

Industry Plans Measures To Offset Post-War Slump

By S. BURTON HEATH
(NEA Staff Writer)

Notwithstanding its pre-occupation with war production, private industry has given a great deal of thought to what it is going to do after the war.

On the whole, it can be said that most established industries will resume civilian production with substantially the same product they were selling in 1941 and early 1942. But hidden away in the news columns are frequent reminders that many smart industrialists have new plans.

A few illustrations, taken at random, demonstrate this without in any way exhausting the field of inferring that the manufacturers mentioned are more alert and far-sighted than those not included.

Henry Ford has made an offer to the government for the huge \$38,450,000 Willow Run bomber plant, on which he has an option. He wants to convert it into the world's largest farm machinery factory.

Dynamic Approach
Bendix, which always has made

Mrs. Mary Maxwell Is Seriously Injured

Mrs. Mary Maxwell, about 70, resident of 12th Avenue east and 17th street, was seriously injured shortly after 8 o'clock Saturday evening when reportedly struck by the automobile of M. H. Klesner at 12th Avenue and Oak street.

Rushed to the Sacred Heart general hospital by Arrow ambulance, Mrs. Maxwell was found to have received a broken arm, bruises and cuts, and possibly a fractured hip, though the question of such an injury remains to be determined by X-ray pictures. Her condition was pronounced "rather critical" by the attending physician.

Widow of T. J. Maxwell, and former resident of route 2, Garden Way, Springfield, Mrs. Maxwell is the mother of Father James Maxwell, Catholic priest of St. Paul, Oregon; Richard Maxwell of the U. S. navy, presently home on leave; George Maxwell, somewhere in the south Pacific; Leonard Maxwell, of Salem, and a married daughter in Portland.

Richard Maxwell had gone to visit his brother at St. Paul, and both left there immediately for Eugene on being notified of their mother's injury.

Former Night Spot Becomes Church

SPRINGFIELD, Ill. — (UP) — Hymns and words from the Bible have replaced the whirr of the roulette wheel, the rattle of dice and the gaiety of night-club life at what was once the Gingham Gardens, now the West Side Church of Christ.

A new chapter in the life of the former night spot, once a gathering place for solons and lobbyists during sessions of the Illinois state legislature, was written with the recent dedication of it as a church, by Reuben L. Anderson, pastor.

Built some time before 1900, the structure once was one of the palatial residences of Springfield. But as the city grew and commercial establishments encroached on the property, it ceased to be a place of residence and passed into the commercial scene.

Before becoming a house of worship, the Gingham Gardens had an exciting career. Once its bandstand rocked to the tunes of the blues, jazz and swing stages. It became a popular "chicken dinner" club. The tempo increased and business was good. Then the aged Gingham Gardens gave way to youthful competition.

Items for the trade, is going into the consumer goods field for the first time to manufacture radios.

The Greyhound corporation has placed orders with Consolidated-Vultee and General Motors for a new type of bus that will use air-cooled motors and incorporate features developed in aviation.

Pan-American world airways is prepared to order 149-passenger stratoliners capable of cruising at 300 miles an hour, flying from California to Honolulu non-stop in eight hours at the lowest rate in ocean air-transport history.

The railroads in many instances are considering new low competitive rates and in all instances are planning on up-to-date equipment that will make travel swifter and more pleasant.

Cargo Ships

The American Export lines announce that the keel of the first post-war design cargo ship, the Exchequer, has been laid in Baltimore, and that as soon as possible others will be added. The principal feature of fast, modern freighters now being built appears to be a big increase in refrigerator space.

H. R. Macy Co., New York department store, has set aside one day each week for small manufacturers to meet with the store's buyers and discuss what the consumer is asking for, so that the producers can plan their post-war reconversions accordingly.

The forward-looking policies which these news items illustrate show how alive American industry is to the postwar task it faces—how dynamic is industry's approach to the problem of keeping the national economy from slumping, once war's stimulus is removed, to the low level from which war rescued it.

War Loan—
(CONTINUED FROM PAGE 1)

west coast granges, the granges holding themselves responsible for their shares of the county's farm quota in the sixth war loan campaign, according to John R. Snellstrom, county chairman.

Granges of eastern Oregon are competing in selling war bonds for a registered Aberdeen Angus bull and a purebred Duroc Jersey sow, while in western Oregon, granges are in competition for a registered Jersey bull and a purebred Romney ram. It was also announced by Morton Thompson, master of the state grange.

Grange quotas for this county as announced by Ralph Laird, master of the Lane county Pomona grange are: Lorane, \$27,500; Central, \$50,000; Iring, \$32,500; Waverlyville, \$27,000; Crow, \$49,500; Creswell, \$68,500; Wil-lakenzie, \$79,500; Elmira, \$45,500; Four Oaks, \$45,000; Jasper, \$44,000; Triangle, \$36,000; West Point, \$34,000; Goshen, \$49,500; Junction City, \$68,000; Lowell, \$41,000; Santa Clara, \$51,500; Mohawk-Mackenzie, \$10,500; Franklin, \$24,500; Dorena, \$40,500; Hebron, \$27,500; Thurston, \$58,000; Spencer Creek, \$30,000; Long Tom, \$18,500; Goldson, \$11,500.

West coast Pomona grange quotas for this county as announced by Bert Roberts, grange master are: North Fork, \$25,500; Main River, \$19,500; Maple Creek, \$14,000; Ada, \$23,000; Mapleton, \$25,000.

Poker is really Persian, with adaptations from French, English and Italian games.

Benny Confident Show Will Go On

NEW YORK, Dec. 2 — (UP) — Whether Jack Benny's Sunday comedy broadcast will go on as promised by the National Broadcasting company, or will be taken off because of alleged use of non-union engineers as threatened by the American Federation of Musicians (AFL) was still unanswered tonight.

NBC officials and Jack Benny appeared confident that the show would go on at its scheduled time. The union said, however, it wouldn't go on, that if the engineers employed reportedly by the studio weren't taken off the show, the musicians would be.

Chinese Take Vital Town On Burma Road

CHUNGKING, Dec. 2 — (UP) — The Chinese high command announced today the capture of Chefang, last Japanese-held town on the Burma road in Yunnan province south of the Burmese border town of Wanting.

Capture of Chefang kept up the pressure on the Japanese, who are falling back south burning villages as they go, and climaxed a 12-day drive from Mangshih, more than 30 miles up the Burma road.

Its fall opened up the road for 575 miles from Kunming, the capital of Yunnan province.

Sanatescu Cabinet In Romania Quits

LONDON, Dec. 2 — (UP) — Premier Gen. Constantin Sanatescu's Romanian cabinet resigned today and Gen. Nicolai Radescu, chief of the general staff, has been named to form a new government, Romanian broadcasts said tonight.

Sanatescu resigned after a four-hour meeting at which the internal political situation was discussed, earlier broadcasts said.

REDWOODS HOTEL SOLD

GRANTS PASS, Dec. 2 — (UP) — The Redwoods hotel here has been purchased by W. S. Saunders, San Francisco, former owner of the Hotel Salem and the Tillamook hotel. Saunders has managed the Broadmoor hotel, San Francisco, since 1939. Saunders said that Machlin Robinson, former manager here, would take over the Jackson hotel in Medford.

Last Army—
(CONTINUED FROM PAGE 1)

eral hospital, Denver, Colo.

Four men have been assigned to the University of Southern California school of medicine, Los Angeles, for classes beginning Sept. 17, 1945, with interim duty at the Birmingham general hospital, Van Nuys, Cal. The men are: Pvt. William Fry, Jr., Cincinnati, Ohio; Pvt. David McDonald, Farmington, Conn.; Pvt. Alfred Smith, New York City; and Pvt. James Ryel, Long Beach, Calif.

Six more men who will report at the University school of medicine, San Francisco, are: Pvt. Selig Gellert, Bronx, N. Y.; Pvt. Seymour Kolko, Chicago, Ill.; Pvt. Fred McGeoch, New Concord, Ohio; Pvt. Charles Roth, Minneapolis, Minn.; Pvt. Milton Smith, Medford, Ore.; and Pvt. Cleve Vaughn, Jr., Olathe, Kans. These men will be attached unassigned to Letterman general hospital San Francisco, also, until they report for classes Jan. 9, 1945.

Four of the group will report to the medical section, army services, Fort Lewis, Wash. They are Pvt. H. R. Versepott, Battle Creek, Mich.; Pvt. David Spero, Pittsburgh, Pa.; Pvt. John Hendrickson, Valley City, N. D.; and Pvt. Duane aulsen, Davenport, Iowa.

New Malaria Cures Tested On Prisoners

By DAVE TAYLOR

NEA Staff Correspondent

ATLANTA—Many of the men detained at the United States Penitentiary in Atlanta wear embroidered patches with the letters "M.V.", on the left breast of their blue prison shirts. Their insignia is worn with pride, for they have performed a service far above and beyond the actual line of duty. These men are Malaria Volunteers, members of the malaria control experiment now being conducted at the institution.

Army and navy medical authorities, knowing that many of their potential operations would carry men into malarial regions, desperately sought a cure for the disease, which would be permanent and would immunize American fighting men from the venom of the mosquito called Anopheles. The U. S. Public Health Service was called upon to work with the Co-ordinated Malaria Studies of the National Research Council, and between these two units a number of new and apparently effective drugs were developed. The new drugs, though theoretically successful, had to be tried through clinical tests involving human beings, before they could be proven satisfactory.

A Date With "Ann"

The men of Atlanta were offered the opportunity to volunteer as "human guinea pigs" for the task of giving the drugs their final test. Another important factor in selecting them for the test was that Federal prison hospitals are under the supervision of the Public Health Service, and staff members felt that greater co-operation could be obtained there.

At a mass meeting, Warden Joseph W. Sanford outlined the project and members of the Public Health Service explained the procedure to be followed, warning the men of the dangers they faced. The response was enthusiastic. Hundreds were registered within a week.

The experiment got under way last March. Dr. George Hess, Atlanta's chief medical officer, had allocated extensive quarters in the hospital. Vital and intricate equipment arrived from all parts of the country. In a short time all was in readiness for the man-meets-mosquito scene.

All of the men who were willing to show up for a date with "Ann" (as the Army Medical Corps refers to the Anopheles mosquito) were given a thorough medical examination. Case histories were checked for any previous disease which, even though incurred in childhood, might prevent them from taking part in the experiment. Many who were eager to be included were turned down for their own good.

Those who had been successfully passed were processed in companies of 15, and on March 13, the first group was called to draw lots for positions on the first "bitter" groups of three each, were taken to the hospital where they were placed in bed. Each man in the small group was bitten by the same mosquito, which was enclosed in a glass bubble covered at each end with gauze net. After the mosquito had successfully bitten each of the men, it was taken to the laboratory, where it

ing list." The numbers they drew determined which were to be permitted to become ill and which were to receive treatment of a nature known only to the physician in charge of the experiment. The volunteers themselves were not informed of their functions.

Each Gets Ten Bites
Volunteers, divided into small groups, were taken to the malaria ward to make certain it was actually infected with the malaria germ. This operation was repeated 10 times with each trio of men. In this way, with each of the three infected similarly and simultaneously a basis for comparison was established. After the biting episode the men returned to their regular work and daily routine.

The rest of the details, drugs used and the dosage given, must remain a secret until after the war is won, the treatment proven satisfactory, and the manufacture of the drugs put in full scale operation. Volunteers are given medicines of varying amounts and several different kinds. Their physical symptoms are observed and complicated records made.

Some of them become ill, others have headaches or other slight indispositions. Each day the men have their fingers punctured and their veins tapped and this procedure will continue monotonously until the experiment is completed. One of the volunteers, speaking of the daily blood-taking episode said, "if I had as many needles sticking out of me as I have had stuck in me I sure would make a swell porcupine."

And so the Battle of Atlanta proceeds, slowly, carefully, and with great thoroughness—similar to any well-planned and well-carried-out military campaign. Physicians in charge know what they are doing and how long it will take to get there. Men in the ranks of the Malaria Volunteers also know what they are doing. They are not concerned with heroics and are somewhat shy of the praise accorded them by Army and Navy medical authorities for their efforts. They have the satisfaction of knowing that they are close, in terms of patriotism, to G.I. Joe on the battlefield.

Log Truckers—
(CONTINUED FROM PAGE 1)

ris, of the headquarters here, are simply enforcing the law, which provides the limits and which requires that the excess weight be removed before the violator be allowed to move on. He points out that the weight limits have been raised by the legislature to permit larger loads during wartime, and that a tolerance margin is provided. The truckers, he states, try to estimate their loads to take advantage of the tolerance margin, and as a result go over the limit, even with this provision.

The heavily-loaded trucks have done quite a bit of damage to highways, says Joseph Toole, superintendent of the state highway maintenance department here. Commenting on Ramstead's claim that the 1943 legislature waived load limits at the discretion of the highway department, he said that the department feels the present limits are as high as the roads will bear.

In the interests of the preservation of equipment, which is irreplaceable now and for which tires and parts are so scarce, the office of defense transportation has felt

that the state's load limits now in effect are as high as they should be to provide best use of equipment, says Howard S. Merriam, member of the state truck tire board, who was ODT's unofficial representative here for two years.

If rubber and equipment were

Tires A Factor
available, the bigger loads might be wise economy in the face of the urgent need for logs, but since these parts are so scarce that they are not available even for all essential work, a policy of lighter loads and more care of equipment is deemed advisable, he said.

At any rate, truckers are held up from time to time by checks for overloads, and lose time and money when the loads are found to be over the limits, they complain. And the most important factor, economically speaking, they feel, is the loss to the mills, many of which have already had to shut down because of lack of timber. Production, they point out, is further curtailed when logs are held up and when timber is

dumped by the wayside. The two factors which provide a little hope that the contretemps might at long last be brought to a happy ending are coming into the foreground now.

New Scales In Use

A number of logging outfits have installed the new type of scales, which practically eliminate guesswork in determining the weight of a load, and with which they have reduced considerably their overweight violations. Two kinds are being used. One is the Martin-Decker log-weighting scales, which are in the form of an attachment hooked to the line carrying the loading tongs which lift the logs, so each log is weighed as it is placed on the truck. The other is the "bunk" weighing scales, which record the load on each of the truck's bunks. The "bunk" is a crosswise piece on the truck bed, with vertical side pieces.

And the other development is the appointment by the Pacific Northwest Loggers' association, at

the request of the highway commission, of an advisory committee to co-operate with the logging department on all matters relating to log transportation on state highways. Herbert J. Cox, secretary-manager of the Willamette Valley Loggers' association, points out that this controversial matter, discussed with the highway commission, work toward their settlement.

George Gray, Seaside, is chairman of the committee. Ed Loney, Sutherlin; and Harry Patton, La-comb, represent the Willamette valley. Other members are Frank Baker, Vernonia; and L. A. Christenson, Seaside.

Installation of the scales and co-operation between the lumbermen and the highway commission through the newly-appointed committee may spell narrower log trucks say, is a threat for the loss of thousands of feet of lumber.



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