

LOOK *Lady*

with JOSEPHINE HUDDLESTON

From the way grandma pulled down the shades against sunlight on her carpets, we can be sure she'd never have dried her washing out of doors if she'd known this would be destructive to colors.

In fact, with modern gadgets for testing all sorts of things that happen to the family washing, grandma probably would be the very first to toss aside her reputation for thriftiness in view of scientific truths which reveal she wasn't as wise as she thought.

For example, tests made by the American Institute of Laundering clearly show that outdoor drying of colored things often makes them unusable because of faded colors long before the fabric itself has succumbed to normal wear.



All worn out from whipping around on the clothesline, Mr. O.D. (Outdoor Dried) Shirt looks enviously at Mr. I.D. (Indoor Dried) Shirt stepping merrily out the laundry door.

One particular test made by the Laundry Institute showed that some color-fast percales of high quality became so faded after twenty 20-minute exposures to sun drying that it was almost impossible to discern their original coloring or designs. Swatches from the same original cloth, washed and dried inside at the laundry, however, remained just as clear-toned and definitely patterned as the original cloth. That's one of the reasons why professional laundries dry our things inside instead of letting Old Sol get in his destructive work.

Then, too, clothing whipping about on the line has a tendency to become weakened where the clothes pins are attached. All this is avoided in the professional laundry where articles are dried inside. Inside drying also protects clean washing from becoming contaminated again with gasoline fumes and soot which may be present in the air.

To prevent fading and weakening materials by outdoor drying at home, hang the washing early in the morning so it can be taken down before the mid-day period or late in the afternoon. And never hang out the washing in a strong wind.

All Wood . . IT FLEW 1500 MILES IN 3½ HOURS



Prize war product of the loggers and lumbermen of the Douglas fir and Sitka spruce is the Mosquito Bomber of the Royal Air Force, according to the West Coast Lumbermen's Association. In his new book, "The Air Offensive Against Germany," Allan A. Michie reports that a Mosquito made the 1500-mile trip between England and Genoa in 3½ hours—or an average speed of 428 miles per hour. It was a flight of Mosquitos that laid the first bombs of 1943 on Berlin. This was a daylight raid on the 10th Nazi Anniversary. It ran the orators of the day, Goering and Goebbels, into their rat holes.

Recently Mosquitos bombed Berlin twice in one week.

The Mosquito is all-wood—plywood and spruce

from the North Pacific Coast. Airplane engineers estimate that its lack of "rivet bumps" gives it 20 per cent more speed than a comparable metal plane could attain. So fast is this bomber even in sharpest maneuvers that the sudden compression and expansion of air at its wing tips, as in a steep turn, condenses water vapor, so that each tip may seem to be trailing a long silver ribbon.

The Mosquito bomber dramatically illustrates why the War Manpower Commission has asked all loggers in the shipyards to go back to the woods. Related examples are the motor torpedo boats that fought off the escape of the Africa Korps, the fleets of invasion barges, and the ponton bridges that spearhead the attacks of our ground forces over rivers and swamps.

DECREASE IN UNEMPLOYMENT COMPENSATION

Unemployment benefits during the first five months of 1943 have decreased more than 87 per cent as compared with the same period last year, it was announced today by Silas Gaiser, administrator of the State Unemployment Compensation Commission.

Only \$187,261 has been paid out this year as compared with \$1,481,587 in 1942 and \$3,291,750 in the first five months of 1938, since which time a steady decline in benefits has been recorded.

Last week 172 unemployed workers drew \$2486 in benefits. Of these nearly half were in the Astoria area where canneries were operating on a reduced schedule because of new seasonal restrictions on fishing. Portland had only seven claims, fewer than Salem, Eugene, Marshfield, Toledo or LaGrande.

With canneries gradually going into full production and scattered lumbering projects again operating at capacity, the claim load is expected to drop during the summer months to a negligible number.

Of 59 claimants unemployed four or more weeks, 33 were women, according to the report. Only 13 were under 40 years of age, and 14 were over 60. The oldest claimant was an 81-year-old burler at a woolen mill.

—BUY BONDS—

Oregon and Washington growers of "A" crops have been allocated an additional 1000 tons of nitrate fertilizer by the War Production board, William L. Teutsch, assistant director of extension at O. S. C., has been notified. This new amount is in addition to an allocation of 1000 tons of nitrate of soda made in early April. Both amounts are to be distributed through regular channels.

WAGONS WEST

After leaving the Santa Fe and Oregon Trails, the wagons rolled to the Northwest. Crossings were made at Captain's Creek, the Little Waukarusa and then the Waukarusa River, near the site of the present Endora, Kansas, about six miles east of the Lawrence of today. The steep cut-banks of these streams gave the emigrants much trouble and made progress slow. Roadways had to be dug across them, the wagons let down with ropes and pulled up on the other side by doubling the teams. The wagons passed over Coon Point, a well-known landmark where marks of the trail still remain. A favorite camping place was Big Springs where wood, water and grass were found in abundance.

The emigrants took to the Northwest after leaving Big Springs and reached the Kaw, or Kansas, river (Smoky Water) on May 26. The crossing was made several miles west of where To-

peka stands. The Papan brothers had established a ferry there, a crude affair of hand-hewn logs, with a guide rope to keep it in place. The current helped it across, but most of the power was furnished by sweeps and poles. The passengers usually worked their way across as well as paying.

After crossing the Kaw the party went into camp and proceeded to organize in a formal manner by electing a captain and other officers. Peter Burnett, who was elected as first Governor of California, was chosen as captain; James W. Nesmith, who became U. S. Senator from Oregon, was elected orderly sergeant. Regular courts were established with a judge and other officers. All offenders were accorded a trial by jury, and from its decision there was no appeal. Human nature on the Trail was much the same as elsewhere. Conyers wrote in his diary: "If there is any meanness in a man, it makes no difference how well it is covered, the plains is the place that will bring it out."

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Sept. 29, 1941
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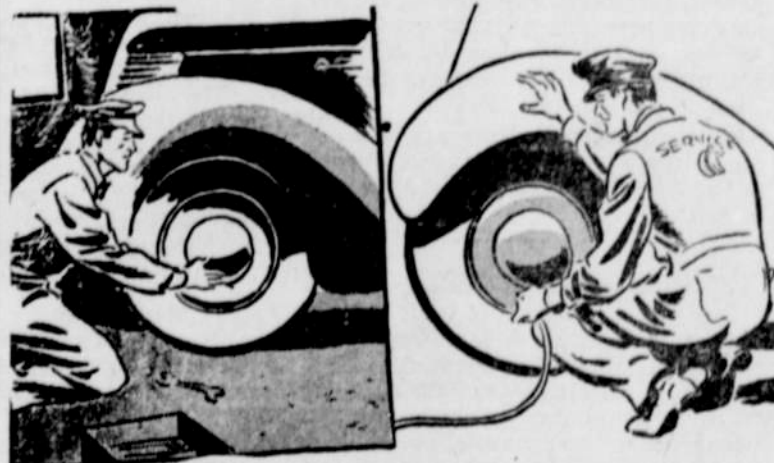
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