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ORANGE NEWS PAPER PUBLISHERS ASSOCIATION

Ye Smudge Pot

By Arthur Perry

A need of the times is scrap-

iron—once bought so avidly by

Japan; as the press dispatches

remark, without comment on

how avidly it was sold. Those

who hinted, Japan might shoot

it back at America, was regard-

ed as "a warmonger, menacing

cordiality between nations."

They missed the City Park can-

non the first time and outside

of a few stray stove legs, that

was about all.

The hairdressers are not on

their toes. It's almost a month

since Gen. Wavell was put in

supreme command of allied Pa-

cific forces, and still no "Wavell

Wave for Victory" announced.

The old-fashioned livery

stable may come back as the

rubber shortage grows. In its

time, the livery stable was a

rumor factory no end, and had

to clean up every Spring, as

part of war on the then deadly

house fly, who loafed there also.

Secy. Knox doubts if the Nazi

retreat is as bad as reported.

Under the Knoxian theory the

Hitler horde, after a three

month's wallowing, is better

than ever. The flight was no

stroll to the rear. "Internal un-

rest" in Germany is also viewed

askance. But it is agreed, there

have been times when things in

Germany were more restful.

"Witty, gregarious and

shrewd, Mrs. — makes all

the right moves. — (Tulsa,

Okla., Times). Taming comes

next.

Dewey Hill, the Prospect

hired man, and live-wire, town-

ed yes, for tansorial attentions.

All the Older Girls Interest-

ed in becoming harvest hands

next summer, as urged by the

First Lady, will soon form the

Madame Pitchfork Society.

The new war production car

is described as "a tough, tire-

less driver." All signs point to

an increase in his tribe.

Argentina (good neighbor)

holds aloof from any united

stand against the Axis in a Pan-

America Alliance, and consti-

tutes the chief obstacle. The

idea is to back the last U.S.

loan, but nothing else.

The common cold is all the

rage, none being exempt, but

the unheated and the bareleg-

ged among us.

Candidates for governor are

popping up in the news, as the

political pot starts to seethe.

There will be a war note in

A Happy Solution

The solution of the Lindbergh problem is a very satisfactory one. The "Lone Eagle" does not enter active war service, but will engage in technical aviation research for the war department.

Not only is this the department for which Colonel Lindbergh is by age and temperament best fitted, but it avoids a situation which, because of the Lindbergh record, might well have proved embarrassing to the government and to the veteran flier.

THIS department has no doubt of Lindbergh's essential loyalty to this country. But a man who had devoted a large share of his time for two years to a program of appeasement and non-resistance, declared repeatedly England was beaten, and the allies could not win, could hardly enter combatant service in a war he had done everything to prevent, with the single-minded ardor and intensity that is so essential in our fighting air service.

ON the other hand to have denied Lindbergh recognition or ANY responsible participation in the war, would, we believe, have been equivalent to convicting the man without a trial and forcing upon him a life-long disgrace and humiliation not only for himself but those who come after him, which the character of his offense, in a democracy at peace, would not have deserved.

As it is, the Lone Eagle is employed where he can render the best service, to his country; and all fair-minded people in the country, and the government, will be disposed to consider the Lindbergh pre-war incident closed.

How To Save Tires

The rubber shortage and consequent government rationing has focused attention on means of prolonging tire life and made a "tire conservation" program essential for motorists according to Dr. E. B. McDaniel, president of the Oregon State Motor association.

"It is the patriotic duty of each one of us to take the utmost care of his tires in order to help make available more rubber for the guns, ships, tanks, planes, and trucks necessary for victory," Dr. Mickel declares. "Few of us realize the extent to which our armed forces depend upon rubber. Each of our navy's new battleships requires 160,000 pounds of rubber; 500,000 army trucks and cars need more than 300,000,000 pounds of rubber; each bomber requires its share, and there are hundreds of other needs."

DR. McDaniel stated that by doing a few simple things the average motorist can reduce tire wear up to 25 per cent, saving as much as one ounce of rubber per tire per month. Such a saving on the part of every motorist would release enough rubber in one year to build heavy duty tires for more than 500,000 army command cars—48,000 tons, Dr. McDaniel said.

The association leader advised motorists whose old casings are still sturdy and in good condition to have the tires retreaded as long as this service is available. For all drivers who must make their old tires last longer, the motor association has prepared a program embodying the major principles of tire care, as follows:

CHECK tire pressure frequently. From one-quarter to one-third of tire mileage is wasted on tires only five pounds under-inflated. An ordinary tire loses two or three pounds a week. But do not over-inflate.

Avoid excessive speed, greatest enemy of tire life. A 60-MILE SPEED USES 50 PER CENT MORE RUBBER THAN 40-MILE SPEED OVER THE SAME DISTANCE. Scraping and slipping on curves, "jack-rabbit" starts, and skidding stops wear off more miles of normal service, and weaken the tire body as well.

CHECK wheel alignment. A tire only one-half inch out of line is dragged sideways 87 feet every mile! Think how much tread rubber would be scrubbed off by sliding a loaded tire this distance.

Check brakes. Badly adjusted brakes cause excessive and uneven wear.

Don't strike curbs in turning or parking, and turn corners slowly.

Have cuts and injuries repaired promptly to keep out moisture. And remember, oil makes tires soften and blister. Inspect tires frequently.

Lastly—always drive carefully. It's safer and will help to save rubber and fuel.

Communications

Dip Lights for Blackout

To the editor: The chances are

that I am handing on information

already in your possession, but in

case it is not the following

may be of interest. In a

letter received from a relative

in San Jose, Calif., is an account

of a blackout there last week.

The sirens installed by the city

had proved ineffective so when

the word came, all whistles and

bells sounded and the power

company dipped the lights on

and off for a number of times.

My correspondent said that the

response was instantaneous. He

was warden for his block and

was out on the street immedi-

ately and a patrol of the block

showed a complete blackout.

The next day a survey was

made and the general opinion

was that the reaction to the dip-

ping of the lights was one hun-

dred per cent. Deaf people were

especially grateful.

(Name on file) M. B.

Break S. P. Stranglehold Now!

To the editor: Profit deter-

mines the continuation or dis-

continuation of any business.

Sometimes a small percentage

of non-profit in some branch or

division of a business so in-

creases the profit in other de-

partments that it pays to oper-

ate that division or department

on an "even break" basis or

even at a slight loss. This is true

of railroads as well as other

kinds of business. The Southern

Pacific wants all profit and is

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.

VITAMINS AND THE EYES

Nutrition investigators have

found that white rats kept on a

diet adequate in other respects

but freed from vitamin G (B2,

riboflavin) develop catar-

acts, and some of them, such

as Day and Livingston (Jour. of

Nutrition, '34) re-

garded this de-

velopment of

cataract in ex-

perimental an-

imals as a bet-

ter test than dermatitis (skin

roughening or inflammation),

alopecia about neck, head and

trunk, (alopecia means loss of

hair), arrested growth and stom-

atitis (sore mouth), for deficien-

cy of this entity or component

of the vitamin B-complex. Resto-

ration to the feed of an ade-

quate amount of G (B2, ribofla-

vin, or lactoflavin, as it is

called in Europe) will sometimes

arrest the cataract and may

even cure it. But remember, this

applies to animal nutrition. While

there is some evidence that

riboflavin deficiency may be a

contributing cause of develop-

ment of cataract in man, and

supplementing the human diet

with an optimal amount of this

factor of the B-complex may ar-

rest the progress or even bring

about some improvement in vi-

sion in some cases of cataract

in many, there is nothing more

positive we can say about it.

Nothing more except this: In

any circumstance it can do no

harm, at any rate, to boost the

daily intake of riboflavin, best

in its natural state as a compo-

nent of vitamin B-complex, to

the optimal and keep it there

for a year or more and see, Oh,

dear,

Prolonged deficiency of vita-

min G (B2, riboflavin, lactofla-

vin) in the diet tends to cause

some common eye troubles

which are seldom even suspect-

ed of being nutritional in nature

but are usually regarded as in-

cidental to or dependent on

"bad hygiene"—whatever that

may imply. The common com-

plaints of individuals with such

riboflavin deficiency are redness

and irritation of the eyes, ten-

dency of the lids to stick to-

gether, obstinate chronic conjunc-

tivitis, sometimes inflammation

of covering of eyeball (cornea)

with pain and photophobia (ex-

treme sensitivity to light) and

excessive tear secretion. Also

patients with riboflavin defi-

ciency complain of itching, burn-

ing and perhaps into Italy, must

be held in abeyance.

Alexandria says sandstorms

let the Nazi remnants get away,

but reinforcements which Gen-

eral Rommel pushed in through

Tripoli were certainly equally

responsible. The Nazis further

impeded the British with care-

fully laid mine traps (abandon-

ed headquarters which would

explode when a pencil was lifted

from a desk, mined abandoned

tanks and vehicles.)

LOSS of Tarakan, chief oil port

of the Dutch East Indies, has

also let our military men know

a war is on, and that we can

lose it if we do not get our

coats off fast.

The pattern that far eastern

events are taking are plain.