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Editorial Correspondence

Streamliner City of Portland en route to Chicago, June 14th—Just left Sun Valley where the train made a special stop to take on the Oregon football representatives, Percy Loeoy and Prof. C. V. Ruzek of Corvallis, who are en route to Chicago for more conferences. They weren't very enthusiastic about the results of the meeting, for they opposed including Idaho and Montana in their schedules but will now have to do so. This will mean dropping some California games, and taking long and expensive football trips to Moscow and Missoula, with a decline in total revenues.

So while gate receipts are extremely important in intercollegiate football, they don't ALWAYS control matters.

There were some concessions to Oregon however,—a five year schedule has been perfected, which Oregon wanted, and Oregon State gets a game with Washington at Portland every other year, instead of going to Seattle all the time, as has been done in recent years.

Incidentally Sun Valley is well named today,—not a cloud in the sky, and the sun pouring down all over the place. It was 102 day before yesterday but only 97 yesterday. This is gleaned from the Idaho Statesman, the famous Cobb paper. More than any appreciated services on this train, is the most recent morning paper, along with your breakfast coffee.

Lots of hay down getting a good "curing", and miles of green alfalfa, but the hills are already turning brown. Breakfasted with a manufacturer from Cincinnati, Ohio, who is wholly enthusiastic about Oregon, particularly the Columbia River drive and Timberline Lodge. Thinks it the greatest country he has ever seen and is bringing out the family next year. Only disappointment,—he never saw a cowboy and doubts if there are any.

Not many at Timberline and the Benson Hotel, but as we told him, no scarcity if he would attend the Pendleton Roundup in September!

Asked him how Senator Taft stood in Ohio, and here is his answer verbatim:

"Taft is a good man and a good Senator, but isn't of presidential timber. I can't speak for the state, but all my family—four of voting age—are for Wendell Willkie, and so are most of my friends. If he were in the White House he would be in the cab, not asleep in the caboose,—and with one hand on the throttle and the other on the whistle cord."

We have no doubt if the American Manufacturers' Association were canvassed Willkie would win in a hop, step, jump and a hand spring!

But while on the subject might state we have heard Willkie talk wherever we have been including the golf tournament. Yesterday thumbed a ride from Riverside with a well known citizen of North Bend, his parting shot being: "Now you get 'em to nominate Willkie down there!"

Which reminds us of a trip we took four years ago on this same train and couldn't find a vote for Roosevelt outside of the colored porter. We motored back and found the garages, service stations and motor camps for no one else!

There has been very little war talk to date on the train. If we have doped out the train psychology correctly it can be summed up in one sentence: "It's just too bad but what can be done?"

Last night just before dinner, the club car radio gave a translation of Premier Reynaud's appeal to Roosevelt, and a war harangue by Congressman Lee to some graduating class in Washington, D. C.

The car was crowded but no particular interest was manifest. When the French premier asked for a cloud of American planes, the fat gentleman in a sporting smock grunted in undisguised disgust and said "where is he going to get 'em!"

It's too early to draw any definite conclusions, but this attitude taken with the newspaper viewpoint in Portland, isn't particularly reassuring. It indicates an American defeatist viewpoint is growing to dangerous proportions.

Along this line we were interested to see the stand taken by the Boise Statesman this morning, regarding American participation in the present war. Quoting from an editorial in the Bronson Griscoon chain published on Long Island, Margaret Cobb, daughter of the late Calvin Cobb, approves as follows:

"In the matter of policy I believe:
 1. That we should decide to do what is best for the United States and not what is best for Europe or Asia.
 2. That we should keep America out of European and Asiatic wars and keep these wars out of America.
 3. That we should wholeheartedly support army, navy and air force, always, however, with the idea that we are preparing for the defense of the Western Hemisphere and not for European or Asiatic aggression. By Western Hemisphere I am visualizing a line from Greenland around South America and up to the Bering Straits, separating Russia from Alaska. The Hawaiian Islands should be included in this area.
 4. That we should be constantly on the alert to guard against the undermining of our democracy and our defenses by Nazi and Communist fifth column activities. In doing so, however, we should scrupulously avoid hysterical witch-hunting.
 5. This is a policy of CONTINENTAL AMERICANISM. It was advocated by Washington, Adams, Paine and Jefferson more than a century ago. It was established in the writing of the Monroe Doctrine. It is the policy under which we expanded and became rich and great. Our World War adventure was a disastrous violation of it and we have paid for it in blood, impoverishment, debt and internal strife. We cannot repeat that folly without destroying our liberty, our security for another generation at least. Let us by every means prepare for war, but let us stay at peace."
 Mr. Griscoon's ideas strike The Statesman as sound; they are worth the serious consideration of every thinking American interested in the nation's future safety and welfare.

done has significance, not only in revealing the importance of Jones, but as a study in rapid shifts in policy during an emergency period.

The administration has been in disagreement on how much should be spent for planes and how quickly the money must be appropriated. Several months ago Assistant Secretary of War Louis Johnson urged on the president the necessity for staggering appropriations, but there was no agreement at the war department and recommendation was delayed.

Finally, after the war, navy and treasury departments were nicely meshed in a three-way feud, the president delegated the problem to Secretary of the Treasury Henry Morgenthau, Jr. For a government official with a reputation as an economist, Morgenthau made surprisingly liberal spending suggestions. And as the German military superiority over the democracies became more obvious, congress was asked to appropriate between \$500,000,000 and \$750,000,000 for planes.

But the treasury soon found that still more money was needed. Shortly before aircraft production was transferred to the new council of national defense two weeks ago, Morgenthau's experts, Dr. George J. Mead and Captain Sydney Kraus, agreed that another \$1,000,000,000 was necessary for a really quick expansion. Their view was strongly supported in the war department and it was expected that the president would send another message to congress. Accord-

THE CAPITAL PARADE
 By JOSEPH ALSOP and ROBERT KINTNER
 Released by the North American Newspaper Alliance, Inc.
 Washington, June 15.—Although the fact is not generally known, Jesse H. Jones, the cagey administrator of the federal loan agencies, is slated to become the really important person in the much-needed expansion of the aircraft business. This will come about because Jones is a shrewd official, adept at writing broad powers into RFC bills and because the president has apparently decided not to ask for another \$1,000,000,000 for airplanes.
 The speeding up of this country's airplane production to 50,000 planes a year is a vital part of our defense plans. And the story of how it is hoped to be

Personal Health Service

By William Brady, M. D.
 Signed letters pertaining to personal health and hygiene, not to disease diagnosis or treatment, will be answered by Dr. Brady if a stamped self-addressed envelope is enclosed. Letters should be brief and written in ink. Owing to the large numbers of letters received only a few can be answered. No reply can be made to queries not conforming to instructions. Address Dr. William Brady, 265 El Camino, Beverly Hills, Calif.

A LITTLE LESSON IN DIAGNOSIS

A correspondent offers this little lesson in diagnosis for the benefit of whom it may concern:
 Early in August I got a crimp in my back while leaning over the engine of my automobile. Consulted family doctor who said it was a prostate trouble, but he made no examination. I took the medicine he prescribed, and after a while felt better. Then in May I began having trouble again, and had to get up four or five times every night. Family doctor said it was the same old trouble of course, and that examination was not necessary—he knew what it was. Then I wrote you and asked if you could give me the name of a good doctor for prostate trouble. You recommended Dr. . . .

Interpolation by Brady: It is human nature not to explain all the details when writing to me for such information. But even if the correspondent did do so at the time, I would give him the name and address of the nearest competent physician or specialist I know, of course. That's one of the important functions of this column.

I still had faith in the family doctor, but continued to get worse. I had to call the doctor you recommended at 10 o'clock at night the first time. As soon as he examined me he said I had an abscess which had to be drained at once . . . called hospital ambulance, operated at 11:30 p. m. I was out in five days, and have been in fine health ever since—that was nearly three years ago. I am 61 years old and feel 30. I don't know how to describe the trouble so you will understand, but I wish you would write Dr. . . . and get any professional information you may care to have. Anyway I feel I have to thank you and Dr. . . . for saving my life. (Signed) . . .

It is immaterial precisely what the trouble was. The lesson is plain enough for him who reads. It recalls an early lesson in diagnosis I learned as an intern.

A laborer with delirium tremens received the digitalis treatment—enormous doses of tincture of digitalis, in fact enough to produce digitalis poisoning—and made a good recovery. As senior house physician

ing to a recent White House announcement, this will not be done. Apparently the reason is that the president and William S. Knudsen, his new national defense aide, are counting on Jones to solve a problem which obviously still exists.

In its simplest terms the problem is one of factory space. Without huge plant expansion, 50,000 planes a year cannot be achieved. Aircraft manufacturers report that present government orders are not adequate to justify such an expansion, and they want more appropriations as quickly as possible. The president is counting on Jones to obtain this plant expansion in preparation for orders that now apparently will not come until the next session of congress.

Jones got into the picture because he was shrewd enough to write an R.F.C. bill with broad powers. Some time ago he prepared a routine measure to return \$300,000,000 from the R.F.C. to the treasury, and when the president asked him to supervise the purchase of such strategic materials as rubber he tackled the amendment on this bill.

Showing a far-sightedness that always marks his operations, he wrote his new powers broad enough to permit the R.F.C. either to build aircraft factories and lease them to private manufacturers or to lend the companies money for their own expansion. The bill is now before congress, and after conferences between the president, Knudsen and Jones, it has been decided that the administration will rest on this solution.

Knudsen and Jones have devised schemes whereby the R.F.C. may advance as much as \$500,000,000 for aircraft plant expansion.

Knudsen estimates that it will take at least fifteen months before the industry is geared to 50,000 planes annually. Previously it had been forecast that with another \$1,000,000,000 thrown into the kitty now, the business could be turning out 4,200 planes a month by next May. Officials of such large companies as Pack and Whitney and Curtiss Wright report that they need as much as \$100,000,000 to build up capacity.

Their officials make little secret that additional government appropriations are urgently needed now. The industry appears extremely skeptical of present preparations, and probably rightly so in view of our pressing defense program. But if congress remains in session, the president may well change his mind and advocate additional spending immediately, rather than waiting until the attempt is made to expand the production through government fac-

In The Day's News
 By Frank Jenkins.
 PARIS falls. Le Havre, at the mouth of the Seine, falls. The French, abandoning Paris, blow up the city's armament factories, thus reducing still further their already inadequate supply of war munitions.

THE Germans are now seeking to surround and destroy the French army manning the Maginot line, whose great guns, apparently, can't be turned to the rear. They seek, at the same time, to surround and destroy the army that has been defending Paris.

Britain is helping gallantly, even sending her home defense troops to France in the present hour of grave peril. But with the channel ports gone, help is given under severe handicap.

MADRID announces that Spanish troops have occupied the international zone of Tangier, across the narrow strait of Gibraltar. This may herald the entrance of Spain, Franco being the puppet of Hitler and Mussolini.

The purpose of the Spanish move at Tangier would be to close the straits of Gibraltar, thus cutting the line of supply for the Allied army in the Near East. Italy is poised at the summit of the Alps and along the Riviera.

It looks like a line of steel closing around France.

THE problem in France now is exactly the same as the problem in Belgium when Leopold's surrender opened the flank of the Allied (chiefly British) army there—to withdraw the French armies without destruction. In the next few days we shall watch in France a rear guard action differing from that in Belgium only in the fact that the French armies do not have to be embarked on ships.

FORGET Paris. Forget the Maginot line. For the moment, forget what Hitler is preparing to do to England. The present job, overshadowing all else, is to save the French armies.

Admittedly it looks like a superhuman job.

MEANWHILE Hitler orders the flags to fly and the bells to ring all over Germany in a three-day celebration of the great victory, his purpose being to fire his probably weary people with renewed energy for the kill.

Reynaud, in a final appeal for help—from ANY source—says: "Today the life of France is at stake; at least France's essence of life."

To deny the darkness of the Allied picture would be absurd.

DISTASTEFUL as the task may be, one simply must glance for a moment here at the REMOTE CAUSES of France's present desperate plight.

In the years when Germany was working day and night, under forced draught, to build the greatest war machine in history, France was living the fuller and better life, experimenting happily with the theory

that people may work less and have more.
 When cold reality met rosy theory on the grim field of battle, France found Germany armed to the teeth with every weapon of modern warfare and herself lacking cruelly in the weapons that industry and foresight would have provided.

THE tragic result, now spread before our eyes, carries a lesson that we of America SIMPLY CAN'T AFFORD TO IGNORE.

AT THE National Capitol WITH John W. Kelly
 CONTINUED FROM PAGE ONE

other, and deposits in Washington state. Bait offered to attract the laboratories or pilot plants, was cheap power.

The bureau, writing to Ickes (by the way, the secretary of the interior was once an assistant to Oregon Voter's C. C. Chapman when the latter was a Chicago political reporter), says it has laboratories now which are performing the work Raver suggests and, anyway, power is the smallest item in the cost. In conclusion, the bureau says that it could use \$500,000 for expanding its research.

UNLESS congress continues in session, amendments to the Wagner Labor Act made by the house, will not see daylight in the senate. For two years Senators LaFollette and Thomas (Utah), have stalled action in the senate and now that the house has acted, the amendments are in the laps of these two senators and they intend doing nothing. There has been a close intimacy between the LaFollette civil liberties committee and the NLRB and the damaging testimony developed by the house committee investigating NLRB makes no impression on LaFollette and Thomas.

Among other amendments to the act as passed by the house was prohibition of aliens representing labor organizations in dealing with employers. The two senators lean toward CIO and against AFL, which is one reason they are smothering the legislation. It was support of President Green, AFL, that caused the house to pass the amendments by an overwhelming majority.

FRED Brundage and Lyle Watts, of the forest service office at Portland, have returned to the city with the outline for legislation which is expected to prolong the life of several communities in western Oregon depending largely on lumbering. For the present details of the plan are held in confidence, although members of the Oregon state planning board have been advised of what the forest service has in view.

A SNAPPY communication has been addressed to Major General Henry Gibbons, quartermaster general, by Senator Holman, wanting to know why lumber is ignored for the new hangars and warehouses for the air corps and only steel considered. After the president's message to congress recommending a tremendous increase in air defense, the air corps requested the lumber industry of the northwest to submit designs, delivery schedules and cost estimates. Within a week when lumberman replied with information to the air corps they were notified that the matter had been taken out of the hands of the air corps and transferred to the quartermaster department.

Inquiry discloses the quartermaster is preparing designs for steel construction and is ready to place 10 educational orders. The Holman letter asks that alternate bids be called for to give lumber a chance. Attention is also directed to the fact that steel is regarded as essential war material while lumber is not and one way of conserving steel is to make greater use of lumber.

Flight O' Time
 Medford and Jackson County history from the files of the Mail Tribune 10 and 20 years ago.
 TEN YEARS AGO TODAY
 June 16, 1930
 (It was Monday)
 Jackson county third in state in census gain. Population of state now \$50,000.
 Florida jails Al Capone. Chicago gang king, as "plain liar."
 Chicago Tribune reporter slain in gang warfare.
 First Boeing plane lands at local airport.
 George W. Joseph, Republican gubernatorial candidate, dies suddenly at Camp Clatsop to attend national guard review.

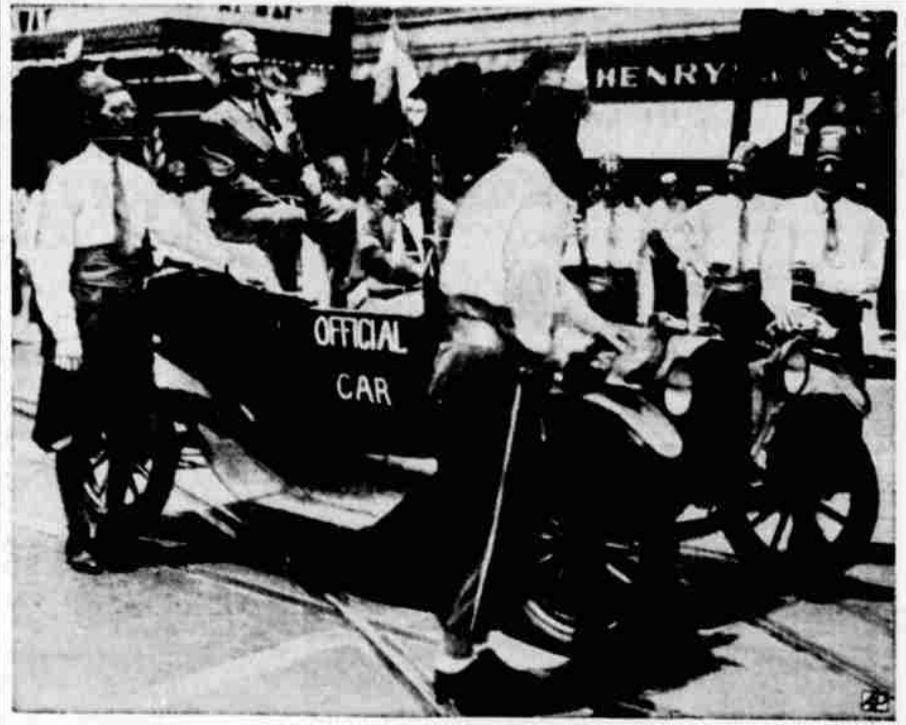
TWENTY YEARS AGO TODAY
 June 16, 1920
 (It was Thursday)
 Price of fruit jars jumps, irking housewives.
 Racial war breaks out in Duluth, and negro is lynched.
 Jack Dempsey, heavyweight champion, issues challenge to fight, any one, any place, any time.
 Council votes money for eight city park band concert.
 Leon Trotsky, leader of the Russian Bolsheviks, reported shot for the eighth time.

MINER ADMITS HE SLEW HIS PARTNER
 Fossil, Ore., June 15.—(P)—Claud E. Cline, 46, weather bureau prospector of the Spanish Gulch sagebrush country, testified at his first degree murder trial today that he shot his partner, George W. Chetty, 35.
 Cline, replying to direct questions by his attorney, Arthur W. Tarlow of Portland, claimed he was intoxicated. Chetty's body was found May 8 in a shallow, sandy grave.
 Authorities discovered the half-brided body of another partner, Eugene Rostenstiel, shortly after Cline's arrest in Seattle.
 Prosecutor George L. Dukek, who charged the slaying was premeditated, demanded Cline's death in the state lethal gas chamber.
 Although the state completed its case today, the trial was not expected to go to the jury until next week.

THIRD VICTIM OF CRASH FIRE DIES
 Grants Pass, June 15.—(P)—Mrs. Wendell Webb, 25, died today at the county hospital. She was the third victim of gasoline burns in a car accident and collision near Cave Junction on April 29. Lucille Whitehead, 38, and Nelle Hayden, 21, also of the Illinois valley, died in the Hayden car but Mrs. Webb was dragged out with third degree burns. Four persons in a second car driven by Mrs. Harry O. Smith were slightly injured.
 Mrs. Webb is survived by her husband, two small children, and her parents. Services will be held here Tuesday.

4-H Hears All.
 Corvallis, June 15.—(P)—Niel Allen, Grants Pass, state American Legion commander, told 2,000 4-H club youngsters yesterday "we want peace, but not at any price, because we want liberty more than peace and will follow it to death if need be."

Harold Lloyd Aspires to Shrine Post



Harold Lloyd, famed motion picture comedian, smiled as he rode in an aged auto in Memphis, Tenn., as Memphis Shriners accompanied him down the Main street in a welcome to the International Shrine convention. Lloyd was elected Imperial Outer Guard, yesterday, first stepping stone in ascendancy to High Potentate of all Shriners.

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