

WOOD FAMINE THREAT GONE

Preservation Steps Are Meeting Success

Lumbermen Now Facing Problem of Locating New Markets

Portland, Sept. 21.—(Special).—The threat of a timber famine in the United States is past. Colonel W. E. Greeley, secretary-manager of the West Coast Lumbermen's association, stated at a recent session of the Institute on Northwest Affairs, at Reed college, Portland. "The public and industrial efforts in fire prevention and other essentials to forestry are bringing about a growth of timber more than adequate to supply all present requirements of consumption. The economic problem of forestry in the United States hereafter will not be how to supply enough timber for our requirements but how to find sufficient markets for the timber crops that these great areas of land will increasingly produce in the future. The forest problem, like the wheat problem or the cotton problem, is fundamentally one of markets."

Col. Greeley's subject was "A Forest Policy That Goes All the Way Through." The second speaker of the session was Henry F. Grady, chairman of the United States tariff commission, who dealt with export trade problems of the northwest.

Applying his subject to the Pacific northwest, Col. Greeley declared that the present drain upon forests from all forms of use and loss is roughly nine billion feet per year, while authorities estimate that the annual growth of timber should increase to 10 billion feet, and eventually to 14 billion board feet. On this basis, Col. Greeley developed the proposition that "public policy must aid forest industry" by recognizing that "forest crops require the same kind of support which we have long accorded to farm crops."

"The economic record of forest industry in the Pacific northwest is not one to inspire confidence in timber growing enterprises," Colonel Greeley said. "Struggling with rising labor costs, restricted markets and sharper competition, the problem of our lumber industry has been to survive. It is hard to convince men, engrossed in this primary struggle for self-preservation, that they should undertake the business of growing trees."

"The tough going for northwestern forest industry is partly because we are the last great timbered section of the United States to be developed; and are still carrying immense reserves of old growth timber which have accumulated taxes for 30 or 40 years and are pressing for liquidation. It is partly because our matchless lumber industry wages and working conditions have placed us on a pinnacle of cost and restricted the competitive range of our markets—the world over. It is partly because of the almost complete collapse of our foreign trade, which today is about one-fifth of its former value."

"With some of these problems, of course, only the industry itself can deal. In others, it definitely needs the help of our region and of our government. Particularly is such help warranted when forest industry is called upon to be the custodian of forest land, to stay put on its acres and to contribute heavily to the future economic prosperity of this region through timber cropping. The picture I would leave with you is that of the foremost industry in the Pacific northwest—held back by the cold, hard facts of economic insecurity. To the removal of this fundamental barrier to successful forestry, I would direct the efforts and planning, not only of our national leaders in forest conservation but of all agencies and departments of our government. I ask for a national forest policy that goes all the way through. I ask for a policy which recognizes that forest crops must be harvested and marketed at a living profit for those who grow them."

Burns Route Finished East to Idaho Border

(Continued from page one)

during 1939 completed grading on the final unit of the Santiam highway, leading from Central Oregon points to the Lebanon and Albany areas. On the North Santiam, improvement work was continued.

Of great interest to midstate residents and visiting anglers was the announcement in mid-summer by the forest service of plans for the oiling of the Metolius road, leading from the Santiam highway near the Jefferson county line into the Metolius summer resort area.

In Bend, work was started on the East Third street underpass, a federal project that is to cost in excess of \$100,000.

Bend residents also received in mid-summer of 1939 the glad news that the Butler market road was to be improved and surfaced.

Plans for the start of work on the Cascade lakes highway were also announced early in 1939, and in preparation for the day when a modern highway will skirt the eastern base of the towering Three Sisters and touch the shores of scenic mountain lakes, Bend's Riverside boulevard was designated as a unit of the Century drive. This re-routing of traffic through Bend will take motorists past Bend's far-famed Drake park.

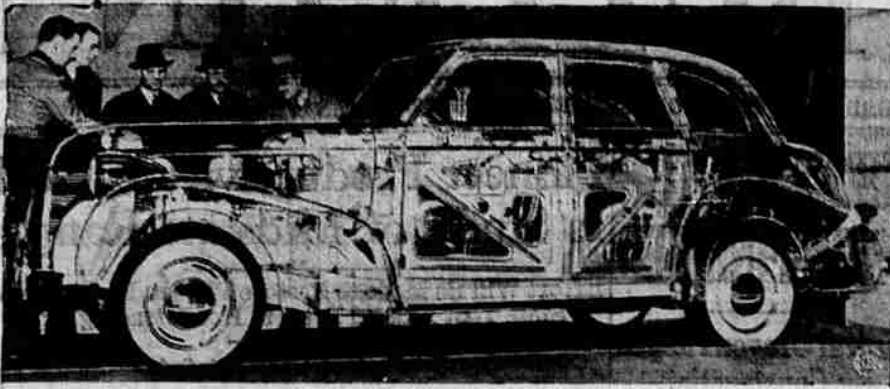
Through 1939, Bend motorists used a fine stretch of new pavement, on Newport avenue.

Left Handed Wrench Is Finally Located

Conneaut, O. (U.P.)—Found at last—a left-handed monkey wrench. The tool is in a historic old foundry at Tinker's Hollow, five miles from here, and the story of its discovery is told by Elmer Wiley.

"When young Bill Tinker, whose

Cars of Future May Have Tops That Can Be Bent



Transparent automobiles: Here's a version by General Motors, now on exhibition at the World's Fair in New York.

By R. C. Sackett
(NEA Special Correspondent)

Detroit, Sept. 21.—Plastic safety glass in the automobile of 1940 points the way to all plastic body construction by 1945 as the newest development of automotive engineering.

If the development continues—and Detroit gives evidence that it will—your '45 model may be a transparent, rear-driven number with all moving parts, including the driver, visible from the outside. Plastic bodies may be either opaque or transparent.

Without telling anybody about it, Henry Ford probably will start putting plastic trunk doors and plastic hoods on his cars before long. The experimental work has been finished.

There is a German-made car in New York with the entire body of plastic material. The new low-priced German car that Hitler has been talking about will have a plastic body. Much cheaper than steel.

Fisher Displays Transparent Car.

At the world's fair in New York, Fisher Body has a car on display with a complete transparent plastic body. Fenders, hood, radiator, doors, and all sheet metal in the body are transparent. The car is as strong as a steel-bodied car and can be driven.

Briggs Body in Detroit has a car with a plastic transparent roof in place of the solid steel roof.

Plastics can be bent and shaped as well as steel. When they find out how to harden the surface they will make windshields and window

Bend's Out of State Car Club Lists Machines From Every U. S. State

Bend's Foreign Car club, believed to be the only one of its kind in the United States, experienced a most successful 1939 season and noted a rapidly increasing interest in its activities. Membership in this hobby club is open to all interested in noting and listing the great number of out-of-state cars seen on the streets of Bend each year.

As early as July 11 this year, one member of the club, Mrs. Pauline Dyer, personally saw on the streets of Bend cars from every state in the union. Mrs. Dyer began the out-of-state car listing work just as soon as 1939 licenses made their appearance. In listing licenses from every state in the union, Mrs. Dyer received the cooperation of several local service stations and the help of a number of individuals who knew her hobby. However, before entering an out-of-state car as "legally bagged" under club rules, Mrs. Dyer had to see the license.

Several other Bend residents, including Oscar Carlson and A. T. Niebergall, had every state in the nation on their out-of-state car lists just a few days after Mrs. Dyer reported her list completed.

The unique hobby of "collecting" out-of-state car licenses brought members of the unorganized club in contact with many out-of-state tourists. Last cars listed by the hobbyists this season were from Vermont and New Hampshire.

Last year, the Bend hobbyists did not complete their out-of-state lists until late in the season.

In addition to listing cars from every state in the union, the license collectors noted machines on the streets of Bend bearing India, Cuba, South Sea island and even Shanghai tags. Practically every domination in Canada was represented among foreign licenses, but it is not believed that Bend received as many visitors from Canada this year as in 1938.

Generally, the tourists with whom the license collectors came in contact with were amazed to find just east of the Cascade range in Oregon a highway which they said was one of the fastest in the entire United States. The beauty of the glacier clad mountains of the Cascade range, visible for hundreds of miles, was mentioned by many of the visitors.

Meyer, farmer, has a new body on his car and a new seat in his trousers today—all because he had two sticks of dynamite in the back seat of his automobile.

Meyer was driving peacefully down the road to town, when the blast sent him zooming out of the car. Upon recovering from a hard three-point landing, he inspected his battered vehicle.

An ancient tomb recently found in southeastern Europe, in Georgia, contained a stone box in which were a Roman coin of Emperor Augustus time, a silver buckle and belt ornaments, glass vessels and several golden plates from a burial wreath.

Dynamite Blast Rips Trousers in Close Call

Wilmington, Minn. (U.P.)—Henry

Drive it in BATTERED..



Drive It Out NEW

Auto Glass and Upholstery Work

You won't believe it's the same car when we're through with it. That wrinkled fender and bunged body made over by our expert craftsmen will have the appearance of new.

Carroll's Body and Fender Repair Service

212 Greenwood Phone 180

ELECTRON CAMERA TO AID RESEARCH

Beam Is Magnified to Make Picture

Cleveland, Ohio, Sept. 21 (U.P.)—An "electron camera"—super microscope for analyzing atomic structures to lessen wear, corrosion, friction and other destructive forces in industry—has been built at the Case School of Applied Science.

The camera was designed by Dr. Robert S. Shanklin of the department of physics.

"It doesn't look like a camera," Dr. Shanklin said, resting his hand on what appeared to be a collection of pipes and valves, "but in operation it is very similar to the conventional camera. Instead of light rays, however, our device uses streams of electrons."

The device operates by shooting a stream of electrons—which are tiny, invisible electrical particles—against the material to be studied.

Bounce That Counts

"The whole thing is made possible," Dr. Shanklin said, "by the fact that the electrons bounce—or ricochet, like a glancing bullet—from the surface to be studied. The pattern formed by the bouncing electrons tells the scientists a great many things about the material."

Dr. Shanklin said that the electron stream in his machine was generated by an electrical filament—a thin wire heated by the passage of an electrical current.

"Any heated surface gives off electrons," the scientist explained. "In most cases, however, they don't get very far, because the air quickly dampens their activity."

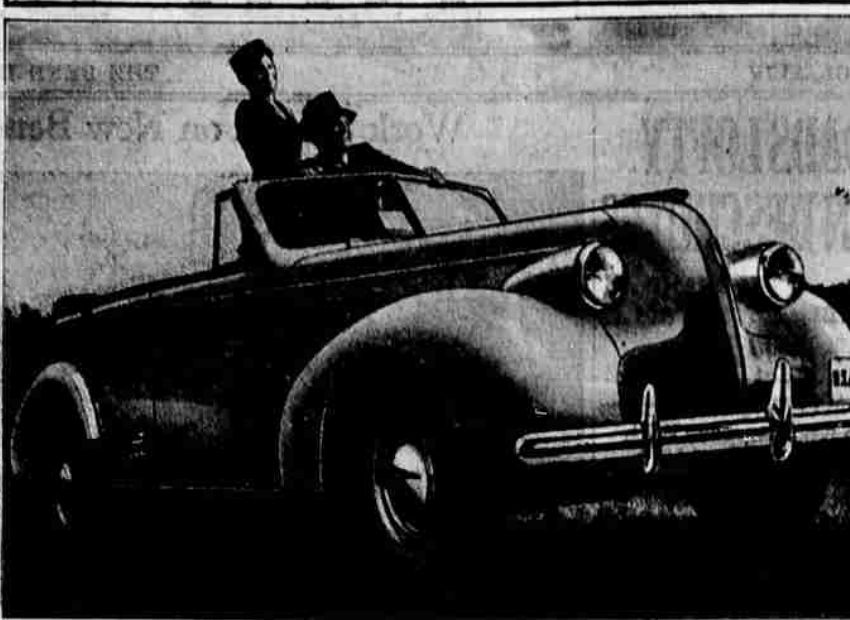
"We employ an almost complete vacuum in our device. That is why it looks like a collection of pipes. In operation the bulk of the air is extracted from the camera in 20 minutes."

The electrons given off by the heated filament are whipped to high velocity by 50,000 volts of electricity.

Beam Is Magnified

"The electrons are focused by small slits into a beam about one milli-

New Buick Century Phaeton Is Style Leader



TREMENDOUS power under this beautiful hood, makes the Buick Series 60 Century convertible phaeton for 1939 a favorite with motor enthusiasts. The new car has a 126-inch wheel base with a 141 horse power valve-in-head straight eight engine. It is outstanding in performance and a leader in style.

meter square—about the size of a pinhead," Dr. Shanklin said. "This beam strikes against the specimen, is diffracted, spreads into a pattern large enough to become visible to the unaided eye and then strikes the photographic plate, from which the analysis is made."

Dr. Shanklin is a physicist of national reputation through his recent work with the celebrated Dr. Arthur Compton, Nobel prize winner, of the University of Chicago. He said his own work with the camera probably will be limited for the moment to the effects on metal surfaces of wear and friction.

Letter Sorter Perfect, Sets National Record

Houston, Tex. (U.P.)—One of Uncle Sam's better letter sorters is James O. Pace, distribution clerk in the U. S. postoffice here. On 12 tests, he has exceeded the postal requirements for distributing 16 letters a minute into the proper boxes, without a mistake.

This year, he hung up a national record with 30 letters a minute. It was his 12th perfect score. Charles Gilbert, superintendent of mails, said a single mark of 100 is unusual.

Our Best Wishes to the County Fair!

GOODYEAR CENTENNIAL JUBILEE VALUES

Special Trade-In Allowance During Fair Week! Stop In—Inquire!

NEW GOODYEAR G-100

Built to give you up to 33% more tread mileage! New flat shape reduces side-slip, roll and sway — new cord angle compresses rubber, giving slower wear. Safe All-Weather center traction—more closely nested diamond blocks in the center where you need them most — 11% more rubber on the road. Greater resistance to punctures, bruises and blowouts—two-way tread compression, twin cord breakers, new low-stretch Supertwist Cords in every ply. "G-100" gives you utmost mileage, safety, comfort and appearance.

THE NEW PATHFINDER

A big, tough, rugged, long-mileage tire. The best tire Goodyear ever made to sell at low prices.

"The Home of Goodyear Sales and Service"

The New Goodyear Double Eagle Airwheel

The tire of tomorrow—today. The smartest, strongest, easiest-riding tire in motor history. Frankly a better tire than most people need. So many outstanding improvements in its construction that it gives up to 50% more tread mileage. The world's finest tire at any price... a tire whose four plies of specially spun, high heat resisting and rubber adhesive Rayotwist cord give it greater fatigue resistance than an ordinary six ply tire.

The New G-3 All Weather At Lowest Prices!

The G-3 All-Weather has been improved in materials and design... made into a better wearing, longer running tire than the previous G-3 record-breaker. But the real news about this famous Goodyear is that you pay less for it and get a tire in which the mileage has been definitely stopped up. This tire is grand news for vacation budgets.

Lifeguards Prevent Accidents

In the event of a tire failure at high speed Lifeguards bring your car to a smooth, straight, safe stop—no lurch—no swerve—no crash. A car out of control is terrifying! Don't let it happen to you for want of protection against the danger of blowouts. Lifeguards in your tires are worth many times their cost in the feeling of security they afford. Don't drive another day without them!

In sizes available, Lifeguards fit any make of tire, new or now in service. You can't get better protection to save your life!

BUICK BEND GARAGE COMPANY CHEVROLET

South of Postoffice Bend Phone 193