

AN INDEPENDENT NEWSPAPER
 (Published every evening except Sunday)
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The Guard's policy is the complete and impartial publication in its news pages of all news and statements on news. On this page, the editors of The Guard offer their opinions on events of the day and matters of importance to the community, endeavoring to be candid but fair, and helpful in the development of constructive community policy.

A NEWSPAPER IS A CITIZEN OF ITS COMMUNITY

AIRPORT SITUATION.

THE news of the day contains two stories of significance with regard to Eugene's airport. The American Legion is pressing to have Oregon mapped out into definite systems of "skyways"—very much resembling the ground system of highways. On the Pacific "skyway," Eugene is named as one of the principal stations. There is little doubt that in course of time some such system of definite skyways will be given state and federal recognition. At the same time, we read that Eugene faces a right serious problem in bringing her field up to Class "A" airport standards. Either extensive additions must be purchased adjoining the present field, or the present field must be sold and a new one purchased that will meet Class "A" specifications.

The problem is one that should be given careful and immediate study. The thought of purchasing an entirely new field comes as rather a shock after the work that has been done to improve the present one. It would seem to be the part of wisdom to enlarge the present field if it can be done economically and efficiently. The argument that the present field in a few years might be too close to the center of the city should be given due consideration if the closeness interferes with aviation, but from the standpoint of service, the field cannot be too close to the center of the city. Many a big city is mourning because it cannot get an airport close to its business center.

But whichever plan is followed for the development of Class "A" facilities, the outstanding point is that the thing must be accomplished. Salem has just dedicated a Class "A" airport. Medford already has one and direct airmail service. The time may arrive when planes will be made that will go straight up or down and when landing fields can be more restricted. But the most progressive cities are not waiting for inventive genius to solve their problem. The cities with Class "A" ports will get the bulk of the traffic whatever the future mechanical developments, and it is rather safe to say that the ports, however large, will be crowded.

WAGES FOR CHILDREN.

IT'S a good plan, says an English writer, to substitute a regular "wage" for those pennies and nickels you give the children.

Many parents bemoan the fact that their children don't realize the value of money. How can they, when they can get it for the asking? They never have the chance to learn.

Instead of making mere gifts of money to your child, suppose you try putting him—or her—on a regular weekly "wage" in return for little tasks performed around the house. Pennies or nickels paid for these little trifles, instead of being handed out indiscriminately, will instill the spirit of industry and thrift at the formative age.

When your boy grows up and faces the world, he will have an appreciation of the value of money. And when your daughter grows up and starts housekeeping she will have an infinitely better idea of how to spend her money economically.

And, at the same time, you'll be developing their self-respect.

A PENNANT THAT DOESN'T EXIST.

YOU probably have read recently that the Mauretania has had to haul down the blue pennant, emblem of the speed championship of the Atlantic, and that the new champion, the Bremen, has hoisted it.

That's all very well, but if you happen to visit the Bremen, now or in the future, don't ask to see that pennant. You'll only get laughed at. There isn't any such thing.

The "blue pennant," famous as it is, is non-existent. It is, in its way, like the raspberry, which is often given to a man, but which never takes any tangible form. The lucky ship that has it is very proud of it—but this cherished flag, nevertheless, is one that never flutters from any masthead.

NO MORE "ALL ABOARD!"

HERE is a development about which something really ought to be done.

The Central Vermont railroad has announced that hereafter its passenger train conductors will not cry, "All aboard!" or wave lanterns to signal to the engineer. All signals will be passed mechanically, from the cars; the colorful shouts and lantern-wavings of railroad tradition will be no more.

Railroads being what they are, other lines no doubt will imitate this practice, until in all the United States there is not one that clings to the old custom.

Probably it's being done in the interest of efficiency and all that sort of thing, but it's hard to take. One of the chief thrills of childhood is boarding a train, snuggling into a seat, listening for the longdrawn, entrancing chant of the conductor—lengthened out with a sharp upward inflection at the very last—watch the red lantern swing high in the air, and settling down for the first gentle jerk of the moving train.

William Beebe, the scientist, reports considerable success in deep sea fishing using radium for bait. Ajax McGurk says that's the only thing he hasn't yet tried on the McKenzie trout.

But oh, Ajax, what if some big fellow ran away with \$40,000 or \$20,000 worth of bait!

AS OTHERS SEE THINGS

Lynch Law for Radio
 (Cleveland Plain Dealer)

Down in Texas, where the frontier spirit grows dormant but still flares out occasionally, a Beaumont attorney is being congratulated for having fired three shots into the loud speaker of a lunch stand radio station because he "couldn't stand that racket any longer."

Although the attitude of the lunch stand proprietor is not stated, it appears that so far the lawyer has received nothing but praise. "Loud suffering and unwilling" radio listeners have rallied to him, and a group in Shreveport has sent a vote of thanks for his "heroic" act and an invitation to duplicate it in that Louisiana city.

Let us, therefore, speak the first words of dissent. One does not feel that this is a spirit which should be encouraged. The janitor in our apartment house has accomplished the same end by more moderate means. We are not in sympathy with gunplay, even in self-defense, when directed against the "invaluable" solace, the farmer's entertainment, and the old folks' companion and the recreation of the young.

A lawyer, too, should be aware

that a more seemly method of procedure is to call the police, or swear to a warrant charging public nuisance or breach of the peace. Or to petition the Council for an ordinance such as that recently debated in Cleveland. Or to apply for an injunction restraining the music unless it be not in violation of the law. No, direct action is not the answer in a democracy that affords so many remedies in law.

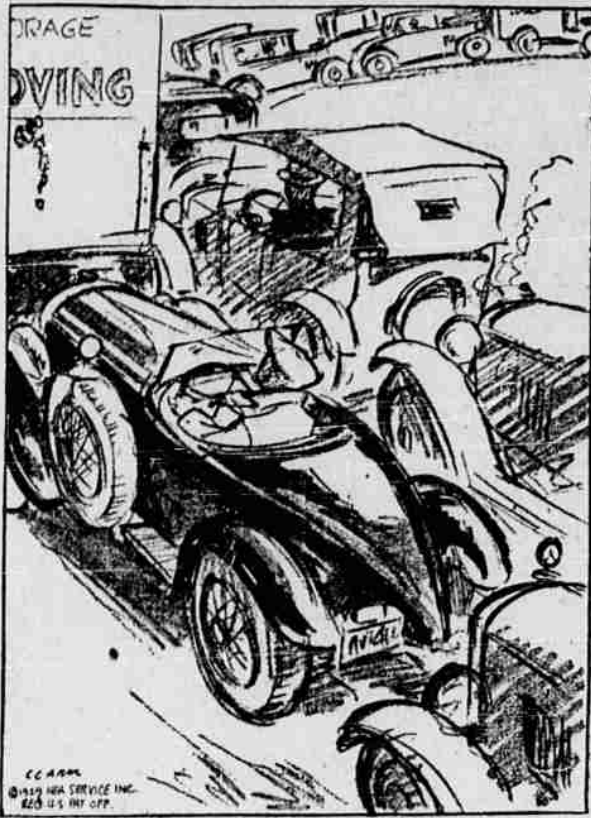
But still—we hope the garage proprietor up the street, who imports music from Salt Lake and Colorado Springs to while away the morning hours, was a reader of the holding edition. We trust the moral of the story was not lost on him.

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Announcement
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 Phone 3-E Stevens for piano tuning.

SIDE GLANCES



The fastest Car on the Road.

**Daily Health Service
This Safe Diet Will Take Off
Two or Three Pounds a Week**

(Editor's Note: This is the last of six articles by Dr. Morris Fishbein, America's foremost writer on health subjects, telling how the reducing diets now so popular look in the eyes of medical science.)

By DR. MORRIS FISHBEIN
 (Editor Journal of American Medical Association and Hygiene, the Health Magazine)

HERE is a diet that contains about 1018 calories and which provides all of the important ingredients necessary to sustain life health. On this diet a person will lose from two to three pounds per week, perhaps more, if he keeps up his ordinary work. Good authorities do not believe it is safe to lose weight more rapidly.

- Breakfast**
 One-half grapefruit.
 One tablespoon cream.
 One egg.
 One slice bread.
 One medium serving puffed rice, or similar cereal.
 One slice thin toast and one small square butter.
- Luncheon or Dinner**
 One cup plain broth.
 One broiled trout or other fish.
 Three heaping tablespoons spinach.
 Three heaping tablespoons new peas.
 Salad containing one tomato and two leaves lettuce with vinegar or lemon.
 One-half cantaloupe or grapefruit.
 One glass skim milk.
 One cup clear tea or coffee.
- Supper**
 Three slices white meat of chicken.

- ken.
 Three slices of eggplant.
 Three heaping tablespoons cream squash.
 Four stalks celery hearts.
 One cup clear tea.
 One glass skim milk.
 One banana.

There is by the way, another appeal in the Hollywood or 15-day diet that might be mentioned. For years human beings have sought some magical potion, or pill, or powder, or cream, or lotion, to accomplish what they desired in achieving success in love, or in money matters, or in religion. Our simple minds like to have some tangible substance or object to which we may pin our hopes and faiths and aspirations.

In the case of the 15-day or Hollywood diet that thing is grapefruit. But really there is nothing magical about a grapefruit. It contains vitamins B and C in considerable amounts, but not much of the other vitamins; it has one part of protein to five of carbohydrate; it has less than one-tenth of one per cent of sodium chloride or common salt; its reaction in the body is alkaline; one-half grapefruit provides from 50 to 100 calories; it runs a little better in iron than do oranges.

As many be seen, there is nothing magical about its virtues. One is reminded of the chemist whose wife burst into tears. He looked at her calmly. "Your tears may move some people," he said, "but to me they are merely NaCl and H₂O."

WASHINGTON LETTER

By RODNEY DUTCHER
 (NEA Service Writer)

WASHINGTON, Aug. 13.—When an ordinary person dies it's just too bad and his surviving relatives have to figure out how to meet the funeral expenses. But when a member of Congress passes to his reward his death and burial are expensive for the federal treasury.

When a congressman dies an adjournment is taken in respect to the departed brother, resolutions of sorrow are drawn up, a committee of 10 or 15 men is appointed to escort the remains home, a Sunday is set aside to eulogize the dead man both in the Congressional record and a special volume and the bill may run as high as \$20,000. No matter how obscure a member may have been nor how unpopular, he gets all this attention when he is dead.

Of course if a Pacific Coast congressman dies it's pretty expensive. When a California member passed away a few years ago it cost \$25,000 in railroad fares alone, for there was a committee of 14 and a sergeant-at-arms and one or two miscellaneous attendants, as usual, went along with the party.

In such instances it is sometimes difficult to recruit a full committee, but there are usually congressmen who have never been to California and appreciate the free ride with expenses paid. The federal committee travels in a private car, and if the death occurs toward the end of a session the opportunity to serve and do lounge enables a member to save considerably on his mileage allowance if the destination is anywhere near his own district.

The initial expense of a member's death comes when the widow is paid \$10,000 a year's salary. Each of his clerks receives a month's salary and the cost of eulogy and issuing special Congressional Records containing the eulogies runs into the thousands. The burial expenses and all incidental expenses of the committee are paid, and although members of the House are limited to a \$400 casket there's no limit on Senators.

The records show that it cost \$22,500 to place the late Senator Willis of Ohio in a state bronze casket and inter him in a granite vault, plus other charges and one of \$276.50 for broadcasting the funeral services. The highest price yet paid for a senatorial casket is \$2500. Flowers, gloves for pallbearers, limousines and many minor charges make the bill pile up. Cigars, tips, taxis and such matters

are charged up by members of the committee.

Last year the Baltimore & Ohio railroad collected \$9481 for fares, berths and food in connection with the funeral of the late Senator Jones of New Mexico.

Few ceremonies here are more remarkable than the Sunday eulogies. The Senate eulogizes merely its own, but the House always eulogizes a dead senator, in though it may wait until two or three years after his death. The House custom is to eulogize four or five deceased members on the same day, and few attend except those who are to speak. From a half dozen to a score eulogies are accorded each one.

Sometimes, also, a colleague of the deceased can't wait until eulogy day. In the last session one member took the floor to eulogize a departed colleague whom few had ever heard of. His eulogy, as shown in the record, is crammed with such time-worn phrases as "a grief-stricken yet grateful public," "last full measure of devotion," "the transient life of man," "the mystical problem of life," "the great caravan from whose turmoil no traveler ever returns," "his spirit marches down the aisle of eternity," "he stands naked before the great white throne of God" and much more of the same. This is typical of congressional eulogies. Some great ones have been delivered—Senator Jim Reed's tribute to the late LaFollette was a classic—but many are pretty cheap. Those

No Poison in

GENERAL VIOLET RAY GASOLINE

ANTI-KNOCK

studded with poetry probably are the worst.

But they are all bound up in handsome little books, printed in 8000 copies. Fifty gilt-edged and bound in morocco, go to the family of the deceased. Nearly 2000 are given to Senators and representatives from his state and the other 6000 to other members, for distribution to constituents.

Some members have refused congressional funerals in advance. There has been no recent agitation to eliminate any of the fuss and expense, but several bills were introduced with that purpose late in the last century when the tendency of funeral parties into traveling drinking parties became rather a scandal.

TOM SIMS' BARBS

THE Prince of Wales recently started the brewing of a new, extra strong ale. And hasn't been shot by one of our dry agents yet, either.

Iowa farmers are looking forward to a bigger wheat crop this year than last, and gosh! how they dread it!

A New York young lady has succeeded in being the first to enter Soviet Russia without a passport. Suppose the New York papers will have to carry that story now about the local girl making good.

20 YEARS AGO

(From The Guard, Aug. 13, 1909)
 THE dark gray smoke up the McKenzie today did not come from a forest fire, but from a slashing. The blaze was started by the men working on the transmission line of the city power works.

Seven Greek laborers employed on the Southern Pacific tracks about Cottage Grove, were brought to Eugene from that city last night by Joe Kelly, the company's detective, who arrested them on the charge of breaking into a freight car and stealing a quantity of merchandise.

Lane county people who were lucky in yesterday's land drawings at the Flathead Indian Reservation were as follows: Jacob F. Olsen, Eugene, No. 165; Gariand H. Campbell, Leaburg, No. 1272; Robert H. Fullmer, Wendling, No. 1354.

Beta Theta Pi, one of the strongest Greek letter fraternities in the United States, has made its entrance into the University of Oregon by granting a charter to the local Delta Alpha club.

BOB EARL—LIFE INSURANCE

TODAY IS THE ANNIVERSARY OF

NORWAY'S INDEPENDENCE
 A GROWING desire for absolute national autonomy was climaxed on Aug. 13, 1905, when Norway declared for a dissolution of its union with Sweden by the overwhelming total of 268,200 against 184 votes in a referendum.

On Aug. 31 of that year, a conference of Swedish and Norwegian delegates met at Karlstad to arrange a settlement of questions arising from the separation, and on Sept. 23 the final protocol was signed.

It included an agreement for the submission of all differences not affecting the integrity, independence or vital interests of the two countries to The Hague Tribunal of Arbitration, the agreement to run for a period of ten years.

A neutral zone, extending 15 kilometers on either side of the frontier between the two countries, was established, within which the carrying on of war operations, the stationing of troops or the maintenance of fortifications were prohibited.

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Size 24x48

59c

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 Are Practical and Inexpensive!

A creamy background . . . with stripes to harmonize with your bedroom color-scheme . . . with a spread like this your bed will always look as if you were expecting guests! Their crinkle effect keeps them from musing easily! The Rayon spreads . . . so lustroously lovely . . . come in handsome Jacquard patterns, too.



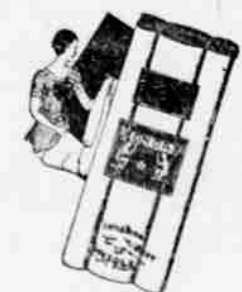
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