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HIGHWAY LEGISLATION

Concern lest the legislation providing for post-war highway construction with federal aid might take a different course from that counted on in recent months now begins to seem groundless. Such, at least, is the impression gained from a statement made by Highway Engineer R. H. Baldock. Baldock, who has been in Washington to appear before congressional committees handling the proposed road bills, has recently returned and he has stated that the desired legislation will probably be approved within 90 days.

The bill that Oregon interests have favored is that promoted by the American Association of State Highway Officials. It was in expectation of its enactment that the Oregon highway commission undertook, beginning last fall, the preparation of a program of highway improvement benefitting all parts of the state. Under it it was expected that after the war there would be spent annually for three years some $19,000,000 the chief portion of which would be federal aid.

While this association bill was pending a committee named by President Roosevelt reported in favor of a so-called regional highway program and at once fears developed that this program might be offered in substitution for that proposed by the association. It is a most ambitious plan and contemplates large expenditures but instead of providing for construction on a state wide basis it calls for the super-development of a few routes. In Oregon, for instance, the regional program would include only the Oregon trail and the Columbia highway into Portland (U.S. No. 30) and the Pacific highway from Portland south through Salem and Albany and so on to Medford and Ashland (U.S. No. 99). Like the association program this one calls for cooperation with state funds. To undertake it, therefore, would mean that the other, providing a more general development, could not go forward nor would there be, after cooperation had been given, state funds left for work on other parts of the state system. The Baldock statement that the association bill probably will be approved seems to indicate that the threat of danger from the regional plan has vanished.

One potential threat *does* remain. This is in the provision in the association bill for the development of a regional plan. If this bill is enacted with this section retained the president might insist that the plan of his committee be carried out under the authority there given. Let us hope that this situation does not develop and let us urge the adoption of the association bill as providing the fairest program of construction benefitting the greatest possible number.

V-MAIL ALWAYS GETS THERE

(Writers War Board)

There is a real danger that overseas mail may be rationed. We are sending 34,000,000 letters a week to our men on the fighting fronts and simply haven't enough cargo space for this. Very often there has to be a choice between sending bags of mail or plasma. It is unfair for us to force this choice on the United States postal service.

The solution to this important problem is an easy one. Use of V-mail. Forty-nine letters sent the V-mail way occupy the same space as one letter sent in the ordinary way. If you haven't been availing yourself of this convenience it is time to start. If you don't know how to use it ask about it in your post office where you can also get V-mail paper. There is no mystery about it. It is simple. Furthermore, V-mail letters always reach their destination. Letters mailed in any other way are far less certain. Over 200,000,000 V-mail letters have been delivered and not one has been lost!

We all know that letters from home are the greatest comfort that the men have. We cannot risk cheating them out of any part of the happiness they get in this way. It is patriotic to use V-mail.

The mail brings a copy of a Jackson day address made by Postmaster General Frank C. Walker and as we read it the old question rises again—does the Democratic party have these dinners in order to glorify Jackson or to get $100 a plate from the office holders who are forced to buy tickets?

Well, here it is spring again. Having had more or less of March spring lion we now look for the spring lamb.

Others Say . . .

REYNOLDS TO LEAVE

(Klamath Herald & News)

Earl C. Reynolds has been secretary of the Klamath county chamber of commerce since 1928, and it will just not seem like a chamber of commerce for a while after Earl leaves.

But he is going, on April 1, to become assistant manager of the western division of the United States chamber of commerce. The appointment is a recognition of his outstanding work in the chamber of commerce field.

Mr. Reynolds has a remarkable talent for organization. Under his guidance, the Klamath chamber has been outstanding in Oregon and the Pacific coast. It has performed its work regularly and efficiently, without the dissensions and difficulties that arise so often among chambers elsewhere.

Earl Reynolds will be missed here. But here are congratulations over the fine job he has landed, and an expression of confidence that he will handle it well.

GRADS STUDY SPANISH

San Diego (UP)—Fourth grade children will be taught conversational Spanish under a new program announced by Will C. Crawford, superintendent of city schools. The classes, which will be held informally, will use no books or written matter. The purpose is to give every student taking the course a knowledge of Spanish adequate to get by in Mexico, only 15 miles south of here.

40,000 Women Graduated by U. S. S. Hunter

New York (UP)—More than 40,000 Waves, Spars and women marines have received "boot" training aboard the land-bound U. S. S. Hunter since its commissioning in 1942 as a naval training school, the third naval district has announced.

Originally designed to accommodate 35,000 trainees per year, the former Bronx campus of Hunter college has resounded to the military tread of 36,550 Waves in addition to the 3,342 marines and 1,914 Spars trained there before their own schools were established.

A ship's company of 1,000, mostly Waves, processes recruit classes averaging 4,500 for each six-week period, with a curriculum of naval custom, history and discipline—and drill.

Of the Waves graduates since the first class, which entered Feb. 17, 1943, 6,958 left the Hunter for yeomen's schools; 5,519 went to aviation schools and stations; 5,935 to the hospital corps; 4,075 to storekeepers' schools; 915 to radio school and about 1,000 to schools for mail specialists, cooks and bakers and business-machine operators. Of the remainder, many qualified as yeomen on completion of their preliminary training and others went directly to duty as seamen second class.

Cactus species that bloom at night usually have white, scented flowers, while day bloomers usually have flowers of brilliant colors.

Treading on Brittle Eggs

Lightnings to London

By Capt. Bernard W. Crandell

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THE HUMAN EQUATION

CHAPTER VIII

Weightiest and most unpredicable of the factors guiding the destiny of the P-38's across the north Atlantic was, of course, the weather. The aircraft were sound, dependable, but no piece of machinery is 100 per cent fool-proof, and there was another factor to be reckoned with. As for the men who flew the planes, they were sometimes less predictable than the fighters themselves.

The following excerpts from a letter by flight controller Lieutenant-Colonel Landry to an officer at the Maine base show clearly that sky-high overcasts which turn planes back were by no means the only headaches suffered by the flight officers:

"July —
1030 GMT

John:

Oh, for the life of a controller! Here is the latest. The weather locally was not too good this a.m., but about noon it improved to the point where the dispatch of fighters looked good. All the fighters here, Tomcat Black and Tomcat Blue, were ready to go at 1200 GMT (Greenwich Mean Time, not Greenland Mountain Time!)—or so I thought.

All pilots seemed to understand excepting the four fighter pilots of Tomcat Black, who took it upon themselves to go on a hiking sight-seeing trip to the ice cap.

At 1200 when I was prepared to assemble pilots for briefing, I found them absent. God! Was I mad. I sent out all sorts of searching parties. They searched all afternoon. About 1700 (5 p.m.) two of them returned. I did a fair-sized amount of reprimanding, and when I asked them if they could get ready to go in 15 minutes, one of them said he was so tired he didn't think he should fly. Well, that topped it. Of course I wouldn't send them, and didn't want to send an incomplete flight.

This was about 1730. About 1830 one more of the culprits came in. I gave him a going over and put him in 'restricted to quarters.' Did I say I had done this to the other two? I did.

About this time the local weatherman was getting doubtful and I decided against a movement today. It is now 0010 and two of the jokers are still out. They will be restricted also. . . . Johnny, we'll never win this war unless we imbue our men with the idea of discipline and a sense of the serious business they have ahead of them. We've all been led to believe that our manpower and gigantic mass production will overwhelm the world. It will not. War isn't a lark, and having more bombers or more tanks or more of anything isn't the answer. It is the individual attitude that makes for victory. Well, nuts. There I go again . . ."

* * *

Despite occasional lapses like this, however, the expedition was progressing with wonderful success.

Many of the Lightnings had reached Iceland, the first contact with a habitation since leaving Maine. Both Labrador and Greenland were strictly end-of-the world propositions.

The P-38's appeared out of the western skies and came in to land on concrete runways thoughtfully constructed by the Germans, who a few years previously had constructed most of the new Reykjavik airdrome as well as the university buildings just north of the field.

The first elements to tackle the last leg of the trans-Atlantic mass flight totaled eight Lightnings. At briefing time the pilots were told to expect occasional showers, but not to worry about them, because they would be only local ones.

Thirty minutes out they ran into the showers. They also saw a high overcast ahead. Flying into it, the two elements of four planes immediately lost sight of each other, as well as the Fortresses which had been leading the way. The Fortress pilot leading the firse element radioed that he was going to lower down to water level and "get on a course of 180 degrees." The fighters were to follow the leader.

The first quartet executed a 180 turn, which put it on a course leading directly back to Iceland—the only safe move under such hazardous weather conditions.

The second element, however, completely misinterpreted their instructions. They let down to almost water level, but instead of making the prescribed turn, they changed course to 180. They were headed away from land through clouds so thick that the two P-38's on the wing of their Fortress were unable to see across to the others.

Finally they broke out between cloud layers and radioed to the Fortress, "Do you know where we are?"

"No," was the reply.

NEXA: A Hole in the Clouds.

Washington Letter

* * *

By Peter Edson

(NEA Staff Correspondent)

First full report to the American people on the production of the new, war-born magnesium industry is contained in a special report of the senate Truman committee investigating national defense production, which has just ben released.

In 1939 only 3350 tons of magnesium were manufactured in the United States, 2100 tons of which were sold to Germany and Japan. In 1943 United States production was 195,000 tons and for 1944, estimated at 265,500 tons. This tremendous increase is one of the production miracles of the war, but it also points towards the possible uses for all this production after the war, in what has frequently been hailed as the coming "light metals revolution."

Some 46,000 tons of this year's production of magnesium are being set aside for a war department experimentation program to find new uses for the metal, especially in aircraft.

Development of magnesium production in the United States has been involved by 10 years of legal battling, on which the Truman committee now throws some new light and makes some new conclusions tending to absolve the two principal pre-war American producers, Dow Chemical, American Magnesium and Magnesium Development Corporation—the last two being Aluminum Company of America subsidiaries — of much abuse.

American Magnesium had stopped production in 1927 after Alcoa had lost $1,000,000. Dow Chemical had also lost money, but it had pioneered a new low-cost process, and American Magnesium could buy from Dow cheaper than it would produce itself. But in 131, the Aluminum Company (Alcoa) made an agreement with the principal German producer, I. G. Farben, forming a new jointly owned Magnesium Development Corporation to control Farben patents and processes in the United States.

In 1941 the department of justice obtained an anti-trust indictment against this combination.

The American companies paid fines of $140,000, canceled cross licensing, agreed to roayalty-free use.

Today, the United States government has invested approximately $515,000,000 in magnesium production and fabricating. Production has been increased 80 times, the cost brought down to 20½ cents a pound (aluminum costs 14). Every pound of magnesium replacing aluminum in plane construction permits that plane to carry another half pound of fuel or cargo.

Today there are two private and 13 government plants, only six of which are now producing at capacity. Among them:

Dow Chemical produces magnesium by electrolysis of sea water or brine from wells at Midland, Marysville and Ludington, Mich., Freeport and Velasco, Texas. Dow "know-how" is used by Diamond Magnesium at Painesville, Ohio, in recovery from the waste liquors of lime production.

Henry J. Kaiser's Permanente, Calif., plan, using magnesia obtained from brine or magnesite ore, mixes it with coke in anelectric arc furnace.

Original costs of this metal were over a dollar a pound, but this has been reduced to 35 cents per pound or cost of production, whichever is less.

War Briefs - - -

(By United Press)

Hungary—Germans completing occupation of Hungary, reportedly set up nazi puppet government at Budapest and remove regent, premier, and foreign minister to Germany.

Russia—Soviets drive spearhead through Bessarabia to within 35 miles of Rumanian frontier; government organ Izvestia says German regiments retreating across Rumania.

Italy—Allied troops making slow progress through southwestern Cassino; Germans succeed in reinforcing garrison and counter-attacking from surrounding hills.

Air War — American Liberator bombers and Thunderbolt fighters attack Pas de Calais area of France in daylight.

Pacific — American airmen smash Japanese convoy near Wewak, New Guinea; sink two loaded transports and three armed corvettes, killing 1,500 Japanese troops.

Burma—Allied troops capture Sumprabum in northern Burma; enemy spearhead on central front still driving toward Chindwin river.

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Bend's Yesterdays

FIFTEEN YEARS AGO
(March 21, 1929)

The city commissioners refuse a request of Vern Singleton, cafe proprietor, that they rescind an ordinance banning music in such establishments between midnight and 9 a. m. Singleton had installed a nickel music machine.

Fire Chief Tom Carlon reports vandals are throwing life buoys into the river, and cuttings others in two.

Drs. J. W. Thom and R. W. Hendershott examine 26 children at the "well baby" clinic.

Robert W. Sawyer, member of the state highway commission, C. W. Wanzer, state highway engineer, and Thomas Davis, bureau of public roads engineer, leave to attend a highway conference at Klamath Falls.

TWENTY-FIVE YEARS AGO
(March 21, 1919)

R. A. Ward of the First National bank of Bend is scheduled to address a meeting of the County Farm bureau at Cline Falls tonight.

Dr. J. C. Vandevert, city health officer, urged enforcement of sanitation laws when he finds several eating places in Bend "indescribably filthy."

Maurice P. Cashman goes to Portland on business.

Jay H. Upton of Prineville comes to Bend to attend to business in connection with the Forbes estate.

County Chairman J. H. Haner reports that the Armenian relief fund has gone over the top in Deschutes county. The quota was $3100.

Three toots on Bend's new fire siren means only a summons for volunteer firemen to report for drill—not a fire—Chief Tom Carlon explains.

Victory gardeners should spade their gardens early but not plant until the ground has warmed up.

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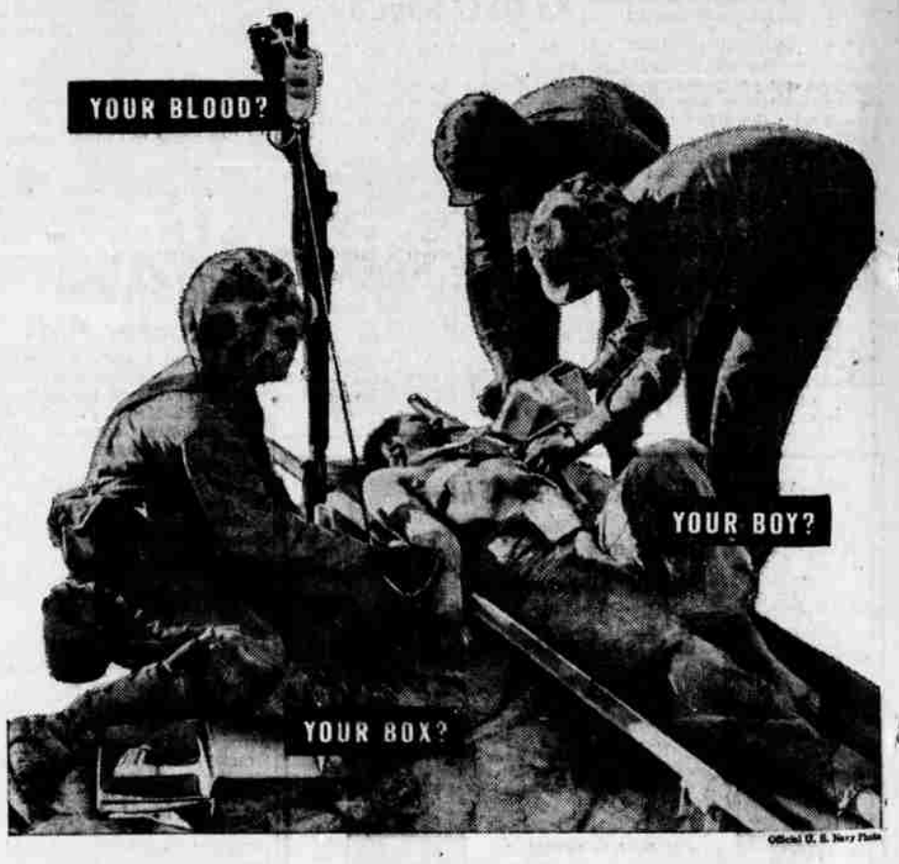

Official U. S. Navy Photo

WASTE PAPER needed for Plasma Containers!

Waste paper is such an ordinary thing . . . yet it may help to save the life of someone dear to you! For paper is playing a vital role in the war today. It makes containers for blood plasma, and food rations; even parachutes to float supplies down to hard-pressed troops in hot corners.

With wood pulp scarce, the paper industry has had to turn to waste paper for raw material. *Waste paper is now our No. 1 war material shortage!*

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SAVE A BUNDLE A WEEK — SAVE SOME BOYS LIFE

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FRECKLES AND HIS FRIENDS

By MERRILL BLOSSER