

Lamination—

(CONTINUED FROM PAGE 1)

lignin and lignin.

Ever hear of "wood steel?" Or "impreg?" Or "compreg?" For "impreg" you treat a piece of wood with new resins, obtaining an extremely hard surface. For "compreg" you impregnate the wood and at the same time compress it. The result is a wood surface which still has all the beauty of the natural grain but it is literally almost as hard as steel in every respect and still workable.

Present uses? Mostly military in planes, ships and military instruments, but for the future—what of flooring made with a thin veneer of compreg glued fast to ordinary soft wood, or desk tops, or furniture of all kinds. There's window frame and door frames, always till now, troublesome on account of warping! Hundreds of new uses waiting for men with enterprise and know how.

Here are just a few of the items at Madison, not yet in any extensive commercial development, but waiting:

Heat stabilized wood—wood which has been immersed in metal bath to control shrink and other troublesome properties.

Leatherwood—urea treated wood which can be bent or molded into almost any shape without loss of strength (developed to supplant leather for shoe soles in the tropics where leather rotted out).

Molded plastic—this may never compete with "clear plastic" derived by the phenolformaldehyde process, but it can be made from lignin with varying

amounts of cellulose content—timers for motor cars, instrument panels, insulators, flooring.

Papreg—this is much the same as wood compreg except that the base layers are ordinary craft paper and it is going into the fuselage of airplanes, all sorts of new packing cases. It can be made as hard or as thick or as pliable as needed.

It is not possible to tell all they are doing at Madison or in the lumber and paper industries which are now working in close association with Madison.

One extremely important department at Madison has virtually saved the life of the AEF in all parts of the world by getting on the job quick to revise all methods of crating and shipment of war supplies.

Little has been said about it in front line dispatches, but in the early days of the war, our fighters on many fronts literally wept because food and guns and planes and ammunition and instruments reached them in damaged condition.

That was because in this country we were not used to shipping to strange frontiers where there are no modern docks and warehouses. Millions of dollars worth of vital food and equipment was unusable when it got there because of salt water, tropical heat, arctic cold, fragile packing, clumsy packing.

All that has been corrected and there will be a whole new field of "containers" and "packaging" when the war is over. In peace time not all the war methods will be practical, but many of them will persist, because with modern wood and paper use you can make packages of any size shape or degree of strength, safe under any conditions of cold or heat.

There has been much talk about "the Age of Wood." It would be more correct to speak of the "Age of Cellulose." Whether you begin with petroleum, coal, sugar cane, molasses, beets, vegetable fibres, cotton, you keep getting back to basic cellulose—and the wood replenishes, when man uses any common sense to protect forests.

Cotton is almost pure cellulose but an acre of forest will produce five times as much cellulose a year

as an acre of cotton.

These figures are not to assist speculators and promoters. The man who goes into any of the new fields of new wood use will lose his shirt, unless he knows how. But the how is being developed, and the problem in this wood area is to catch up.

George Peery Morgan

JUNCTION CITY—George Peery Morgan, 89, died at his home on Route 2, Junction City, Wednesday. Born at Cedar Rapids, Iowa, June 9, 1854, he came to Oregon in 1885. He had lived on Route 2 for 40 years. He was married to Etta L. Michael in December, 1905, at Junction City.

In addition to his wife, he is survived by three daughters, Mrs. Thelma Johnson and Mrs. Holly Templeton, both of Junction City, and Mrs. Della Ker, of Portland; nine grandchildren.

Funeral services will be held Saturday at 2 p. m. at the Miller-Sherman mortuary at Junction City. Rev. Carl Mason officiating, and interment in the IOOF cemetery.

Mrs. Daphna O. Wilcox

Mrs. Daphna O. Wilcox, 34, 1211 Moss street, died Wednesday at a local hospital. She was born Oct. 16, 1909, at San Antonio, Tex. With her husband, Charles E. Wilcox, she came to Eugene three years ago from Medford, and they were proprietors for some time of the highway confectionery called the Polar Bear, which has been closed for more than a year. She was a member of the Fairmount Church of Christ.

Surviving, in addition to her husband, are two sons, Charles and Richard; her parents, Mr. and Mrs. Frank Benford of Eugene; three brothers, Willard Benford of Jackson, Calif., Phelon Benford of Medford, L. Milton Benford of the U. S. army, now in India; her grandmother, Mrs. A. McRee, of Madera, Calif.

Funeral announcements will be made by the Branstetter-Simon mortuary.

In Sweden the law of freedom of the press is part of the constitution.

Sixty per cent of baby chick mortality occurs within the first 16 days.

Quotas—

(CONTINUED FROM PAGE 1)

Quota \$800. Chairman, Mrs. Irene Giustina, Creswell, Rt. 1.

District 7 — Marcola, Mabel. Quota \$600. Chairman, Mrs. Irene Walters, Marcola.

District 8 — Mohawk, Camp Creek Hayden. Quota \$400. Chairman, Mrs. Gladys Myers, Springfield, Rt. 1.

District 9 — Springfield, Glenwood, Thurston, Douglas Gardens. Quota \$8,000. Chairman, Mrs. Dorothy Goodwin, Brattain school, Springfield.

District 10 — Lorane. Quota \$500. Chairman, Glenn Brady, Lorane.

District 11 — Noti, Elmira, Veneta, Wolf Creek, Crow, Richardson, Walton. Quota \$3,000. Chairman, William Maddaugh of Veneta.

District 12 — College Crest, Judkins, Blanton. Quota \$600. Chairman, J. L. Hollingsworth, Eugene, Rt. 3.

District 13 — Westfir. Quota \$1,000. Chairman, George Ramsdell, Westfir.

District 14 — Oakridge. Quota \$600. Chairman, C. B. McFarland, Oakridge.

District 15 — Creswell, north and south. Quota \$1,000. Chairman, L. E. Zinkler, Creswell.

District 16 — Bailey, Friendly, Westmoreland. Quota \$250. Chairman, Mrs. Mary McCollum, Eugene, Rt. 5.

District 17 — Junction City, Long Tom, Lancaster, Prairie, Goldson. Quota \$2,300. Chairman, Earl Reitsma, Junction City.

District 18 — Leaburg, Gate Creek, Blue River, McKenzie, Waltherville. Quota \$1,500. Chairman, Miss Cecile McAllister, Blue River.

District 19 — Willagillesco, Co-hurn, Armitage, Willakenzie. Quota \$2,200. Chairman, Stuart Hurd, Eugene, Rt. 2.

District 20 — Irving, Lone Pine, Alvadora, Zimwalt, Bethel, Se-Clara, North and South Davis. Quota \$2,400. Chairman, Mrs. Roy Woodruff, Eugene, Rt. 5.

District 21 — Wendling. Quota \$200. Chairman, G. C. Sumner, Wendling.

District 22 — Coville. Quota \$150. Chairman, Mrs. Mildred Rothauge, Eugene, Rt. 3.

Charles John Cook

Charles John Cook, 69, died Wednesday at his home on Route 4, Eugene. He was a native of

England, born in London, June 14, 1874. He came to this country at the age of 18 years, living in the New England states. He was married to Geneva May Oakes, September 3, 1906, and in 1908 they moved to Eugene, where they have since resided.

Besides his wife, he is survived by one sister, Miss Prudence Cook, in England.

Funeral services will be held Saturday at 1:30 p. m. at the Veatch-Hollingsworth mortuary, with interment in Laurel Hill cemetery.

Alfred Henry Lomax

Alfred Henry Lomax, 79, resident of Eugene for 21 years, died Sunday at the Rhoades-Lambert hospital, after a short illness. He was born in Golden City, Colo., in December, 1864. He was married to Anna B. Thorpe. He lived in Colorado and California before coming to Oregon in 1907; in Portland and Salem before moving to Eugene in 1922. He had worked as a cowboy, jockey and gold miner.

Surviving are a son and daughter, George A. and Zella Lomax, both of Portland; four grandchildren; a sister in California.

Funeral services will be held Friday at 10:30 a. m. at the Poole mortuary, Rev. Norman K. Tully officiating and interment in Rest Haven memorial park.

Mrs. Martha A. Turner

Mrs. Martha A. Turner, 87, died Wednesday at the home of her daughter, Mrs. Ora Whisman, Route 5, River Road, Eugene. She was a native of Illinois, born in Fulton county, April 16, 1856. She was married to James P. Turner in April, 1877, and they came to Eugene 10 years later. She was a member of the Santa Clara Christian church.

She is survived by one son, Clark Turner, of Los Angeles; four daughters, Mrs. Whisman, of Eugene, Mrs. Belle Bregdon and Mrs. Glee Trommlitz, both of Toledo, and Mrs. Ethel Yohr of Portland.

Funeral announcement will be made from the Veatch-Hollingsworth mortuary.

The largest percentage of suicides occurs between the ages of 65 and 75.

Mrs. Emma M. Guyette

Mrs. Emma Maude Guyette of Eugene died Thursday at a local hospital. She had made her home in this city for many years, living for the past five years at the home of Mrs. Eva C. Ellsworth, 260 Sixth Avenue west.

She is survived by one son, Cpl. Earl D. Guyette, in the U. S. army in the south Pacific, and two sisters living in England.

Funeral services will be held Saturday, at 10:30 a. m., at the Veatch-Hollingsworth mortuary, with interment in IOOF cemetery No. 2.

Experiments tend to prove that smoking dulls man's sense of taste.

The kangaroo makes bounds of 10 to 12 feet when in full flight.

Synthetic Tire Test Tour Here

Synthetic tires stand up if given adequate attention and driven according to wartime principles of conservation. This fact was stressed by members of the AAA "over the road" synthetic tire demonstration tour which stopped in Eugene Wednesday afternoon after completing 11,000 miles of its 20,000 mile tour.

W. W. Hubbard, AAA official from Washington, D. C., whose association is sponsoring the two-car demonstration tour, revealed that there have been no breakdowns in the synthetic tires worn

by the two cars. "We have had no flat tires in the 11,000 miles travelled," he stated. "The tires must be because we have had the care of the tires to see that they really can go." Hubbard explained that three synthetic tires, each of a different make, had been used in the demonstration. That all information reported to the government by the party was given in confidence. The party was given arrival by Jerry Morris, Oregon State Motor Dealer, Harold Parmelee, Eugene dealer and Jim Brown, tire dealer.

Safety pins were used by Walter Hunt in 1846.

Income Tax Service

- ★ Reasonable Rates
- ★ No Appointment Needed
- ★ Open Sundays and Evenings

LUMBERMEN'S BLDG.
Broadway & Oak
Opposite Miner Bldg.

16 HOURS A DAY
YOUR EYES
Are On The Job!

...And A Regular Examination
Will Keep Them On The Job!

Normal eyes that see well and without strain accept eagerly the host of problems thrust upon them each day. But eyes that are dull and tired from the constant drain of eyestrain cannot flash quick, accurate messages to your mind; cannot fulfill their daily tasks without causing headaches, nervous tension, fatigue. Play it safe and be SURE! See the capable, registered optometrist here for complete, scientific eye examination NOW!

Stylish, Guaranteed
EYE-GLASSES
No Down Payment
--Only \$1. A Week

Standard
Optical Company

MODERN OPTICAL OFFICES THROUGHOUT THE WEST
... in Eugene - 820 Willamette
THE WEST'S LARGEST MANUFACTURING AND DISPENSING OPTICIANS
DR. E. V. BROUGHTON—Registered Optometrist in Charge

Russell's



KENWOOD
100% WOOL BLANKETS

We have an excellent stock of these fine blankets . . . in 15.50
rose, blue, green, and peach. Size 72x84 inches

WOOL-FILLED
Comforters

Nicely quilted rayon satin
cover with attractive design.
Come in rust, peach, and
light rose.

13.50



CUT CHENILLE RUGS

These bath rugs come in white, yellow, blue, rose, peach and aqua.
24x36 inches 4.95
21x32 inches 3.95