing unwarlike is the Italian people.

It is always amazing how quickly civilian populations readjust themselves as soon as actual fighting has passed. And here you would think the demolition were no more deep-seated than if a hurricane or other ill wind had passed through.

As usual, silver-belled Neapolitan donkeys jingle along under loads of straw or in front of cars. All glass is gone from the great arcade, and from domes large girdered hang like limp spaghetti. But such things have not diminished the numbers of sidewalk vermouth drinkers. White-bellied, plume-hatted Neapolitan policemen direct the new traffic from their same old stands. The opera ran throughout the war hereabout, and it's running now. You can't buy a seat for the next three weeks.

Business Brisk
Stores you'd expect to be empty are not empty at all; they're doing a land-office business with the allied military-issued lire which are flowing into town. Prices are high because, as in Spain, this part of Italy is in a stage of currency inflation rather than a period of actual quantitative scarcity such as is commonly believed at home.

Unreal as this may sound, there is not even an actual shortage of food. The real bottleneck is high prices due to currency abuse, plus poor transportation. And even then, except for bread—in which there is a severe but temporary shortage—the city people are the only ones who are really hit. Pigs, cattle and sheep are in the fields, and the crops have been good.

Amazed by Traffic
The traffic amazes all Neapolitans, what with the ceaseless stream of giant American trucks, lorries, ambulances, motorcycle squadrons, field kitchens, squad cars and everything else that America has put on wheels. But the meaning of all this seems lost to the people here. For them, the war is over and they make it annoyingly clear that they do not care who fights who from here on. That fact strikes you on all sides.

As you drive north toward the front through village after village, so bomb-shattered and artillery-blasted that their close-packed stone houses are a mass of rocky ruins, this disconcerting apathy of the Italian people still shows itself in every way as it does in the city of Naples.

Bridged Volturno
Bloodiest and most strategically vital was the crossing of the Volturno. There the high, arched, Ro-

man bridge is in ruins, its back broken and lying in the stream. Beside the bases of the Roman arches, our engineers built a pontoon bridge, where you'd think no men could build anything and still live under the fire of the fixed German guns.

Yet right at this spot, along the banks, the Italians already are plowing with oxen, furrowing through the fresh tank tracks in the blood-enriched earth. They also are selling their oranges, walnuts and cognac to Americans on the march. These things no longer are being done happily, as when we first landed in Sicily; and also not sadly, but in apathy—a complete apathy which goes down to the roots of post-war Italy today.

Junior Chamber Week Stressed by Snell

SALEM, Jan. 13.—(AP)—Governor Snell, asking observance of the annual "Junior Chamber of Commerce Week," which opens Friday, praised the war activities of the U. S. junior chamber of commerce.

He said the organization collected \$500,000 tons of scrap metal, sold \$700,000,000 in war bonds and took part in many other activities.

BEEBLE'S LEGS IDLE
The Australian scarab beetle has legs, but does not use them. It turns on its back and propels its body along by contracting its skin.

'Jet-Planes' Too Speedy?

LONDON—(AP)—The possibility that jet-propelled planes will be so fast they will flash by even before they are heard, was suggested here by some British aviation experts as creating a major problem of "too much speed" in the ultimate development of the new Anglo-American fighter plane.

Operating at its most desirable efficiency—aerodynamic specialists theorized—the jet plane easily would surpass the 700 mile an hour speed of sound, thereby requiring entirely different streamlining since, at super-sonic speeds, a plane must slice instead of float through the air.

That, they said, presents the toughest problem: can the streamlining of the wings, fuselage, and tail structure be changed at the critical moment a plane attains the speed of sound? Some experts think the problem cannot be solved.

Regardless of this question, however, it generally is agreed that jet propulsion would not lose its efficiency as the plane reached the stratosphere, but instead might become even more efficient since the temperature would be so low that the motor would require less compression.

Other advantages of the jet plane would be reduction of the problem of pilot visibility in a single-seater craft, better distribution of guns and armor, and elimination of the cumbersome landing gear which is required in present planes to allow clearance for the propellers.

It is emphasized that jet-propulsion should be carefully distinguished from rocket-propulsion, although both operate on the principle of throwing gases

More Jams and Jellies Forecast in Stores

WASHINGTON.—(AP)—Jams and jellies will be appearing on grocery store shelves in larger quantities soon, the War Food Administration said.

About 416,000,000 pounds of the spreads, made from fruits harvested last summer and fall, will find their way to retail outlets by next June, WFA said.

The jam pack will be relatively toward the stern, thus pushing the plane, instead of pulling it as in the case of propeller craft. The rocket produces its drive by an explosive combustion of chemicals, whereas the jet-engine works by a combustion of air and fuel.

light because of strawberries, peaches and sour cherries. It serves as grape jelly, well as blackberry, youngberry jam.

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Red & White Macaroni and Spaghetti Each 15c	Krispie Crackers 2-Pound Package 33c	Red & White FLOUR 50-lb. Sack Each \$2.20	FULL CREAM CHEESE Fancy Pound 43c
Red & White CAKE FLOUR 2 1/2-lb. Package 27c	Red & White Super Dry Kitchen Towels 2 for 25c	BORAXO 10-oz. Cans Each 15c	BLACK SILK STOVE POLISH Tin Each 18c
Starr's Purple PLUM JAM 2 1/2-lb. Glass Each 59c	Red & White Beans Fancy Cut No. 2 Cans Each 18c	Red & White CORN OR GLASS STARCH 1 Pound 3 for 25c	Red & White Tomato Juice 46-oz. Tins Each 27c
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