

MEDFORD MAIL TRIBUNE

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Ye Smudge Pot

By Arthur Perry

Fears are felt in Berlin of a German army coup to overthrow the Nazi regime of which A. Hitler is the mainspring and other important works. Machine guns have been set up in the streets of many cities to prevent it. Fears that Der Fuehrer and crew will be overthrown is the zero of fearing.

Reports from over the state say boys who received air guns for Christmas are taking high toll of bird life, and wounding the smaller domestic members of the animal kingdom. One of the weaknesses of small boys is a desire to hit something besides a tin-can when armed.

A BURNING PATRIOT

(Heppner, Ore., News)

"Mr. and Mrs. Jasper V. Crawford returned home Monday from Portland where they spent a few days. Mr. Crawford all his life has been cheerfully known as 'Jap' Crawford but now with war as it stands he objects long and loud at the nickname and insists on being called anything else."

Exiled and ex-king Carol of Rumania now shows up in Mexico, and plans a "free Rumania" movement, after an extended disappearance from the news. If Carol had thought of this before he was chased out of Rumania, that land might not be in the fix it is today.

Middle West points report below zero temperatures. They are modestly low, and in Russia would be regarded as the first signs of spring next June.

The cigarette tax went into effect yesterday, and all fag smokers pungled up two cents extra cheerfully, dealers alleged.

The C. Wig Ashpole corn ached yes, thus predicting rain, without permission of the army.

SUCH SWEET PARTING

(Ogden, Utah) Examiner

"I enlisted in the navy yesterday. I probably will be dead within two months. BUT... after looking over your copy for the past year or so, I realize that some things are worse than death! Sincerely, State Editor."

The Chinese troops are chasing the Nipponese in the Chang sha area, and have trapped a large contingent. The Chinese also seem able to hold something, beside their breath.

Some of the Older Girls have started planning spring backyard garden spading for the Little Man, on the first sunny Sunday.

"The bride was beautifully attired in a soldier blue street length dress with black accessories, the bridesmaid wore a flag blue street length dress. The groom and best man wore soldier blue suits."—(Goff, Kas., Advance). The military touch.

HOSE FROZE, LEGS BARE

London (UP)—More women are walking around bare-legged in Britain today than ever before, but according to a trade expert's survey, most of them need not for 8,000,000 pairs of silk stockings were "frozen" in storage by the board of trade a year ago and never have been released.

Use Mail Tribune want ads

"Southern Oregon Be Damned"

Let it be stated in advance the Mail Tribune has never joined in the very popular indoor sport, of cursing out the Southern Pacific.

And there is no animus or "ancient grudge" in the few remarks we are about to make.

BUT this present episode, involving the abandonment of the one train we have had between southern Oregon and San Francisco, and particularly the persistence in that action, in spite of the fact that Medford will soon have a cantonment and be one of the important military training centers in the west; DOES convince this department, that the place for the S. P. supreme command, is not in San Francisco, but the Smithsonian Institute in Washington, D. C.!

Yes that is really where such an ante-diluvian outfit belongs, along with the model of Fulton's first steamboat, and the ossified egg of the Mongolian dinosaur!

IMAGINE it, if you will! Here is supposed to be a modern railroad, in fact the most extensive in the world, which soberly maintains, not only that one of its most profitable freight and express districts, can have no TRAIN service to and from California NOW, but assuming its population IS increased by 25 or 30 thousand people, it CAN HAVE NONE THEN!!

WHY? Because taking one day coach, one second-hand locomotive, and one antiquated post-bellum Pullman off this "whistle-stop" line, is a military necessity, while taking off any one of four up-to-date, expensively equipped, 18 and 20 solid Pullman car trains from the Klamath Falls route ISN'T!

GENERAL DeWitt, army commander in the S. P. district knows nothing about this, and frankly states he never ordered it. But the military experts and high powered combat strategists of the S. P. High Command did,—and in the face of this community's unanimous and violent protest they are going to persist in it, no matter what happens to this district or the army cantonment.

SHADES of Jay Gould and Commodore Vanderbilt! This "public be damned policy", isn't,—or shouldn't be—exhibit No. 1 before any contemporary transportation tribunal; it is as antiquated as old King Tut, as out of date as the blunderbuss and should be exhibited as a museum piece.

Certainly the S. P. advertising department was right in the first place: "In all the world no road like this!" Thank the Lord there isn't.

There may be a railroad or two, in some isolated, non-competitive section, without the business foresight to cultivate good will and give good service, but none other in the land, dedicated to the definite policy of taking every opportunity to DESTROY it. Which is true of the S. P. in this community at least.

There is no point in being amiable and trying to laugh it off, under the general heading of "Don't shoot the Professor, times are hard, he is doing the best he can!"

The S. P. professor ISN'T. Nor is it hard times. The S. P. today is enjoying approximately nine times the paying business it was only a year ago. What is it then? Don't ask us,—it's too deep for this department.

WE do know it's a policy that would ruin any other public service corporation in the land, and if there were any other competing service available in Southern Oregon it would ruin the S. P. here.

But there being none, apparently all we can do is protest and "TAKE IT",—meanwhile praying that somehow, someday, someday, either the S. P. will come under the control of a group that realizes the Civil War is over, that cultivating good service and good will is a matter of plain self-interest and sound business management,—OR—

That competing service so sorely needed, will SOMEHOW be provided!

What Is the S. P. Policy?

In reading over the latest Southern Pacific pronouncement, regarding what service that organization proposes to give when—(and—or—if!)—the cantonment is built; we find ourselves wondering why the S. P. doesn't entirely abandon railroading and go over completely to the bus. Such a policy at least would be consistent.

The bus, it seems, is good enough for Southern Oregon and Northern California; why, the S. P. asks, should there be any PROTEST against abandoning through train service?

Is train service more comfortable and more efficient? Is through train service preferable, to changing bag and baggage from bus to train, and train to bus again?

The S. P. doesn't concede the point. At least it refuses to admit, having a mixed interrupted train-and-bus service south, and a mixed interrupted freight and passenger service north, justifies any public resentment, whatever.

In fact the plain and reiterated intimation, from all authorized sources is that Medford and Southern Oregon instead of complaining should be thankful its transportation service is as good as it is!

SOLDIERS coming in for training, camp followers, workers, flocking in from all points by the thousands, the population increasing perhaps over 200% in eight or ten weeks!—Shouldn't the S. P. make some provision for that?

"No, not at all" is the authorized rejoinder,—turn

over all that traffic to the busses, the private motor cars and jallopies,—oh a special S. P. train now and then perhaps,—but no augmented service, just one train a day each way, part train and part bus.

SO,—Why does the S. P. waste its time in the railroad business,—why doesn't it trade in its antiquated rolling stock for a fleet of new motor busses? It seems not only content, but actually EAGER to turn over any possible increased business that might develop, to its chief competitor.

CAN it be its minor interest (generally estimated at 30%), in Greyhound Bus, can account for that? We doubt it.

We believe after extended and careful thought,—it is really the S. P.'s considered conception of its public responsibility,—grabbing everything it can, only giving what it MUST!

Where's the Navy and Its Planes?

According to yesterday's official U. S. report of the "Battle of Manila" the hard-pressed forces of the valiant General MacArthur are taking a terrific beating from the air.

We quote the Associated Press summary: "Americans and Filipinos hanging on grimly in their back-to-the-wall stand for a corner of Luzon Island north and west of Manila were repeatedly machine gunned and pounded by the virtually unchallenged Japanese air force."

If that is true—and of course it must be,—that isn't war, it's MURDER!

SECRETARY Knox in a recent statement, declared the U. S. navy has a force of 5,000 fighting planes, and a unit of airplane carriers that can carry 500. If this is true,—and again, the formal statement of the Secretary of the Navy factually can hardly be challenged, THEN WHERE ARE THESE AIRPLANE CARRIERS AND MORE IMPORTANT WHERE ARE THE 500 PLANES, WITH 4,500 IN RESERVE?

HAS it been necessary for strategic reasons, to abandon General MacArthur to his fate, as far as supplying any air defense whatever is concerned? Or is the Asiatic fleet, which OVER A MONTH ago was officially reported steaming full speed ahead to engage the fleeing enemy, still on its way?

OUR British cousins across the sea are repeatedly asking such pertinent questions in parliament, and almost always get frank and satisfying answers. They regard clearing up such perplexities, a part of sound public policy and a properly sustained morale. We have the same idea. We believe the question should be asked Secretary Knox, and unless an answer would plainly be against public and military policy, it should be frankly and explicitly given.

FOR unless we are greatly mistaken the spectacle of General MacArthur and his small force of American soldiers, holding off the pick of the Japanese army, without a single U. S. fighting plane in the air, or battle-ship off shore, is getting decidedly under the American skin.

There is no doubt a good reason. But if we judge the American temper aright, and the desirability of properly maintaining national confidence in air and naval administration, the time to give out that reason is now HERE!

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 number of letters received only a few can be answered here. No reply can be made to queries not conforming to instructions. Address Dr. William Brady, 265 El Camino, Beverly Hills, Calif.

SPEAKING OF PRIMITIVE SAVAGES

I said the other day that vices, among other things, are means, among other things, of reserve power to tide over emergencies and strains, the resiliency of the untamed animal or the primitive savage.

What do I know about primitive savages? Only what I read in books, newspapers, scientific journals and the like.

One thing I know is that the primitive savage or the human being who has never been taught by an "expert" how to breathe, breathes more efficiently than the individual who has been instructed or trained in such matters. The untutored individual breathes as a race horse or a draft horse or a greyhound or a deer breathes, mainly with the belly. The individual who has received instruction in breathing, from a music master, say, or from an uneducated physical trainer, breathes mainly with the chest and generally handicaps his or her breathing efficiency by voluntarily opposing or restraining the natural function of the breathing muscle, the diaphragm.

Moreover savages or members of races less cultured than our own, races or peoples to whom our "refinements" have not been introduced, generally have better posture and better carriage than we have. They certainly have better teeth, jaws and facial development than we have, and less disease and suffering with dental caries, pyorrhea, nose and throat disorders, sinus troubles. If this seems at all incredible to you, read "Nutrition and Physical Degeneration" (Hoeber) by Weston A. Price, D. D. S.

A kind of hackneyed reply to the teaching that we should restore natural food to its popular place in our everyday diet is the sniffling observation that of course we are too ladylike to eat the crude, coarse foods our early ancestors had to eat. This is the bunk. Whatever our early ancestors had to eat scarcely matters. What all good nutrition authorities say is that the whole wheat flour and the crude unrefined brown or raw sugar and molasses which together yielded more than half of the calories of the diet of Americans a hundred years ago and incidentally about 600 international units of thiamin (B-1) and proportionate amounts of the other entities of vitamin B complex, should replace, at least part of the refined white flour and refined white sugar and syrups which together yield more than half of the calories of the modern American diet but only about 50 international units of thiamin (B-1) and proportionate deficiencies of the other entities of the B complex.

The nutrition authorities of the day are all in accord in urging further that the diet of men, women and children today is nearly always deficient in calcium and phosphorus, which occurs with calcium in most foods containing much calcium) and

sunshine vitamin D which is essential for the assimilation, retention and utilization of calcium and phosphorus in the body. In a later talk we'll suggest how to correct these fundamental faults of modern diet without reverting to any monkey business.

QUESTIONS AND ANSWERS

Round Shouldered

I am 17, slightly round shouldered. I try to correct it by standing up straight but my clothes never seem to show that I am. Would it be too late to correct it with one of these shoulder braces they sell for a dollar? (H. M.)

Answer—Of course no brace or artificial appliance will correct it. Proper physical training, under the physical education teacher at school, or under the physical instructor at the Y would probably correct it, if you follow it conscientiously. Do as the instructor tells you. Every hour by the clock brace yourself, standing with crown of head high as though supporting a heavy weight, chin in as though inside high collar, fingers clasped together at your back in a stirrup, then thumbs turned down, under the back—and hold this for a minute or so—it pulls the shoulders back into overcorrected or exaggerated correction.

Allergic Rash

Broken out with rash resembling quickly heat, but it lasted many months. Sent for your pamphlet "Relief for Allergy" and three days after beginning p.e. improvement was evident, and inside of a week the trouble cleared up and has not returned. Had tried numerous internal and external remedies but obtained no relief until I got the suggestion from your column. (Mrs. S. A. C.)

Answer—Thanks. Copy of the pamphlet available on request—enclose stamped envelope bearing your address. (Copyright, 1942, by John F. Dille Co.)

Ed. Note: Persons wishing to communicate with Dr. Brady should send letter direct to Dr. William Brady, M. D., 265 El Camino, Beverly Hills, Calif.

Kelly's Comment

From Washington, D. C.

Alphabet Boys Delay Aluminum

Private Plants Now Producing

Steel Secondary In Plane Output

By John W. Kelly

Washington, D. C., Jan. 9.—Destined to play an important role in the war is the Pacific northwest with its aluminum industry, but it will be late this year before the plants buckle down to peak production. Meanwhile, because of delays by OPM, by Jesse H. Jones of RFC, and other factors valuable time has been wasted and production of pig aluminum in the northwest area has been held back almost a year. Because of procrastination, enough kilowatts will have been wasted by June to produce 57 medium bombers.

Decision was made last spring that aluminum must be produced as never before and the northwest was selected for three plants to be owned by the government to supplement the private plants at Vancouver and Longview. Months were wasted fiddling on "proper" sites (selected by Aluminum Company of America) with a suspicion that Alcoa was not entirely interested in where the government plants should be. Paul J. Raver, administrator of Grand Coulee and Bonneville, waited until the exact sites were selected before preparing to serve the plants with electric energy, although much of the construction work could have been performed because, in a general way, it was known where the three government plants would be situated.

Came then the matter of priorities; what strategic materials could be used for transmission lines, substations, insulators. Came the problem of priorities on material required for the factory buildings and equipment. The government agencies, even in war time, could not cut red tape. There were the contracts to be drawn for operation of the government plants by private interests resulting in further delay. There were objections by Secretary Ickes, who did not want Alcoa, at Vancouver, to obtain additional kilowatts to increase its production of aluminum ingots. There was the slow process of acquiring sites from private owners; titles to be examined, price of land to be determined. The entire program of government ownership has dragged with the speed of cold molasses. Optimistic people had supposed that by January, 1942, these plants would be on the verge of production. None are; one hasn't been started.

PRIVATE enterprise, Alcoa at Vancouver and Reynolds Metals Co., at Longview, are in production. They would like contracts for more power beyond their present agreement with Administrator Raver. Work has begun at Tacoma, some scratching at Troutdale, and nothing at all at Spokane. Taxpayers will finance the Tacoma, Spokane and

Troutdale plants.

On present and future operations the northwest will produce 450,000,000 pounds of aluminum ingots. There is a possibility that this may be increased to 500,000,000 pounds, or even more.

Alcoa at Vancouver has a capacity of 182,000,000 pounds a year; Reynolds Metals Co. at Longview 60,000,000 pounds. Capacity at Tacoma is expected to be at least 42,000,000 pounds; Troutdale a minimum of 87,500,000 pounds, and according to rumor difficulties in the east will cause expansion of the Troutdale plant. Spokane is rated at 65,000,000 pounds, and this too may be upped. The estimate of 450,000,000 pounds for these five plants is conservative.

EXACT figures on the amount of aluminum used in a plane are not obtainable, the content varying with the type of plane, fighter-interceptor, medium bomber, and heavy flying fortress) bomber. A swift interceptor, such as are stationed at Everett, McChord field, Portland, Pendleton, Spokane, Boise and later at Walla Walla requires from 7,000 to 9,000 pounds of aluminum. Some idea of the production capacity of the plants in the northwest may be gained by assuming 9,000 pounds as the average in an interceptor.

On this basis there is a capacity to furnish the light metal for 50,000 of these planes. Average amount of aluminum in a two-engine bomber (medium type) is 35,000 pounds, or 17 tons. The five northwest plants are capable of manufacturing enough aluminum for 12,872 bombers a year; a smaller number of the Boeing flying fortress.

BEFORE steel, comes aluminum in the program to take the offensive against the Japanese. Without aluminum, the bombers will not be built, and the heartbeat of the aluminum industry nestles in the northwest; eastern plants are providing for the Atlantic. Very interested in the aluminum situation is Winston Churchill, British prime minister, and Lord Beaverbrook, minister of supply. Their visit to

the United States came after Pearl Harbor when the government was appropriating hundreds of planes already painted with the British insignia. Churchill and Beaverbrook insisted they must have bombers, or else.

Flight o' Time

Medford and Jackson County History from the files of the Mail Tribune 10 and 20 years ago.

TEN YEARS AGO TODAY

January 9, 1932

(It was Saturday)

County budget is finally approved with salaries of all workers, except those receiving less than \$100 per month cut.

Medford defeats Mt. Shasta, 50 to 12.

Cloudy weather. High 45, low 37 degrees.

State police start roundup of autos with old license plates.

Army airplane crashes after hitting power line near Talent. Pilot escapes injury.

Rogue and Illinois rivers to remain open to trout fishing.

Move in congress to legalize sale of beer, brings hot debate.

Twenty years ago today

January 9, 1922

(It was Monday)

Dry enforcement in Jackson county last year cost \$3785.60.

Japanese split with China is averted over Shantung settlement.

Oregon dog license tax is declared valid.

Talent irrigation bonds sell for 86 cents on the dollar.

Mayor C. E. Gates comes strong in Salem speech for Portland world fair plan.

Trace of rain falls. High 41, low 28 degrees. Patches of snow left in the valley.

Irrigation to be main topic at Farmers Week meeting tomorrow.

Drive to establish a golf and country club here resumed.

BOYD'S MARKET

DIAL 3681 108 N. Ivy Street

Prompt, Convenient, Courteous

Delivery Service—4 Times Daily

8:30 A. M. — 10 A. M. — 2 P. M. — 4 P. M.

S. & H. GREEN STAMPS

SPECIALS FOR JAN. 10 AND 12

Economy Coffee

Fresh ground as you buy it. lb..... 23c

Hills Red Can Coffee

Lb.....31c 2 lbs.....60c

FLOUR

Flagstaff

Hardwheat

49-lb. sack..... \$1.69

Kitchen Queen

49-lb. sack..... \$1.79

Drifted Snow

49-lb. sack..... \$2.09

Milk, Swift's

4 cans..... 33c

SPRY SHORTENING

3 lbs. 67c 6 lbs. \$1.33

Salted Wafers

Sta-Crisp, 2-lb. box 16c

Graham Crackers

Sta-Crisp, 2-lb. box 19c

Noodles, made with eggs, lb. pkg..... 13c

Lux or Camay Soap, 3 for..... 17c

Kraft Dinners

Pkg. 9c

SOCIETE

Chocolate Drops . . . 2 lbs. 19c

Gum Drops 2 lbs. 19c

Hard Mixed 2 lbs. 19c

PAY CASH AND SAVE

FORMAY

Pure Vegetable Shortening, 3 lbs. 61c

Peas, Corn or String Beans, Standard 303 size, 3 cans..... 29c

LIPTON BLACK TEA

1/2 lb.....49c 1 lb.....89c

Campbell Soup

Tomato, 3 cans..... 25c

Assorted, can

Except Chicken or Mushroom 10c

Campbell's Chicken or Mushroom, can 11c

Peanuts, fresh roasted, 2 lbs..... 25c

Brazil Nuts

2 lbs. 35c

Walnuts, large Franquetts, local, lb. 20c

BETTER THAN EVER! ENRICHED WITH VITAMIN B₁

WHEAT ALBERS

CARNATION WHEAT 24c

Corn Flakes Kellogg, 3 lg. pkgs. 20c

Post Toasties 2 lge. pkgs..... 15c

Starch, corn or gloss, 2 pkgs..... 17c