

Prof. Madge M. McKinney, Ph.D., chairman of the Department of Political Science of Hunter College, New York City, has been carrying on a ten year study of the influence of political candidates' religion upon the voters. Presented here in graphic form are her findings on the 78th Congress of the United States. They are reported in an article by Dr. McKinney in the current "Public Opinion Quarterly."

TOWARD BETTER ANGLO AMERICAN UNDERSTANDING

By Ruth Taylor
If I were to make a plea for a better Anglo-American understanding, the average person would look at me in surprise and wonder why I had taken to stating the obvious.
But it is because it is the obvious and the logical that we too often overlook the importance of standing together. We are more critical of Britain than we are of any of our Allies—just in the same way as we are more critical of our families than of our friends. We know then, we're proud of them and we expect more from them.

In the same spirit we too often minimize what Britain has done in our hopes of what she would do. We overlook the fact that she was first in the war which we now admit was our war, too. We overlook the year in which she fought alone against what seemed to be insurmountable odds. It was not until Hitler turned from his invasion attempts to attack Russia that the man power of that great nation was on her side, rather than on Hitler's. We too easily forget the bombings. We forget the privations, the losses that her citizens have known.

We talk of Lend Lease and take the attitude we are doing all the giving. We forget the Common Pool of men and resources. Only our men on the battlefields know what that means.
Anglo-American understanding, as Lord Halifax said, is so much more than something we should merely want, or something for which, merely in our spare time, we ought to work. It is the first condition of true peace. It is at once the best and the last hope for a war-torn and wounded world.

We not only have a common language but we think alike on the basic principles of freedom. Not only is our code of laws based on the British, but their Magna Charta was the cornerstone of our own Bill of Rights, with all that it has meant to insure justice to all without regard to race, creed or color.

Now if never before should we work together. Not criticizing until we know the facts, but standing side by side, ready to swap differences of opinion and to come to a friendly understanding of each other's aims or problems.

In Noel Coward's words: Our hope is unity. Do not destroy this hope with shallow words. The future of the world is in our hands. If we remain together. All the lands That long for freedom; all the starving herds Of tortured Europe look to us to raise Them from their slavery. Don't undermine The values of our conflict with a line!

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Ralph E. Sweeney

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ENGINEERING DRAFTSMEN WANTED BY GOVERNMENT

The United States Government needs draftsmen to work on the construction of maps, posters, graphs and technical plans, the Civil Service Commission has announced. These positions are in Washington, D. C., and in other parts of the country.

Salary range is \$1,752 to \$3,163 a year, including overtime pay, according to the responsibility of the work and qualifications required. Those appointed at \$1,752 a year must have had a high school or college course in drafting or three months' experience in drafting; more education or experience, or a combination of both, is required for the higher paying positions.

C. S. HAYES

Funeral services were held Saturday for Clarence Sheldon Hayes who passed away June 1. He was born March 15, 1877 at Boyceville, Wisconsin. He had been a resident of Ashland over three years.

Survivors include his wife, four children, Mrs. Ella Alderson of Leland, Oregon; Mrs. Laura Suza of Sacramento; Mrs. Margaret Mercer of Medford and Mrs. Goldie Trump of Portland.

J. D. MARS

Private funeral services were held for J. D. Mars, who suffered a heart attack and passed away on June 1. The body lay in state from 6:00-8:00 P.M. Saturday at the Litwiler Funeral Chapel.

Mr. Mars was born November 6, 1881. He is survived by his wife, three children, Paul Mars of Eugene, Mrs. Ruth Van Dyke of Dunsmuir, and Ned Mars of the Army Air Corps, Tonopah, Nevada, and one grandson, Ned, Jr. of the Merchant Marines.

Mr. Mars was in the shoe repair business in Ashland for 35 years, selling the business when his son left for the army.

Baby Training Chair \$1.00 at 167 East Main

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Announce Hostesses At USO for June

Mrs. I. F. Andres, chairman of the USO hostess groups, has announced that the following will serve during the month of June.

Desk Hostesses: Mesdames Alta Poley, Mildred Briggs, Alma Stennett, Gertrude Wilmet, May Lindner, Carrie O'Hara, Gladys Doms, Myrtle Mayberry, Bertha Smith, Laura Pierce, and Miss Carrie May Smith.

Senior Hostesses: Mesdames Gladys Rose, Ethlynde Whitney, Clo Reed, Alberta Leonard, Carmel Barthouse, Edith Good, and Esther Young.

LEGION BOYS' STATE SOON

OREGON STATE COLLEGE — Dates for the fourth annual Beaver Boys' State to be held on this campus have been announced as June 25 to July 2, inclusive, by J. S. Schenk, state representative of the American Legion, which sponsors this annual affair. About 160 boys are expected, who will spend the week learning principles of government and participating in other patriotic and recreational activities. They will be housed in fraternity houses.



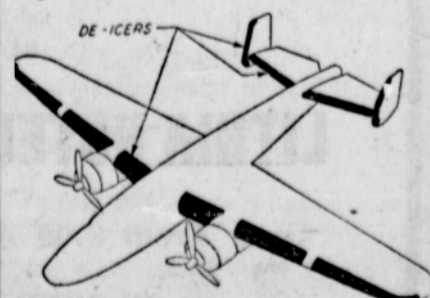
PLANE TALK

BY Rowland Burnstan

Due to certain atmospheric conditions, ice will accumulate on aircraft in flight at temperatures at or near freezing. The illustrations show how clear and rime ice forms on the leading edges of the wings or airfoils.



To protect the plane from accumulating ice which will change the contour of the wing surfaces and consequently affect the plane's flight characteristics, de-icers are used. These are similar to rubber inner tubes. The de-icers are fastened along the leading edges of the wing and stabilizer sections. As the ice forms the de-icers are pneumatically inflated and deflated creating a pulsating action, cracking the ice which then blows away.



The illustration above shows where the de-icers are applied to wing tips, horizontal stabilizers and fins.

An anti-icer is a pump with pipe connections supplying an alcohol or glycerine solution to propeller blades and pilot's windshield to prohibit the forming of ice.

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Published every Thursday at 167 East Main St., Ashland, Oregon by Charles and Ruth Giffen.
Office Phone 8561

Subscription rates: \$2.00 per year
Entered as second-class matter in the post office at Ashland, Oregon February 15, 1935 under the act of March 3 1879.

National Advertising Representative
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