

## You Don't See a Blue Moon Once In a Blue Moon—But Pruett Did

By J. HUGH PRUETT  
Astronomer, General Extension Division, University of Oregon  
"Once in a blue moon" is an expression occasionally used. It seems to mean "almost never" or even "not at all." A prominent eastern astronomer recently remarked that he did not believe a blue moon could occur since there

are no known meteorological or optical reasons for it. Smoky air will produce a red moon. This is easily explained on the principle that the smoke scatters the shorter blue and violet waves of light more than red, thus allowing the red part of the original white to reach us in greater abundance.

Another eastern writer said the term doubtless comes from the use of the word to indicate an occasional 13th full moon in a year. About once in three years, 13 instead of 12 full moons occur. In olden times each full moon was given a name, such as Lenten moon, egg moon, harvest moon, hunter's moon, etc. The extra one, which might occur any month, was termed blue moon.

But every time a scientist writes that a moon that appears blue cannot occur, a few laymen come back with strong refutations. Four such claims of actual observation have been published in the magazine Sky and Telescope the past five years. One said that the half moon in the south had a decided bluish tinge 20 minutes before sunset and that its reflection in a quiet pond was even bluer. Another described his moon as greenish blue.

The present writer considered blue moons likely due to constitutional disorders of the observers until he and several others wit-

## Ships Take Parcels To War Prisoners

The largest shipment of American Red Cross parcels of war parcels yet to go out in world war II is now on its way to Marseille, France, aboard the sister ships, Travancore and Mangalore, according to word reaching the Lane county chapter of the Red Cross. The ships left Philadelphia. This is the first time two prisoner of war supply ships sailed from this country on the same day.

Largest and fastest of the Red Cross fleet, the motorships carry a combined cargo of 1,320,000 standard food parcels and a considerable quantity of clothing for American and allied prisoners of war in Europe. The ships, recently built in Sweden, fly the Swedish flag and are manned by a Swedish crew. They are under charter to the international committee of the Red Cross at Geneva.

The Travancore made her maiden voyage to Philadelphia to take on the Red Cross cargo. The Mangalore made her first run in January of this year, completing the voyage to Marseille in 17 days. This is her fourth voyage. The ships have a maximum speed of 15 knots and are twin Diesel powered.

nessed this very phenomenon shortly after sunset on July 28, 1944. The half moon in the south was thinly veiled with gorgeous red cirrus clouds. At first it was thought that the moon might simply be blue by contrast, but when a little later it floated out into very clear sky, it was still strikingly blue. Not of course indigo blue, but such a tint as might result from a coating of clear lacquer into which a fair amount of blue coloring had previously been mixed. The color was strikingly evident and required no imagination. Our blue moon finally turned into yellow as darkness came on.

No explanation is offered—since none is supposed to be possible. A blue moon may be a sight of a lifetime—or even rarer—but normal eyes do sometimes observe it. A search through the indices of the Monthly Weather Review from 1898 to 1942 revealed not a single reference to this phenomenon. Similar luck was encountered in a "once over" of practically all the meteorology and astronomy books at the University of Oregon library.

The writer is anxious to get accounts of blue moons observed by others at any time in the past. Address him at 1832 Longview avenue, Eugene, Oregon.

A much longer discussion will be given over radio KOAC at 8 p.m., Aug. 14.

## New Logging Methods Can Save Timber

PORTLAND, Aug. 12. (AP)—Despite serious wartime inroads in northwest timber, modern production methods and new products can insure the industry's future, a Seattle Lumberman said here today.

The future of the lumber industry must be based on sustained yield production and utilization of new products, said Col. William B. Greeley, manager of the West Coast Lumbermen's association.

"The supply already was depleted by the old time 'slash' method of lumbering" he said. Timber farms, where trees are propagated for reforestation, modern methods of timber harvesting and use of products formerly wasted were some of the ways he suggested to maintain the industry.

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## Red Cross Question Box

(EDITOR'S NOTE: Some more questions and answers, bringing out how the Red Cross can give guidance, advice, and help, are published today. Others will be run from time to time to give an idea on Red Cross program of work. Today's set, as have other recent ones, deals mainly with prisoner of war problems.)

Q—What is the average time required for the delivery of a letter dispatched from a German prisoner of war?  
A—The time required varies due to censorship delays, war-

time contingencies, and irregular transportation. It is believed that from two to five months are required. It must be remembered that the United States government has absolutely no control over the movement of mail in and out of enemy countries.

Q—Have all military prisoners been reported officially by name by the Japanese? If not, do lists continue to come? Have all prisoners taken from Bataan and Corregidor been reported?  
A—There are many servicemen reported missing in action in and near the Philippines whose names have not yet been reported as prisoners; but lists are continuing to come through Geneva to the provost marshal general. This is also true of the men taken from Bataan and Corregidor.

Q—Can an individual in this country send food parcels and clothing packages to French, Belgian, Yugoslav and Netherlands, Polish, or other European nationals now prisoners of war in German camps?  
A—Yes, if you are more nearly related than first cousin you may order a Red Cross food package—nothing else. Such sending is subject to strict regulation as to number in a certain length of time, proof of relationship to the prisoner, official labels for certain nationalities, and so on. See your local Red Cross for full information.

**Army Reports 30 Wounded Oregonians**  
WASHINGTON, Aug. 11.—Thirty Oregon soldiers wounded in action:  
**European Theater:**  
Barber, Pvt. Cecil R.—Ralph Barber, father, Gaston.  
Beiser, Pvt. Theodore G.—Mrs. Lucy Beiser, mother, Gresham.  
Buick, Pvt. Walter A.—Mrs. Louise W. Buick, mother, Klammath Falls.  
Carlson, Sgt. Arvid R.—Mrs. E. Carlson, mother, Portland.  
Hurst, Pvt. James Q.—Miss Mattie Hurst, aunt, Scotts Mills.  
Lichtenhaler, Pvt. Donald W.—Mrs. Maude E. Lichtenhaler, mother, Newberg.  
Lutz, Pfc Charles O.—Mrs. Winifred L. Lutz, mother, Pendleton.  
Mitchell, Pvt. Donald W.—Mrs. Harold H. Berglund, sister, Portland.  
Robinson, Cpl. Donald O.—Mrs. Roy Robinson, mother, Hardman.  
Ross, 2nd Lt. Wesley R.—Mrs. Frances A. Ross, mother, Wamic.  
Rowcliffe, Pfc Lyle W.—Mr. and Mrs. Morley A. Rowcliffe, parents, Portland.  
Rowe, 2nd Lt. Frank A.—Frank A. Rowe, father, Portland.  
Wangness, Tech. 5th Gr. Clarence W.—Mrs. Sina Wangness, mother, Portland.  
Watson, 1st Lt. Ralph A. Jr.—Ralph A. Watson, father, Portland.

**Mediterranean Theater:**  
Jordan, 1st Lt. Edmund A.—Mrs. Lois R. Jordan, wife, Portland.  
**Southwest Pacific Theater:**  
Canby, Tech. 5th Gr. Chester G.—Mrs. Frances M. Canby, mother, Buxton.  
Dexter, Pfc Ralph E.—Mrs. Mella Dexter, mother, Bend.  
Eckstrom, Tech. 4th Gr. Keith D.—Carl L. Eckstrom, father, Portland.  
Goschie, Tech. Sgt. Eddie C.—Carl H. Goschie, father, Silverton.  
Hall, Cpl. Delbert H.—Mrs. Mabel S. Hall, mother, La Grande.  
King, Sgt. Julian W.—Mrs. Bolly Horn, aunt, Portland.  
Kliever, Tech. Sgt. Raymond E.—Mrs. G. E. Kliever, mother, Dallas.  
Larson, Staff Sgt. John W.—Lewie Larson, father, Astoria.  
Lattanzi, 1st Lt. Thomas W.—

The largest shore organization for merchant seamen in the world is the Seaman's Church Institute in New York City.

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## 17-Year-Olds Now Flocking To Navy

Expanded quotas for voluntary enlistments from the 17-year-old group, recently inaugurated by the navy after a restricted period, apparently will continue in effect this month, according to word received by Chief W. E. Bell of the Eugene navy recruiting station.

Original announcement of the heightened quotas for enlistments of young men in this age bracket was marked by an influx of prospective young bluejackets into navy substations throughout the Oregon district, which is continuing unabated.

Re-opening of quotas for an increased number of 17-year-old enlistments is in line with recent pronouncement of Secretary of the Navy James Forrestal that the strength of the navy will be increased to keep pace with accelerated naval operations in the south Pacific.

Thus far there has been no order to reduce the voluntary enlistments of 17-sters, although such a curtailment might again be directed at any time, the recruiter emphasized in urging navy-minded young Oregonians who feel they meet the simple basic enlistment requirements—including principally normal health and physical fitness—to make application for

enlistment at once while the opportunity is available. Men having reached their 18th birthday are subject to selective service and cannot be given any assurance whatever of a choice of service branch prior to induction into the armed forces.

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