

Lieutenant Whips Problem of Gnats At Pacific Base

U. S. Air Base, Central Pacific (CP)—The tent was broiling hot and sweat rolled down the neck of the slim young man squinting into a microscope perched on a soap box.

"There, I think you can see it now, sir," he said. He got up from the camp stool and stepped back a pace on the sand floor.

Brig. Gen. Harold D. (Spud) Campbell, island commander, sat down and peered into the microscope. He saw on the slide below several small, legless, wormlike creatures, with a small brown head and 12 body segments.

"Where did you get these fellows," the general asked.

"In the moist layers of decaying vegetable matter down in the mangrove swamps."

Pest Mystery Ended

The mystery of the breeding place of the island's worst pest had been solved. Control measures now could be started against the vicious little gnat of the family Ceratopogonidae, commonly known as biting midges, punkies, no-see-ums and sand flies.

The man who solved the problem was Lt. Carl Dorsey of 437 Woodlawn Ave., Webster Groves) St. Louis, Mo., and his associate was Lt. J. P. Jones of Richmond, Va. Both are attached to the U. S. navy epidemiology unit stationed on this island.

The gnat does not carry diseases, but an intense itching develops in the area of its bite and a large weal soon is raised. A secondary infection usually sets in and the skin assumes an ulcerous appearance.

While the victims have not had to be hospitalized, the loss of sleep and constant harassment from the tiny pest menaced the efficiency of aircraft pilots and other personnel of the base. Dorsey began a survey that lasted more than two months before he found the breeding place.

Corpsmen Guinea Pigs

He searched the beaches, the fresh water areas, the swamps, the odd ponds. The survey included the use of human guinea pigs, corpsmen of the epidemiology unit, who stood stripped to the waist and allowed gnats to settle on them while Dorsey and Jones made observations.

The human guinea pigs were observed at specific times and places about the island. They were exposed by day and by night, and the night experiments included standing in a beam of light for five minutes to determine whether light attracted the pests.

Dorsey correlated the rise and fall of the gnat population with the action of the tide and found that there was a definite relationship. Twice monthly when the tides were at their lowest ebb, the insect emerged from its breeding places in tremendously increased numbers. And life on the island would become almost unbearable during those periods.

It was not, however, until the day he notified Gen. Campbell that he identified the breeding place of the gnat. Earlier in the morning of that day he was searching through a mangrove swamp when he happened to look back and noticed that his foot-print had filled with water.

Finds Larvae in Water

Dorsey returned and scooped up some of the water in a dipper he carried to gather specimens. In

Warsaw's Hour of Vengeance



(NEA Radio-Telephoto) Polish Army units, serving with Russian troops, march through their capital, Warsaw, pursuing German forces fleeing back into the Reich in face of Russian blitz that has pushed forward on a 55-mile front to within 166 miles of Berlin.

the dirty, blackish water he found several of the thin, wriggling wisps of larvae, and examination under a microscope later confirmed his suspicion that they were the larvae of the island's vicious little gnat.

Under the sun-beaten, hot tent, with its makeshift laboratory of packing cases, experiments on control measures were started the day after Dorsey made his discovery. He is confident he can find an element which will cover the ancient, soggy incubators and kill the pest long before they emerge to dry their wings and forage out in search of warm, American blood.

The experiments with the human guinea pigs also are continuing. The volunteers for this work include George E. Geiple of Glen Rock, Pa.; Robert L. Van Buren, of Modesto, Cal.; Martin G. Austin, of (4718 18th Ave.) Seattle, Wash.; Jacob Kerbeshian, of (178 Boylston St.) Watertown, Mass.; Bayless E. Rutherford of Waggoner, Okla.; Wallace H. Fritsch (1180 S. 8th St.) West Salt Lake City, Utah; James G. Mermson of (811 Wilson St.) Little Chute, Wis.; Gaylord P. Gaunt, of (7002 Ideal Ave.) Fort Wayne, Ind.; and James W. Harvey of (407 S. Pleasant St.) Gainesville, Fla.

FIND OWN FINGERPRINTS

Kansas City, (CP)—After the robbery of a small restaurant here, police exulted to find a series of

distinct fingerprints along the counter beside the cash register. They were identified easily, but the exultation ceased. The prints included only those of the proprietor and several members of the police force who ate at the establishment, across the street from their precinct station.

Milk for Hottentots Ruled Out, Fred Othman Discovers

By Frederick C. Othman (United Press Staff Correspondent) Washington, Jan. 26 (CP)—Henry A. Wallace has done me a favor and I want him to know I appreciate it: I'm not dreaming any more about Hottentots.

It used to be (and don't go reading any politics into this unless you are a psychologist) that every morning at two I'd dream about a double row of fat and sassy Hottentots, sitting on their haunches, guzzling milk. Wallace passed among them, handing out quarts from his milkman's rack, and the question was this: did he give Hottentots homogenized milk, or plain pasteurized grade-A?

I never was close enough to see and I was going batty (going, he says) when Wallace in seeking confirmation at the senate as secretary of commerce, solved my

Highway Access Bill Is Attacked, And Also Lauded

By Eric W. Allen Jr. (United Press Staff Correspondent) Salem, Ore., Jan. 26 (CP)—The Oregon joint legislative roads and highways committee today had under consideration arguments opposing and favoring the proposed limited access bill, also known as the "freeway" measure.

At a large public hearing late Thursday, opponents of the bill charged that it is a "vicious" piece of legislation, "poorly conceived" and an "unwarranted delegation of authority," saying that it was against the interests of hundreds of small property owners of the state.

Bill Favored

Officials of the state highway commission, headed by T. H. Banfield, chairman, R. H. Baldock, engineer, and J. M. Devers, legal council, presented the highway departments favorable view of the bill, sponsored by the Portland Chamber of Commerce and the Oregon Roadside council.

The measure would grant the highway department large powers in the regulation of Oregon roads, including the right to condemn right-of-way property, and it was this last provision which was chiefly attacked.

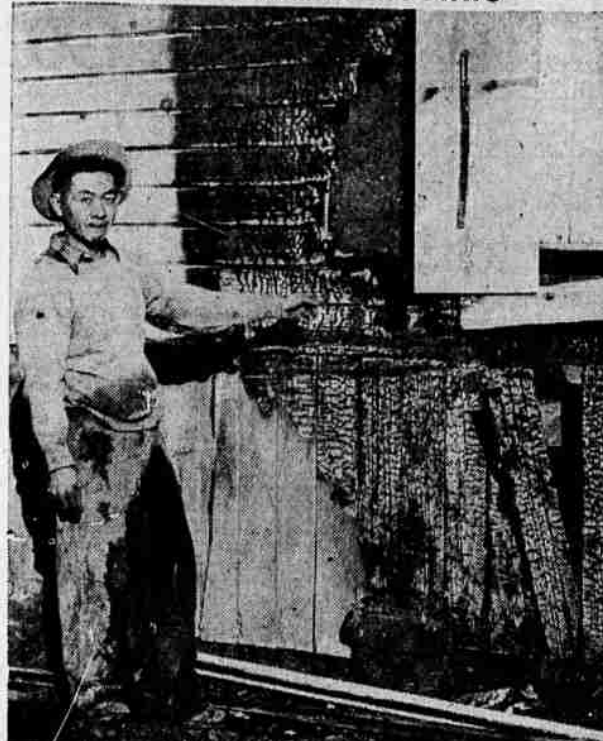
L. R. Estell, representing motor court owners, told the committee that the bill would kill a large number of small roadside businesses, and "endless, expensive litigation" was forecast by A. B. Sanders of the Oregon coast highway association.

Safety Promise

The highway department representatives countered the charges, stating that the department would be required by the bill to protect property owners and their rights by provisions, that it would guarantee the largest safety margin possible and that the bill was designed to fit Oregon into a large national and international picture of highway development.

The legislature yesterday was largely concerned with plodding through routine matters, which were pointed up by an outburst yesterday morning when the house refused to pass a memorial to congress in favor of national service or total conscription.

Nisei's House Set Afire



(NEA Telephoto) Sumario Dol, one of the first Japanese-Americans to return to the West Coast, points to charred side of his Newcastle, Calif., home, which unidentified persons attempted to set afire. Attempts were also made to dynamite the building and to intimidate him and his family with gunshots.

had urged the furnishing of each Hottentot with a quart a day. Or so Wallace testified, chuckling.

"That shows you the power of propaganda," he added. "The so-called new dealers again and again can be deceived by the propaganda of their enemies. Even Othman, whose dreams will be pleasant henceforth."

Services Are Held For Bend Pioneer

Portland, Ore., Jan. 26 (CP)—Funeral services were conducted here Thursday for Frank O. Minor, 78, pioneer postmaster at Bend.

A resident of the Masonic and Eastern Star home on Baseline road since October, 1940, he died there last Friday. Last Feb. 8 he married Emma Young at the home.

A native of Hillsdale, Mich., Minor in 1904 went to Bend and later was appointed postmaster under President Theodore Roose-

velt. For 21 years he was chief accountant for the Brooks-Scanlon Lumber Company Inc.

Besides his wife he is survived by a son at Vancouver, Wash., Kenneth Minor.

Madras Student Enlists in Navy

Donald Dean Ashcraft, son of Mr. and Mrs. A. T. Ashcraft, Madras, was enlisted as an apprentice seaman in the United States naval reserve at the Portland navy recruiting station Wednesday, announces Chief Specialist Paul Conner, recruiter in charge of the Central Oregon navy recruiting station, Bend, who processed Ashcraft's application. He has been transferred to the San Diego naval training center for his indoctrination training which will last three months.

Donald was a student at Madras high school. He has an older brother in the navy who is now on an LST in the Atlantic area.

NEW DYE SPEEDS PLASTICS

New York (CP)—A new dye, which will hasten the manufacture of plastics, has been announced by the Wilmington Chemical Corp. Heretofore plastic manufacturers had to purchase colored molding powder for each color required, but now plastics may be immersed in the new dye and the desired tinting is achieved almost at once. Under the old system machines had to be shut down for cleaning after one run of a desired color. Now manufacture of one transparent, translucent or opaque base material is used and shut-downs are avoided.

SPROUTS GOVERNORS

Boston (CP)—After working in the same Boston law office, Joseph E. Bly became governor of Massachusetts, Robert F. Bradford lieutenant governor, and Horace A. Hildreth governor of Maine.



Make it a Garland Diamond, and you'll earn her undying gratitude. Select from our huge stock of perfect stones.

Heart Shaped Locket

Rings - Bracelets - Charms
Earrings - Lapel Pins
Hollywood Dolls

Symons Bros.
"The House of Beauty"

947 Wall Street Phone 175

SAVE HALF!

Dorothy Gray

BLUSTERY WEATHER LOTION

REG. \$2 \$1 plus tax

Creamy... delicately pink... luxurious aid to your skin in combating harsh winds and drying indoor heat! Helps your skin stay dewily soft and smooth right into spring! Timely reduction just when your skin most needs such help!

Now on Sale at
BEND DRUG CO.
Your REXALL Store

BEND DRUG CO.
953 Wall St. Allen Young, Proprietor Phone 4

RED TAG VALUES

V-Mail Stationery, 15c-45c
The Favorite For Writing to the Armed Forces
Baby Bibs.....49c-59c
Easy to Keep Clean
View Master Films, 3 for \$1
Choice of Scenic Views
Bismarex.....50c-\$1.25
Anti-Acid Powder
Woodbury's Soap.....4 bars 26c
For Your Complexion

End-O-Creme... \$3.50
Dusting Mit..... 98c
For Washing or Dusting

Don't let Food Shortages mean **VITAMIN SHORTAGE** to your system

Purest PLENAMINS

At the tip of his fingers, your Rexall pharmacist has a treasure of laboratory-fresh drugs. Included, are the miraculous Sulpha drugs which are available for prescription by your physician.

THE **Rexall** PRESCRIPTION SERVICE is keyed to these times

72¢ \$2.59

REMEMBER THE **Rexall** DRUG STORE FOR BEST VALUES ALWAYS

How To Relieve Bronchitis

Creomulsion relieves promptly because it goes right to the seat of the trouble to help loosen and expel germ laden phlegm, and aid nature to soothe and heal raw, tender, inflamed bronchial mucous membranes. Tell your druggist to sell you a bottle of Creomulsion with the understanding you must like the way it quickly allays the cough or you are to have your money back.

CREOMULSION for Coughs, Chest Colds, Bronchitis

YES, we know there's a war going on!

-but here's how we're trying to overcome the difficulties of wartime travel

Our trains are longer and schedules are slower now. Space is hard to get. People frequently have to stand in line to buy tickets or to get into the dining car. In short, our service isn't what it was before the war.

The main reason is, of course, that our volume of passenger traffic is five times that of 1940, with just about the same number of cars we had then. And, like everybody else, we are short of help.

However, this company is determined not to just give up and blame everything on the war. Wherever possible we have taken aggressive steps to lessen the difficulties of wartime travel. For example:

- 1 Our "train assignment plan" for coach passengers has to a large extent eliminated overcrowding and standing on our long-distance trains. We endeavor to sell only as many seats as are on the train, and each passenger gets a reservation slip.
- 2 "Passenger aides," capable trained women, have been stationed on long-distance S. P. coach trains. They assist women traveling with children, help prepare "formulas" for the babies, aid the aged and infirm, and perform other services to make the journey as comfortable as possible for everyone.
- 3 In spite of the shortage of help, we have greatly expanded telephone reservation bureaus, increased our forces handling reservations, and devised new reservation systems, which are constantly reviewed. The situation is not perfect, but it is much better than it was.
- 4 We have increased the number of chair car porters, so that cars are now generally kept quite clean, a difficult problem because of the litter from box lunches, etc. Big trash boxes in the vestibules have helped, too.
- 5 "Train service agents" have been added to the staffs of long-distance coach trains. These men supervise all service features on the train, direct the chair car porters, see to it that the trains are kept tidy, try to overcome difficulties and meet emergencies.

We don't claim that all our people are perfect. They're human beings, and are under the strain of crowded war conditions. By and large we think they're doing a swell job and we're proud of them.

S.P. The friendly Southern Pacific

