

TODAY and TOMORROW

By DON ROBINSON

FUEL . . . 'Wolf, Wolf'
Few people in the east are taking seriously the threat of a fuel oil shortage this winter.

Most everyone in the east admits reading or hearing about that threat. They realize it is a possibility. But, from what I gather after talking to many people in the east about it, they are not worrying for one or all of these three reasons:

1. The scares, debates, confusion and uncertainty about scarcities during the past year have made them adopt a "wait and see" attitude. When someone shouts "wolf, wolf" they no longer pay attention unless they see the wolf with their own eyes.

2. They feel sure that, if there was going to be a major oil shortage, the government would issue louder and more convincing warnings than it has done so far. An emergency fireside chat by the President and big official emergency messages in the newspapers would certainly be used to spread the alarm if the government thought this threat was really going to become an actuality.

3. If there was a real danger of homes being without fuel this winter, the government would be more strict in its gasoline rationing. With pleasure driving continuing at the rate of millions of gallons of gasoline each week-end, those in charge of the oil problem surely would ship less gasoline and more oil to the east right now if it was a choice between easterners going to the seashore on a warm Sunday or freezing on a cold winter day.

ACTION
Personally I don't agree with the people who refuse to worry. The statistics on oil-needs versus oil shipments and available tank cars indicate that this threat is the real McCoy. But I do agree thoroughly with the logic of the reasons people in the east are giving for their attitude.

Why doesn't the government really get tough about this thing and order everyone who has a convertible oil burner to convert it to a coal burning furnace right now? Why can't an oil rationing program be announced immediately—on the basis that no one can apply for oil next winter unless they can prove that their furnace could not be converted for oil burning?

ICKES
blame
As petroleum co-ordinator, Harold Ickes is going to have most of the blame fall on his shoulders if the people in the east don't get fuel this winter.

Mr. Ickes will be able to point to numerous warnings which he issued—he will be able to say: "I told you so!"—but that isn't going to save him from blame.

In a country where people won't even pay any attention to a "keep off the grass" sign unless it reads "Positively," Mr. Ickes ought to know that a few publicity releases handed to newspapers, aren't going to convince an audience which has learned to look with suspicion on practically all news stories with Washington datelines.

And if Mr. Ickes would take a Sunday off to visit one of the beaches in the east, or one of the race tracks, or one of the out-of-town roadhouses, he would quickly realize that the people can't get too excited about this oil transportation problem when they see how much gasoline is being shipped east to be burned up on non-essential driving.

As far as that gasoline is con-

cerned, that may be the fault of the leniency of local rationing boards, but nothing will stop that leniency except orders from Washington calling for stringent limitations on B and C ration cards.

WARNING
Mr. Ickes recently quoted from a survey showing that less than one-half of one percent of easterners who have furnaces which could be converted to coal have taken steps to convert them. He also reported that only 4 percent had considered the possibility of such conversion.

Those figures led him to issue a new warning on the subject which was given scant attention by the newspapers and less attention by the newspaper readers.

I talked to one man who doesn't worry "because my oil dealer has promised me that I'll get all the oil I need."

I talked to an oil dealer who said: "Don't worry—I'll take care of my regular customers."

I talked to a farmer who commented: "This country's okay—they'll never let us freeze."

I talked to a housewife who said: "They'll surely take care of the homes where there are children." And so it goes.

Here it is getting near the end of August. In another month there may be frost. In two months the thermometers will go down to stay.

If there's going to be enough oil to go around, all right. But if that shortage is going to be severe—as I think it is apt to be—let's hope Washington gets tougher or shouts louder before snow flies.

ABOVE the HULLABALOO

By LYTLE HULL

THE FARM TO THE RESCUE
It is estimated that about 13,000,000 pounds of bombs were dropped on Cologne and Essen in the two big raids made by the Royal Air force. Half of this tonnage would be steel and half of the steel would be made from "scrap." Or in other words about 3,250,000 pounds—1,265 tons—of scrap were dumped on the factories of Cologne and Essen in just two big air raids.

These figures give us a rough glimpse of what we are going to need in scrap-iron and scrap-steel to win the war. Every pound which each of us can dig up is going to be needed. We have got to have a stock pile of millions of tons in reserve. We can't just keep doing it out to the factories day by day hoping that the salvage collections will keep up with their daily needs. If we handled it in this manner factory after factory would have to close down because they had run short of material temporarily and had to wait for their allotment. This would be the way to lose the war.

Over and above the terrific load which has been placed upon the industries is a new job which they have taken on voluntarily and in a spirit of patriotism of which Americans can be proud. Volunteer com-

mittees of business executives are already operating in over 400 industrial centers in a tremendous drive to salvage every ounce of useful material which the factories can spare. Obsolete machinery, tools, stocks and dies, fixtures, etc. are being gathered for the national scrap heap. Stuff which "may come in handy some day" is going in with the rest of it. "Some day" must take care of itself—"today" is the all important moment!

But the industries can't do it all—they haven't got the amount of scrap we must have to win this war. The 6,000,000 farms in the United States must do the rest—and they will do it and are doing it. In small towns and big towns, all over the country, scrap committees are being formed. Towns, counties and states are running an imaginary race to outstrip their rivals. It should be made a real race with public honors to those who lead.

But it takes the individual farmer to make the town scrap heap. If he puts his contribution off week after week—the scrap heap won't grow. If he thinks "it may come in useful some day"—we may lose the war some day. Every piece of useful material which we own but which we can do without at this time should go toward victory. If we put all the money we can possibly spare in savings banks and war bonds we can buy new and better things when the war is won. And won it will be—if we do our full share; if every farmer throws something on the town scrap heap every Saturday when he comes to town; if every town forms a committee to push the drive and keep it going and if we "do it now" and keep on doing it.

Our county war board or farm implement dealer—can advise us how to start a town scrap heap and how to sell it. The proceeds can go to some town institution or charity. If no one knows what to do to get started, write the Conservation Division, War Production Board, Railroad Retirement Building, Washington, D. C., for advice.

Their Fighting Days Are Over



A Prison Camp in the Desert . . . Italian prisoners of war captured in the El Alamein area are shown being led into their "cage" by a British guard. These men and many more were captured when the British forces, aided by U. S. planes and pilots, doubled back and cut their lines during the heavy fighting around El Alamein.

As 'WAVES' Head Met the Press



Capt. Paul Blackburn, USN, is shown congratulating Lieut. Comdr. Mildred H. McAfee, director of the "WAVES," after she had given a press interview at Church street, New York. At left is Lieut. (J. G.) Grace Cheney, member of the naval office of procurement. Captain Blackburn is the district personnel officer.

Vegetable Storage Tip Given by Bouquet

At least 15 vegetables commonly grown in Oregon are suitable for storage in the fresh state, thereby prolonging the supply of fresh produce through fall and winter months, points out A. G. B. Bouquet, vegetable crop specialist at Oregon State college.

In one of the series of food-victory leaflets issued by the extension department Prof. Bouquet describes methods of storing beets, carrots, parsnips, salsify, turnip rutabagas, cabbage, celery, onions, peppers, potatoes, pumpkins, tomatoes, squash and dried beans and peas.

With probably more produce produced in victory gardens this year than has been grown by the ordinary farmer or city dweller in decades, a considerable surplus of some of these vegetables is sure to

remain at the end of the growing season in many gardens. Here on the west coast especially, market gardening has been seriously disrupted by the removal of Jap gardeners, hence the family that stores its own vegetables will be far more certain of having a fresh supply through the winter than those who depend on the market.

One of the first essentials in successful storage is to choose only sound vegetables that are free from serious blemishes or injuries and then to handle them carefully while they are being placed in storage, says Prof. Bouquet. The leaflet, which may be had free at any extension office, describes both bin and pit storage and gives many hints on avoiding spoilage.

All but 2.3 per cent of Colorado's residents are citizens of the United States, according to 1940 census reports.

They Struck 'Oil' in Russia



Gen. Feodor von Bock, the man who blasted his way into the Caucasus oil fields by sheer weight of panzers, is shown (left) with General Lindemann on the southern Russian front. The Russians demolished the Maikop oil fields before they abandoned them to the invading Nazi hordes, in line with their "scorched earth" policy.

FASHION for today

BY PATRICIA DOW

SAILOR DRESS
Pattern No. 8180 — There's a smack of sea-going atmosphere in the sailor collar of this fresh young style for girls. Neat braid trimming helps too, to carry out the nautical theme. And, growing figures are flattered by the raised-front treatment of this waistline. Smart for all types of tubable cottons—and excellent, later for serge.

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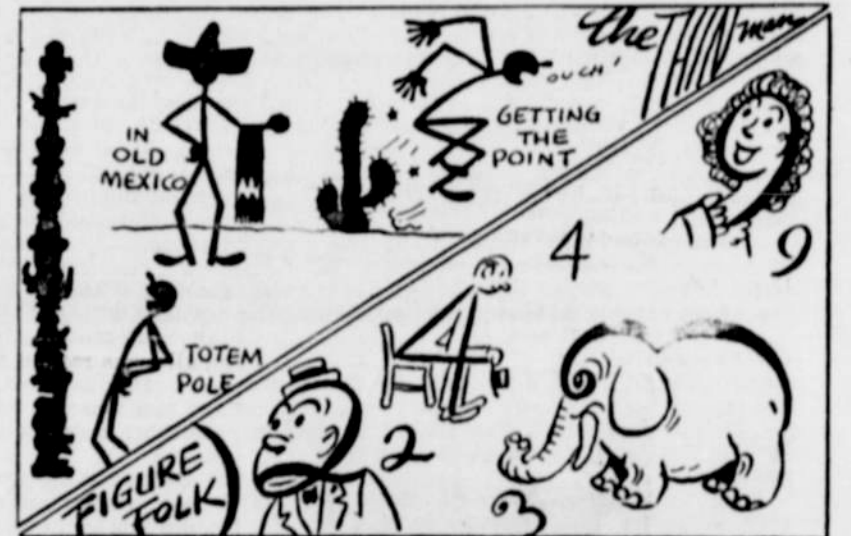


8180

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THINK YOU'RE SMART?



Take your pencil in hand and try your skill at either or both of the simple tasks outlined above. For the 'Thin Man,' just draw him doing anything you please—running, walking, working, playing, etc. For Figure Folk, take a number from 1 to 9 and draw anything around it.

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