

ALASKA'S AIRMEN BLAZE PATH FOR REARMING REGION

Many Problems Faced by Army and Navy Solved by Air Pioneers of North

By Devon Francis (AP Aviation Editor)

Fairbanks, Alaska, (AP)—In an area where air is more familiar than anywhere else in the world, pioneer pilots braving burning heat and frigid cold for years have been paving the way for territorial air rearmament.

A good many of the problems which otherwise would have faced the army and the navy in constructing new bases to buttress the nation's air defense were solved in advance by a coterie of airmen to whom flying was only a workaday task.

A sizeable book on Alaskan flying, both among the fog and rain-drenched seacoast and in the vast, formidable reaches of the interior, already had been compiled when congress a few months ago began turning its attention to the necessity for territorial air defense.

Started in 1924 Alaska adopted the airplane in 1924 because of the territory's great distances, its mountains and the rigorous winter of the interior and Fairbanks, focal point of Alaska flying, today has more than 50 planes based at its port—only for every 75 persons living within the city limits.

But in spite of the tremendous amount of commercial flying in Alaska in the last 15 years, the territory as yet lacks even one first-class airport. There are about 120 "fields" of one character or another. Radio aids to navigation are few. Men fly over desolate hundreds of miles, under low "ceilings" and through driving rains by precise navigation and an intimate knowledge of the terrain.

Know Country "Off there," remarked a Pacific Alaska Airways pilot during a flight from White Horse, Yukon territory, to Fairbanks, "about 25 miles is a settlement of three white men and a handful of Indians."

In the direction he pointed the terrain to the horizon looked exactly like that the plane had been passing over for 30 minutes—range upon range of low mountains apparently without a distinguishing landmark. A landing there would have meant a broken plane, possibly injury to personnel and passengers, because most of the green, inviting ground actually was treacherous moss overlying pools of water.

Here at Fairbanks, a recently installed radio "beam" station has developed split or multiple courses so that an unpracticed pilot can get an "on course" signal over an area of 15 miles. This is due to the high mineralization of this soil. Radio signals bounce and scatter on impact with it.

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Record Remarkable So much more remarkable than the safety record of the scheduled and "for hire" pilots whose operations radiate to points as far away as Aklavik, Northwest Territory.

Alaska planes, on scheduled and non-scheduled runs, carried more than 30,000 passengers in 1939—in a country with only 65,000 inhabitants spread over 590,000 square miles. That compares with about 4,000,000 passengers in scheduled and non-scheduled operations in the states in the same period—out of a population of more than 130,000,000.

GUARDSMEN LEARNING BLITZKRIEG DEFENSE IN WASHINGTON CAMP

Yelm, Wash., Aug. 7.—(AP)—National guardsmen from the western states learned about modern warfare methods today as their training in the fourth army maneuvers got underway on the southwest Washington prairies.

Wasting no time, the army began nine-hour daily training yesterday as soon as the 40,000-man army reached its temporary camps, from which another "wave of the Nisqually," bigger and more serious than any previous maneuvers in this area, will begin in mid-month.

Defense against "blitzkrieg" attacks was the theme of the training being given the guardsmen under tutelage of regular army members. How to stop tanks and to checkmate dive-bombers were among the first courses of instruction.

MOTHER SHOTS SON TO FREE HIM FROM 'TERRIFYING FEARS'

Oakland, Cal., Aug. 8.—(AP) Mrs. Estelle Silverstein, wife of a prominent Oakland attorney, shot and killed her 31-year-old son today to free him from the "terrifying fears" suffered nightly and then killed herself, Police Lieutenant Leon Carroll reported.

The son by a former marriage, Phillip Loney, had been mentally sick. Mrs. Silverstein wrote her husband, Bernard, that:

"This is in the name of mercy. Every night Phillip gets on his knees and begs me not to leave him alone. He is so terrified it is horrible. I, his mother, cannot permit it.

"The law should relieve such helpless sufferers. The burden should not be on me."

The note was signed "Mommy," on the back of the note she wrote:

"Sorry to spoil the vacation of Edith and Sydney but time and tide wait for no man."

Sydney is Phillip's brother, and Edith is Sydney's wife.

MEDFORD GUARDSMEN REACH CAMP MURRAY EAGER FOR PRACTICE

By Private P. W. Hughes (Company Reporter)

Camp Murray, Wash. (Special Correspondence)—Company A 186th infantry detained here at 8:15 a. m. Monday morning for an unknown period of field training.

The company, consisting of three officers and 79 men, arrived intact and camp was established before noon. Private James Thurston was assigned to the 186th infantry band and private Delmer Wright was assigned to the radio section of regimental headquarters.

The spirit and morale of the command is exceedingly high, inspired by the wonderful send-off which they received at the hands of Medford citizens. All are looking forward with eager anticipation to the maneuver.

The Medford unit's mail address here is: Co. A, 186th Infantry, APO 41, Camp Murray, Wash.

The Indian population of Arizona is increasing at about twice the rate of the white population.

DRY ROAD AHEAD FOR ITALIANS IN AFRICA CAMPAIGN

400 Miles of Blazing Desert Separate Italian Positions and British at Mersa

By Larry Allen

Cairo, Egypt, Aug. 8.—(AP)—The African war, suddenly flaring into a more decisive phase of the axis-British conflict, may be decided as much by water as by bullets and bombs.

Britain's most powerful natural defenses against the troops assembled by Mussolini in the Libyan desert are thirst and heat.

There is a waterless stretch of blazing desert of almost 400 miles between the Italian positions and the British base at Mersa Matruh, on the Mediterranean coast.

Temperatures of 115 and 120 degrees are usual in the daytime.

Must Haul Water. Marshal Rodolfo Graziani, Mussolini's commander in Libya, will have to transport all his water over dusty trails almost devoid of cover and subject to the attacks of the Royal air force and motorized British land units. The British forces are composed of hardy fighting men, some of the empire's most famous regiments, who have been trained for years in the desert warfare.

The British would have a line of oases to fall back upon. The naval blockade of the Libyan coast is asserted by the British already to have prevented much needed supply ships from getting through from Italy, while the Royal air force has been subjecting Graziani's bases at Tobruk, Bardia and Derna to almost daily attacks.

Alone in New York New York (AP)—A police patrol wagon chauffeur blithely drove four miles through midtown traffic while, unknown to him, an officer and a prisoner locked in the compartment behind fought a furious battle. A reported.

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EXPOSITION REMOVES CONTROVERSIAL ART

San Francisco, Aug. 8.—(AP) Paul Cadmus' controversial painting, "Sailors and Floozies," was removed today from the palace of fine arts at the Golden Gate international exposition, reportedly because the navy didn't like it.

Another Cadmus painting, "Seeing the New Year In," also was removed, but a third Cadmus work, "Venus and Adonis," remained.

Dr. Walter Heil, head of the European and American section of the palace, said "Sailors and Floozies" was removed because "there was too much smell about it."

35 Deathless Days. Portland, Aug. 8.—(AP)—Portland passed a new record "deathless days" period at midnight last night—35 days without a traffic fatality. The longest previous period without a traffic death was 33 days from April 15 to May 19 this year.

Blackbeard the pirate was a former prominent denizen of the Bahamas.

PEAR STANDARD CHANGES GIVEN OKEH BY STATE

Salem, Aug. 8.—(AP)—Oregon pear standards have been changed to conform to new U. S. standards, the state department of agriculture said today.

Two sets of standards are established, one for winter pears and the other for summer and fall varieties.

The six grades of winter pears are: U. S. extra No. 1 or Oregon extra fancy, U. S. No. 1, U. S. No. 2 or Oregon fancy, U. S. combination grade, Oregon commercial, and Oregon unclassified.

The commercial grade is a combination of extra fancy and fancy. The U. S. combination grade is half U. S. No. 1 and half U. S. No. 2 pears.

For summer and fall pears, the standards include four grades: Extra fancy, fancy, unclassified and combination grades.

This action gives official sanction to conformity of Oregon and United States grades, a step that had been taken for granted, pear men here said. The new U. S. standards were established not

ALL'S WELL WITH EX-OREGON CO-ED

Portland, Aug. 8.—(AP)—All is well at the Berlin residence of a vivacious University of Oregon co-ed whose love for a German journalist took her to the heart of Europe's war troubles.

A Luftpost (airmail) letter, doctored in sections by censor, reached Mrs. Sophie Rasmussen this week from her daughter, Mrs. Werner Assendorf, the former Signe Rasmussen of Portland.

The letter was dated from Berlin on July 25.

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Signe, 26 years old, is the wife of a newspaperman high in the press propaganda department of the Nazi ministry. She met him while he studied at the University of Oregon.

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