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Ye Smudge Pot

By Arthur Perry

The War Production board

decrees, after March 30, there

shall be no cuffs on men's pants.

From the number of the fair

sex running around without any

stockings, the males ought to be

able to survive.

Trucks are racing around the

valley gathering up scrap-iron.

One would never dream so

much had been overlooked the

first time.

"For sale—Maxwell touring

car, no tires or battery; motor

in good shape. \$15 cash." (Ore-

gon City Enterprise). So what

to do with it?

BATTLE OF WORDS

(Eugene News)

"You are verbose," he said

as though I were being told

this for the first time. I said

a man who would blame a

woman for using too many

words would hold it against

a centipede for using too

many legs. But he went right

on, "Take this phrase, 'tucked

up seeds in moist brown

earth'; 'sow seed' would have

told the whole story."

There is editorial moaning

over the lack of political

candidates and enthusiasm. Not

an aspirant for high office has

shown up, who went to school

with Gen. MacArthur, and pub-

lically wishes he was with him

now in the Philippines.

A former air minister of the

folded French republic, on trial

for war guilt, blames the lack

of U. S. plane production, re-

sulting in the sad showing at

the showdown. In due time, the

blame will probably be laid on

Hoover, instead of the French

generals, with German gold in

their paws, failing to blow up

vital bridges.

"CALAMITIES TO COME"

(Corvallis Gazette-Times)

"We will win the war and

be better off for having done

Editorial Correspondence

Rockford, Ill., March 3.—They tell a story about a letter from Sweden, addressed to Yon Yonson, Rockford, U.S.A. (no state named) and it being delivered to the postoffice here. But it took six months to canvass the Yon Yonsons, and make delivery to the proper party.

Whether that tale is true or isn't, it might well be. For in the not too dim and distant past Rockford had the largest proportion of Swedish residents, of any city in the United States. And the proportion is still large.

But labor is no longer overwhelmingly Swedish. In the past 20 or 25 years, there has been a tremendous influx of South Italian, "polack" and colored, while the Swedish population has more and more produced the capitalists and executives,—very skillful and successful ones as well.

This morning one of the minor executives of a local machine tool factory called to get a proxy signed. It seems only yesterday the same man called to solicit a stock subscription to the same concern, and while he persuaded the head of the family to put in a few dollars, it was the writer's strong conviction it would never pay out, for the idea was to manufacture a new type of adding machine, with the well established Burroughs to tackle, as a competitor.

It didn't look good then. But today that little venture, with only a few thousand dollars of cash money to start on, is paying a federal income tax of \$2,000,000! (If you can't figure out the profit from that you might call in Mr. Harding.)

All and all in 20 or 25 years,—yet some walling-wall habits claim all big business opportunities passed with the liveried coachman and the gingerbread porte-cochere!

The little company made such a success in a highly competitive field it sold out at a sweet profit, as far as the adding machine was concerned, went into oil burners, also scoring heavily, and now is devoted entirely to machine tools for airplane factories, working night and day, with three full shifts. The huge profits of the gay nineties are no longer realized, but the profits are quite sufficient, and there has been a generous stock dividend as well.

All credit goes to the Swedish gentlemen with energy, initiative and brains,—particularly the latter. There are many others like them, in the manufacturing field today, especially furniture. While in the textile field, all the pioneers were Scandinavian geniuses, many the original knitting machine inventors,—Nelson, Burson, Peterson and their compatriots. Yes, Rockford was literally built up by the Swedes, via both brains and brawn, and owes its manufacturing eminence largely to them today.

A sunny day at last,—they come about once a week these days,—and the Rock river celebrated by the ice going out,—at least most of it. But in a very unspectacular way. In the "old days" the ice used to stage a real performance, ice jams piling up like some living thing, then crashing down again and sending up huge splashes of ice and spray, grinding in dirty, angry convolutions against the State street piers, and at times carrying off parts of the Main street boat houses when the water was high. But it just WENT this time, like the wily Saracen, picked up its tent and stole away, leaving close to 400 yards of a clear, liquid straightaway from the Harlem bridge to the waterpower,—and what an improvement in appearances,—with the sunlight dancing on the clean surface of the fast flowing stream, instead of dirty, rumpled ice and snow.

But no one bets it won't freeze over again this year,—spring doesn't mind the almanac in this part of Illinois,—the mercury may hit freezing as late as May.

Walked down to Porter's corner, and at the super-super service station, which hides the once magnificent but now dilapidated Spafford mansion from view, three little girls on bikes drew up before one of the highly polished gas pumps while the leader,—with molasses-taffy pig-tails hanging down her back,—directed the gayly uniformed attendant to put air in the assembled tires. Kneeling down in the melting ice and snow the obsequious young man, did as he was told and the leader, pinching her own tires carefully to make sure they were OK, remounted the bike and rode majestically on, FOLLOWED BY HER LADIES-IN-WAITING—not, as far as we could observe, even saying "thank you!" Pity the poor service man,—as bikes continue to replace motor cars, he promises to be a busy, and sadly underpaid young servitor!

According to the grape-vine when in Washington, there was no hope of saving Singapore, but there was of saving Java, and under General Wavell's skillful direction, the wily Nipponese were going to get the SURPRISE of their treacherous LIVES around Batavia.

Of course this may happen yet, but with Wavell transferred back to India, just when things are looking bad for the allies, it certainly doesn't look that way. In fact it looks just about as it looked a week or so before Singapore fell,—no hope of victory, only a delaying action.

The one ray of sunshine is another indisputable fact,—that it looks also very much as it looked in the Philippines just before Manila fell,—and the Philippines DIDN'T.

Yes, unless there is something about the terrain on Bataan, which places it in a class by itself, as far as defense is concerned, General MacArthur must have something on the ball no other allied commander in the Far East has.

And if the allies expect to save anything in the Far East, it would seem the sooner they place MacArthur in supreme command the better for all concerned,—(all at least but the Japs).

Reading between the lines the transfer of General Wavell appears to be no demotion, quite the contrary in fact,—India is far more important to Britain than Java or all the Dutch East Indies.

If the British government did not agree with Hitler and regard General W. as the best strategist they have, they would probably let him stick to the sinking Netherlands ship and put someone else in command, west of Burma.

But we sometimes wonder where and when this "sinking" in the Far East is going to stop!—R.W.R.

Tire Rationing Board Announces Allotment To Jackson Co. Users

Jackson county rationing board today announced the following tire and tube allotments for the week ended February 28:

Passenger tires and tubes—Contractors Medford Cantonment, Sixth and Riverside, 26 tires, 26 tubes; Stearns & Owens, 522 West Fourth, 2 tires, 1 tube; Louis H. Lang, Eagle Point, 1 tire, 1 tube; Columbia Utilities Telephone company, Eagle Point, 1 tire, 2 tubes; R. E. Richman, Central Point, 1 tire, 1 tube.

Truck tires and tubes—S. O. Wilson, Sams Valley, 3 tires, 3 tubes; Adler Construction company, 406 West Main, 3 tires, 3 tubes; C. L. Liminger & Sons, P. O. box 1291, 9 tires, 9 tubes; Ro-

land Holmes, 20 Washington, 2 tires, 2 tubes; B. H. Howard, 203 Elm, 2 tires, 1 tube; J. E. Coble, 606 West Fourth, 1 tire, 1 tube; Elsie E. Tenny, Riverside avenue, 1 tire; Southern Oregon Sugar Pine company, Central Point, 4 tires, 4 tubes; Herman Brothers Lumber company, Prospect, 3 tires, 1 tube; Weldon Biddle, Jr., Route 3, 2 tires, 1 tube; Edgar Johnson, 223 King, 1 tube; Eldon L. Bean, Prospect, 2 tires, 1 tube; T. J. Johnson, Eagle Point, 1 tire, 1 tube; Medford Concrete Construction company, 1320 North Riverside, 2 tires, 2 tubes; R. L. Swanson, Frail, 2 tires, 1 tube; G. W. Field, South Pacific highway, 1 tire, 1 tube.

The winter home of the chimney swift, one of our most common summer birds, is absolutely unknown.

The Mail Tribune wants ads.

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.

THE TEETH AND DIABETES

In the 1940 edition of his book "Treatment of Diabetes," Dr. Elliott P. Joslin estimates that there are 600,000 diabetics in the United States and says the number of diabetics in the country is likely to reach a million.

How many diabetics will read this article I have no idea, but I estimate that a million potential diabetics should read it, although perhaps only a few thousand of them will. If there are over half a million diabetics in the country now, it is reasonable to assume that there are five million persons who are potential diabetics.

Now Dr. Joslin, who is a good authority on diabetes even when he doesn't agree entirely with me, asserts that nearly one-fourth of our entire population are now carriers of the potentiality or tendency to diabetes and may pass it on to their children. The child cannot inherit diabetic potentiality from one diabetic parent alone, if the other parent hasn't inherited the potentiality and is not a carrier of the potentiality.

In the 1940 edition Dr. Joslin deplores the poor teeth of many diabetics and even cites the observation of one Dr. Kent that "destruction of the teeth and the supporting processes is usually very active just prior to the onset of diabetes" and adds that increased susceptibility to caries, abscessed teeth and gingivitis and pyorrhea seems common in diabetics.

A healthy person derives about four-fifths of the energy, the calories in the daily diet from carbohydrates—such as vegetables, cereals, cereal products, fruits, nuts, and the sugars, starches or sweets, breads, cakes, pastries generally. Physiologists find that half of the starch in these foods is normally digested by the saliva. The salivary digestion goes on not only during mastication of such foods but continues for half an hour to an hour longer after the food has been swallowed and is retained in the upper part of the stomach.

If by reason of missing teeth or functionally inefficient teeth (your own or the dentist's) mastication of such food is incomplete and the salivary digestive enzyme (ptyalin) is not sufficiently mixed with the food to reach starch granule or cell, the burden of handling the incom-

pletely digested starch is passed along to the pancreas. The starch digester enzyme (amylase) in the pancreatic juice can digest the starch, all right, but it overworks the pancreas nevertheless.

It is failure of certain specialized cells in the pancreas to manufacture enough insulin, that constitutes diabetes. So, whether the physician insists upon it or not, it ought to be clear to every one with potential diabetes, prediabetes or tendency to diabetes that the best possible insurance against development of active diabetes is 32 functionally efficient teeth or their equivalent in dentures.

QUESTIONS & ANSWERS

Hard Nails

Please advise how many times and how often one may apply the 5% caustic potash solution to dense hard nails to soften them enough for trimming. (M. J.)

Answer—Scrub nails first with hot soapy water, then dry and swab nails only (keep off from skin) with the solution (Liq. Potassium Hydroxide, 5%) and let it dry. Repeat the application night and morning until the nail becomes soft enough to cut or file.

Sinus Hokus

Please give your opinion of the item enclosed. I am a member of long standing in the no-hat cult and this statement astonishes me. (W. C. H.)

Answer—The clipping says going without a hat is one of the quickest and surest ways to develop sinus troubles and quotes a Dr. J. Mandelbaum as saying "It has been proved that thousands of persons have been needlessly subjected to attacks of sinus by exposure of the uncovered head." Astonishes me, too, that such absurd hokum can still get into circulation.

Castor Oil Treatment

Following the castor oil treatment of chronic hemorrhoids (piles) as described in your pamphlet, would it interfere in assimilation of vitamin B-complex? (J. M. C.)

Answer—I do not think so. It is mineral oil that interferes with assimilation of vitamins. Glad to send any reader who supplies stamped envelope bearing his address, the pamphlet "Why Have Headache?"

Streamlined

In the past two or three years I have taken on a lot of weight—twenty-four pounds above normal. I am fairly healthy, thirty-eight, have two children, and will be grateful for advice how to reduce safely. (Mrs. M. C. R.)

Answer—You should do all of your own housework or else walk four to six miles a day or get other general exercise equivalent. Send twenty-five cents and stamped envelope bearing your address for booklet "Rules for Reducing."

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.

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News Behind The News

by Paul Mallon

(Continued From Page One)

pany, Cleveland, because 100

members of the CIO Mine, Mill

and Smelters Workers had been

refused recognition as a bargain-

ing agent. The NLRB had already

certified another union.

A six-day strike of 800 men

was staged at Reynolds Metal

Kelly's Comment

From Washington, D. C.

Capital Debates

Attack Liability

Drop Airbase Plan

Account Wildlife

Bonneville Czar

Seeks More Coin

By John W. Kelly

Washington, D. C., March 5—

There is wide diversity of opinion

in the national capital as to

whether the Japanese will at-

tack the Pacific coast when they

finish with the south Pacific.

Some hold that it is entirely

unlikely, except as a token raid

occasionally by a suicide squad;

others see the entire west coast

inundated by Japanese planes.

In either event the war depart-

ment is prepared for any at-

tempt at a beach head and the

army air force is on the alert.

Land or sky invaders are as-

sured of a warm reception.

Even weaker than the Pa-

cific northwest is Alaska, which

is scarcely one hour's distance

from Japanese territory. Aside

from the regular steamers and

transports, there is no way of

sending supplies or reinforce-

ments into any army or navy

base in Alaska. Two years ago

when Oregon-Washington people

endeavored to interest the army

in extending Pacific highway

(No. 99) to Alaska they were

rebuffed. Brass hats declared

there was no need for a road

from the states to Alaska; re-

garded it as a waste of money

which could be put to better

use elsewhere. There was even

a feeling among some of the

older officers that it would be

foolish to defend Alaska; that

the territory should be aban-

doned in case of attack. This

attitude has now changed.

From the president down there

is now demand for a highway

from Seattle to Alaska and, de-

spite the routine of legislation,

funds will be made available

and a start probably made in

the coming fiscal year. How-

ever, regardless of how many

laborers are employed at long

hours and a constant rush to

complete the road, the guess is

the capital is that the Japs will

be in Alaskan waters before the

highway can be built.

NO Japanese bombers are

expected to reach Washington,

D. C., although, as the president

has intimated, it is quite pos-

sible. Any egg-layers visiting

the capital are expected to sail

in from across the Atlantic.

Germans and not Japanese

would be at the controls. Mem-

bers of congress have received

instructions what to do in case

of an air raid. The capitol build-

ing, with its iron dome and the

Spirit of Freedom statue on top,

is regarded as about the poorest

risk in the District of Columbia.