

Eugene Guard

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Office 1057-1041 Willamette Street Telephone 1200
ALTON F. BAKER Editor and Publisher

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JUST AS PROUD

Of course, we would have liked to see Clark Spurlock, our Eugene Boy Scout, chosen for the trip to the South Pole with Commander Byrd. It would have been a great opportunity for Clark and an honor for Eugene, but we feel very proud of the young man just the same. The appointment went to an older and stronger boy, and this is probably a wise choice, for the trip to the South Pole is an undertaking to tax the strongest men. Clark is only 17, and he has plenty of time ahead. And at his age, just to have been one of the six considered for the honor is quite an achievement. Just to have had that thrilling trip to New York and those few glorious days with Commander Byrd and other celebrities is quite a reward. We like the splendid boyish enthusiasm which runs through Clark's story of his trip as told to The Guard reporters on his return. It reveals the kind of boy he is and the kind of boys the Scout organization here is making, manly boys who act rather than try to be like men.

SMITH'S TURN NEXT

On Wednesday, at Albany, New York, Governor Alfred E. Smith will go through the formality of accepting the Democratic nomination and will tell the world how he proposes to run things if he is elected president. As a public document, Governor Smith's speech Wednesday will be of extreme interest and importance for a number of very good reasons. Far more than the Democratic platform set forth at Houston it will be an authentic declaration of what the American public may expect. The Democratic platform, even more than most platforms was a hopeless hodge-podge of ambiguous generalities and impossible promises. Smith will undoubtedly declare that he "stands on the platform" of his party, but everyone knows that it is far more accurate to say that the party is waiting on him for leadership. In fact he has already assumed the leadership by breaking away from his party's blundering effort to capitalize on his wetness while handing its dry followers a pacifier in the shape of a promise of rigid enforcement. Under Smith's leadership the Democratic party is wet and stands for modification of the prohibition amendment.

It remains to be seen whether any other major issues will emerge under Smith's leadership. Herbert Hoover has set up a definite program on farm relief and the tariff and administrative economy and the development of natural resources which it will be Smith's opportunity to meet. It will be interesting to see how he does it, for he is a plain talker and some of the party chiefs who would like to have him talk only in parables are apt to find him impatient of restraint. At 3:30, our time, Wednesday afternoon, the Democratic chief will be on the radio. This paper and others will carry the text of his speech. Radio and the great news services have made it possible for everybody to sit in on a great national debate.

IN NINETEEN HOURS

In eighteen hours and fifty-eight minutes, well, call it nineteen hours, Pilot Art Goebel has crossed the continent from Los Angeles to New York in his plane, Yankee Doodle—and carried a passenger. He has out nearly eight hours (seven hours and forty-two minutes to be exact) from the record made by Lieutenants John A. McCready and Oakley Kelley in 1923, just five short years back. Here we have a measure of aerial progress to date and a promise of what the future holds for us. The time is at hand when there will be regular eighteen-hour passenger service between the Pacific coast and New York, possibly even faster service. It may not become the prevalent mode of travel but it will be a mode widely used for the value of such a service to business is at once apparent. Most of us can remember when the Twentieth Century and the Broadway Limited first made their eighteen-hour runs between Chicago and New York, back about 1900. Those two great trains and their successors have been of incalculable value to business.

Some people said that such fast service never would be in general demand, especially at extra fare rates. Yet today we find those trains running day in and day out in many sections and each section crowded to capacity. To the business man it has meant a great deal to be able to do business in Chicago one morning and in New York the next. In the near future, and restricted only by the limitations of safety and price, there will be just as much demand for the eighteen-hour service between Los Angeles and San Francisco and Eugene and the big cities of the east.

More than ever mileage is falling behind as the true measure of distance. In speaking of the distance between cities, nowadays, it's time that counts.

WHAT OTHER NEWSPAPERS SAY

Is Oregon a Scab?
(Oregon Jour.)
Do railroads realize that the seal of their attorneys to defeat the cross-state railroad puts the proposed railroad less in jeopardy than it places the state as a whole on trial?
A witness for the railroad testified that apple scab is banishing orchards from the Willamette valley.
A witness for the railroads testified that scab land prevails in the interior and that a cross-state railroad could be no possibility pay?
Do railroads realize that the impression created is not only that there should be no railroad between scab apples and scab land but that Oregon is at least a scab kind of state?
Mr. Newell for Oregon has shown that the two railroads most directly concerned, the Union Pacific and Southern Pacific could save more than \$2,000,000 a year merely by interchanging at Crescent in Oregon rather than at Ogden in Utah the freight destined for Southern Pacific points in Oregon.
Mr. Magliard, head of the Willamette Valley Lumbermen's association, has testified that the lumber industry of the valley alone could furnish the cross-state line 60,000 carloads of lumber a year.
Witnesses after witness from southern Oregon pointed to a region, vast, rich in timber, lands and forests, which is available for timber production.
Do railroads realize the railroads in their 425,000 acres of development, painting Oregon as a place of desolation?
The O. W. B. & N., which Oregon

LITTLE ORPHAN ANNIE: Still In the Dark

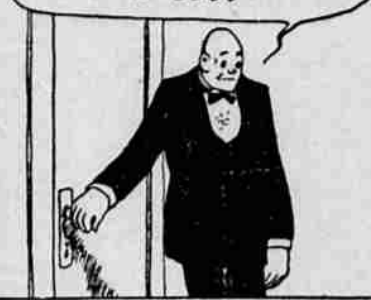
By HAROLD GRAY

SURE, I'M THE CHIEF, BUT I'VE GOTTA DO WHAT I'M TOLD OR IT'S BLOODIE—I'M MENTIONING NO NAMES, MR. WARBUCKS, BUT A CERTAIN PARTY THAT'S BIG IN THIS TOWN WANTED THAT KID—THEY DIDN'T FIND HER—FACT IS, I DON'T KNOW ANYTHING MORE THAN THAT ABOUT THE CASE—

A ROTTEN SITUATION, BUT NOTHING NEW OR UNUSUAL—THE CHIEF OF POLICE OF A GREAT CITY TAKING ORDERS FROM SOME POLITICIAN OR GANG BOSS—

WELL, ANNIE, I'LL NOT GIVE UP—I'M GOING TO KEEP ON TO THE BOTTOM OF THIS, NO MATTER HOW FAR I HAVE TO GO—AND IT'S BEGINNING TO LOOK DEEPER THAN I'D SUSPECTED—

FIRST, I'VE GOT TO FIND OUT WHO IT WAS WANTED SO BADLY, AND WHY—I CAN'T FIGURE THAT ANGLE—MUMPH—MAYBE THE NEWSPAPER BOYS CAN HELP ME—THEY KNOW WHAT'S GOING ON AS A RULE WHETHER THEY PRINT IT OR NOT—



has made one of the soundest railroad properties in the United States, knows better. The Great Northern, which has pushed its service south across interior Oregon to the great nine-belt of Klamath, knows better. The Southern Pacific, which has spent millions in a new crossing of the Cascade range and which has speeded its trains in needed example to other carriers, knows better. In fact, the railroads know no other Pacific coast state is more open to development than Oregon. They know that other regions less productive have developed faster because better rail transportation was given. They know that Oregon has progressed slower because it is less developed as to rail transportation than any other state of the Union.
So why play a game? Why not be sincere? And why imagine that the interstate commerce commission will not realize why railroad witnesses testified to the prosperity of the farmer in the Hoch-Smith hearings and to the desperate plight of agriculture in the cross-state hearing?
Meanwhile, the cross-state railroad was once conditionally promised by the Union Pacific. Is not everything and more here now than when that promise was made?

SIDE GLANCES

By George Clark



"Business will be at a stand still until after election."

LETTER GOLF
Blame the weather for turning the MILK SOUR. But it takes more than the weather to do that—in letter golf. Par is six. But perhaps you can better the solution on the classified page.

S	O	U	R
M	I	L	K

THE CURE OF ASTHMA
The first thing for the asthma sufferer to do is to stop the use of any drug he is taking. This includes the elimination of adrenalin, serum, morphine, opium, smoking powders, coffee or caffeine in any form.
The next step in the cure is to completely cleanse the alimentary canal of any accumulated food or toxic fecal matter. At least 2 enemas daily should be taken, and more if necessary to assist in eliminating intestinal gas.
No food of any kind should be used for at least four or five days—no milk, soup, coffee, cocoa, or any other drinks, except whatever water is desired. This is a simple "water fast," and will bring about the quickest relief in getting rid of asthmatic wheezing, and will work wonders in assisting in the elimination of accumulated bronchial mucus.
The water fast should be continued for longer than four or five days if it is necessary, extending it to ten or fifteen days if symptoms persist or the tongue remains heavily coated and the breath foul. No fear need be felt about the consequences of the longer fast, as only good results will follow. This fast has been taken by many thousands, and thousands of actual cures reported, without a single harmful experience.
After all symptoms have subsided, and it seems advisable to break the fast, the following dietary regime should be followed: Upon arising in the morning take a few calisthenic exercises in a room with plenty of free circulation of air. Follow the exercises with a cold shower bath then, BREAKFAST: The whites of two eggs prepared in any manner except by frying; two or three pieces of Melba toast, browned all the way through. Choice of a small dish of one of the following stewed fruits: Prunes, figs, raisins or apple sauce. These should be prepared without adding any sugar. No cream nor milk should be used.
LUNCHEON: Choice of one or more, as desired, of the following vegetables: Celery, spinach, small string beans, asparagus, summer squash, cucumbers, egg plant, small beets and tops, small turnips and tops, small carrots, small parsnips, lettuce, okra, chard, oyster plant (salady), mallow, kale, zucchini, parsley, nasturtium leaves and flowers, endive, avocado (alligator pear), or ripe olives. These may be used either cooked or raw, or both cooked and raw, and in any reasonable quantity.
Late in the afternoon some more calisthenic exercises should be taken, as well as a fairly long walk, followed by a shower bath and thirty minutes rest in bed.
DINNER: Choice of one of the following proteins: Beef, mutton, chicken, fish or rabbit. No more than one-quarter of a pound should be used. The vegetables should be chosen from those listed for luncheon, and the combinations should be kept simple. My suggestion is to use only one cooked and one raw non-starchy vegetable.

HEALTH AND DIET ADVICE

By DR. FRANK MCCOY
Author of "The Fast Way to Health"
Questions in regard to health and diet will be answered by Dr. McCoy who can be addressed in care of this paper
ENCLOSE STAMPED ADDRESSED ENVELOPE FOR REPLY
1926 McCoy Health Service, Los Angeles, Cal.

THE TINYMITES



(Read the Story, Then Color the Picture)
THE storm kept up an hour or so, and how the roaring wind did blow. The Tinymites were safe and sound beneath a sloping hill. While everything was still upset, scared Gwyllywog wailed, "Say, I'll just bet this storm won't stop." Then Scouty snapped, "You're wrong. I'm sure it will."
They soon found Scouty Tinymite had guessed it absolutely right. The wind died down, and then the sun came peeking through the trees. "I'm glad that's over," Gwyllywog cried. And Gwyllywog just jumped up and sighed, "Gee, so am I. It scared me so I'm shaky at the knees."
They all ran quickly as they could to where the circus tents once stood. The circus folks were all on hand and several of them frowned. Said only, "This acrobat is bad luck. It looks so we like we are stuck. How can we have our circus when the tents are on the ground?"
We Scouty stood and thought, and then he cried, "We'll put them up, circus tents are up once more." The again. Come on, let's all get busy and it will not take us long. We Tinymites will turn right in and help a lot. Come on, let's begin. You may think we are little, but we'll show you we are strong."
"Ah, that's the spirit. That's just fine," exclaimed the trainer. "Form in line, and I will give you all a share of work that you can do. You Tinymites, blast your souls, can start in putting up the poles. I'll call a big giraffe out and he'll gladly help you, too."
The poles were raised. Then Carpy said, "I'll climb up by the giraffe's head and hook the canvas on the poles, and see that all is straight." This was the wisest plan, by far. Soon Carpy shouted, "There you are. The trainer said, 'That's great!'"
(The Tinymites do some clever stunts in the next story.)

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"Thank Goodness! I Had No Bills to Pay"
A friend remarked recently, "My husband lost his position quite suddenly and two days later our oldest boy was taken to the hospital with pneumonia. I don't know what we could have done if we had had charge accounts or instalment payments falling due, but we had always paid cash for everything. Our credit was excellent so we were able to borrow enough to tide us over this emergency."
Distinctive That's "The Ace"
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A handsome curl brim hat for men. Has three rows of stitching on brim and is full satin lined. Faultless Style. Unrivaled Quality at the price.
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