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Ye Smudge Pot

By Arthur Perry

The Oregon coast was shelled,
without damage late Sunday,
presumably and probably, by a
Japanese submarine, on nuisance
bent. All should hope its com-
mander doesn't turn out to be a
former University of Oregon
student from Portland who be-
longed to the "Peace Forum,"
and was a good poker player in
his campus days.The first day of summer has
come and gone. Was it (cen-
sored) enough for you? Many
asked in observance of the day.Things look so black on the
Libyan front even citizens wear-
ing dark glasses can see no sil-
ver linings or rosy hues.The quartermaster's depart-
ment has asked for bids on be-
tween 500,000 and 1,000,000 de-
corations to be worn by soldiers
occupying Germany after the
war. Bids on some 3,000,000
other decorations were also
asked. All this is a cheerful
chirp, indicating arrangements
are underway for a trip to Tokyo
as well as Berlin.Secy. Ickes contributes a
cheerful note to the prevailing
gloom. "The next hundred
years will be the easiest," he in-
formed the American Slav con-
vention. Along towards the end
of this happy century the Harry
Bridges case will be settled and
no more.

PROPHECY

"In that day the Lord will
take away the bravery of their
tinkling ornaments about their
feet . . . and their round tires
like the moon. . . . And it shall
come to pass that instead of
sweet smell there shall be
stink; and instead of a girdle,
a rent; and instead of well set
hair, baldness; and instead of
a stonemason, a girding of sack
cloth; and burning instead of
beauty."—(Old Testament).Roger Robin, youngest son of
Mr. and Mrs. J. Cochran Robin,
fell out of the home nest yes
"It served him right," said his
papa. "I warned him against
eating tumble-bugs, but he
knows everything."Horsemen of the valley are all
coming along time and the past
week managed to stay on their
horses and the earth.Wood for fuel rationing, un-
less improvement is noted in the
supply, looks for next winter.
Only one colored gentleman will
be allowed in each woodpile.The Older Girls are having
quite a time with the canning
and freezing of fruit, and the
freezing with a look of the ra-
tioning board, who won't give
them the sugar they want.America has learned all about
Japan since Pearl Harbor, and
in "peace will not trust the
brown brother," a statesman
opines. Never again will the
nation send them scrap-iron for
munitions and missionaries to
tell them not to shoot the fin-
ished product at us.Farmers report there is con-
siderable shooting of burrs for
this time of the year. The
eagle-eyed hunters are either
seeing tail-feathers on the barn
or mistaking the rooster on the
weather-vane for a C.P. peasant.Bill Brown, mayor of E.P.T.,
accompanied by his bro. Royal,
towned Sun, leaving Frank, an-
other bro. at the store to attend
to the counter-jumping in the
store. The Mayor reported Roy-
al coming to town to rest for
him, left him as tired as if he
had done it himself.

For Home Consumption?

The mystery surrounding these Jap token raids on Pacific Coast tourist spots, is somewhat reduced by the Tokio reaction.

Last night one of the official Nipponese "spokesmen" without cracking a smile, proclaimed by short-wave radio the entire Pacific Coast of North America to be in a panic because of these devastating U-boat depredations, and small wonder for such action clearly demonstrated the American fleet had become so weakened by reverses at Midway and Coral Sea, that it could not protect Pacific Coast shores "where some of the greatest concentrations of ship, air and war production in the entire United States were assembled!"

So that's it!

The U. S. fleet is "hors de combat," while one or two Japanese submarines under cover of darkness, pump a dozen shells into the vacant sand dunes of various summer resorts without even hitting a hot-dog stand!

A "wonderful little people?"

Mebbo so.

But for plain unadulterated STUPIDITY the Japanese propaganda office certainly wins the cut-glass hand-painted cookie jar!

June 13th An Unlucky Day!

It now develops the British were really beaten in North Africa over a week before Tobruk fell.

On June 13th, the full British tank corps, answered a radio command to attack a certain sector which proved to be a clever Rommel ambush with the result that the British mechanized strength was disastrously depleted.

In boxing parlance, it was a terrific hook to the jaw from which J. Bull never recovered. He fought on blindly, and courageously, but the blow was in reality a technical K. O.—there was nothing to do, but salvage what could be saved and call it a day.

History will probably record that under the circumstances the British did well only to lose Tobruk and less than 20% of the personnel.

THIS report coming from London, must be essentially correct and throws a revealing light upon the Churchill visit.

It was undoubtedly the knowledge that a major reverse had occurred in Libya, resulting in a critical situation through the Middle East, that prompted the momentous hurry-up call for a conference with President Roosevelt. The British Prime Minister, leaving as soon after the unexpected defeat as proper preparations rendered necessary would have reached this country about the time he did.

Which means that topic No. 1 on the White House agenda, in all likelihood is, and has been from the first, what must be done by the United Nations to prevent this serious setback in North Africa from developing into a major disaster.

What Our Army Signs Mean

With boundaries of important military districts in Oregon and Washington now designated by conspicuous signs, Army authorities have issued an explanation of what the signs mean and to whom they apply.

In cooperation with the army, Oregon and Washington Highway departments and the United States Forest Service furnished crews for posting some 2000 signs which will warn enemy aliens that certain areas are either prohibited or restricted territory.

The signs are marked either "Military Area No. 1 Zone A Prohibited" or "Military Area No. 1 Zone B Restricted", depending upon where they are posted.

ROUGHLY speaking, Military Area No. 1 is the western half of Oregon and Washington, the remaining sections of the two states comprising part of Military Area No. 2. All that portion of Oregon and Washington lying generally west of Highway No. 99 is termed Zone A and given numerical designation A-1 to differentiate it from other Zone A areas elsewhere. Zone B is the remainder of Military Area No. 1 between Highway No. 99 and the western edge of Military Area No. 2.

In addition, however, there are additional Zone B areas lying outside Zone A-1, either in Military Area No. 1 or in other Military Areas, covering such vital districts as air fields, power plants, radio towers and bridges. These other Zone A areas are numbered from Zone A-2 to A-1033.

ALL Zone A areas are designated as prohibited areas and are marked accordingly with signs bearing the word "Prohibited". Zone B is a restricted region and its eastern boundary, which is also the eastern boundary of Military Area No. 1, is marked accordingly with signs bearing the word "Restricted".

All Japanese are barred from entering or being in both the restricted area and the prohibited area after the order has been issued evacuating them from these regions. In other words, Japanese coming upon either a "Restricted" or "Prohibited" sign will not enter the area so posted.

UNDER the provisions of Public Proclamation No. 3, all alien Germans and all alien Italians residing or being within Military Area No. 1 are required to be within their place of residence between the hours of 8:00 p. m. and 6:00 a. m. and at all other times must be at their place of residence or employment, traveling between those places, or within a distance of five miles from their place of residence. The eastern boundary of Military Area No. 1 is marked by a line of "Restricted" signs, while the western boundary is the Pacific Ocean.

Personal Health Service

By William Brady, M. D.

Sign—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, 245 El Camino, Beverly Hills, Calif.

CALCIUM METABOLISM IN ARTHRITIS

From careful study of the recent literature of medicine, biological chemistry and metabolism I find it impossible to draw any definite or convincing conclusion concerning the role of calcium (lime) in the illness called rheumatism. At present there is no telling whether the faulty calcium metabolism—shortage in the supply of calcium in food, water or medicine, or failure to assimilate it or deficient oxidation and utilization of calcium in the blood and tissues—no telling whether this faulty calcium metabolism, so commonly found in chronic so-called rheumatoid or hypertrophic or atrophic arthritis and in bursitis as well, is a causative factor or merely one of the manifestations or effects of the ailment.

I'm sorry about this, for I did hope, from the way things were shaping up, that we might soon have in the newer knowledge of calcium metabolism a key to the riddle of rheumatism, a key that might free many sufferers who are more or less handicapped or disabled by arthritis or bursitis. Bursitis, if you happen to wonder, is inflammation of a lubricating pad, such as tennis elbow, housemaid's knee or most familiar and most painful in the early weeks, "frozen shoulder". Calcification in or about the bursa (shoulder) bursitis. In bursitis, at any rate, it would seem that the calcification is a manifestation or effort of the inflammation or infection, but frankly we cannot be sure about that.

The role of calcium in the illness called rheumatism is not quite clear, although it is not nearly so shadowy and unsubstantial as the role of "uric acid" in the hypothetical condition called gout. Deposits of mono-sodium-urate (chalky material) in the tissues, formerly assumed to characterize gout, are observed every day in persons who have not now, never have had and probably never will have any ailment that could possibly be diagnosed as gout or rheumatism either. Chemical analysis of the blood fails to show any consistent change in the amount of uric acid present normally from the amount present in gout. In short "gout" or a "tendency" to gout is today a charlatan's vagary.

The faulty calcium metabolism which is nearly always found in chronic arthritis and bursitis is of uncertain significance but to judge from the many reports received, it is a serious condition. You suggested using one-grain copper sulfate tablet dissolved in tablespoonful of water as quick emetic for emergencies. I purchased a dozen tablets but the druggist put a "Poison" label on the bottle. Would it be safe to give this to a child 1½ years old? (M. L.)

Answer—The emetic as suggested is perfectly safe for infants of any age. If one-grain tablets are not available, let your druggist prepare a solution of two grains of copper sulfate in one fluid ounce of water—label it Copper sulfate, Emergency Emetic. Dose for infant one tablespoonful (one-half of the ounce). Such solution in pure water keeps indefinitely. U. S. P. gives dose of copper sulfate as emetic as five grains, repeated in fifteen minutes if necessary, but not often than once.

Color of Blood in Blood Bank

We hope you will comment on the Red Cross policy of segregating the blood of Negro donors so that it will not be used for white recipients.

(E. W. R.)

Answer—There is no difference between pure blood from a Negro and

pure blood from a member of another race.

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Ed. Note: Persons wishing to communicate with Dr. Brady should send letter direct to Dr. William Brady, M. D., 245 El Camino, Beverly Hills, Calif.

Kelly's Comment

From Washington, D. C.

Carrier Building Gets Green Light

Yards Everywhere To Receive Orders

Pierce For CPA Without Ickes

By John W. Kelly

Washington, D. C., June 23—Marvin McIntyre, presidential secretary, examined the rolls of blueprints opened on his desk by the shipbuilder from the northwest. The shipbuilder explained that these were drawings for aircraft carriers and that he was prepared to build 100 of them before the end of 1943—18 months by the calendar. If there is anything the United States wants now it is carriers, since the war has taken wings and aerial combat is all important. Secretary McIntyre took the visitor and the blueprints in to see "the boss."

The president devoted 10 minutes to discussion, scarcely looked at the blueprints and did not call in a navy man to go over the plans. He wanted to know the size of the carriers, their speed, the number of planes they could carry, how long it would take to build them, the estimated cost, then ordered McIntyre to send a directive to the navy department to get this program under way. Cost of the carriers (the "boss" cut the number the shipbuilder suggested from 100 to 88) is approximately \$400,000,000.

A few days later Chairman Vinson of the house committee on naval affairs said his committee had approved a new

naval building program estimated at \$8,555,000,000 which would concentrate on carriers and make no provision for battleships; that all battleship construction would cease; that cruisers now in the yards would be transformed into carriers; that hundreds and hundreds of small, swift craft will be built. Work on the carriers is to start immediately.

Overnight the carriers became the backbone of the fleet. A new era in the navy was dawning, just as when the Monitor and the Merrimac in Hampton Roads ended the era of the wooden frigate. There was some grumbling in the Army and Navy club, opposite Farragut square, by retired admirals who still insist airplanes are just weapons and that the battleship will always be the trump card in a naval engagement; that mortality among battlewagons is the result of "lucky hits."

YARDS everywhere, Atlantic, Gulf, Pacific coast, are to have orders for carriers. They will, for the most part, be a relatively small type—no more of the Lexingtons—with a speed between 20 and 30 knots and a deck to carry 32 planes, not the great flock of planes assigned to the large carriers, so if a carrier is destroyed and number of planes lost will be relatively small. About 20 carriers can be built for the cost of a single battleship—possibly more. Cost will be somewhere between \$4,000,000 and \$5,000,000 each. Bremerton navy yard and private shipbuilding plants on Puget sound, now working on destroyers, "C" type cargo carriers, etc., are to have all the orders they can take care of.

Columbia river will have 44 carriers; Riverside, Cal., another 44. The Portland job will aggregate some \$200,000,000. There will be some delayed deliveries of the cargo ships for the maritime commission in order that yards may move in these carriers, but if there is to be a curb on submarine hostilities the first step is more carrier-based planes in hazardous waters.

Eastern builders are re-planning their yards to expedite fabricating the carriers, but the record will go to the northwest.

Consider building 44 carriers in 72 weeks.

WALTER M. PIERCE, Oregon congressman for public ownership of power, testified before the joint committee on the Bone-Smith bill for a Columbia Power Authority that he is for the bill—and then he carefully dismembered the measure. In the first place, Pierce does not want Secretary Ickes as the last word on CPA policies and he wants a local advisory board, which was the plan of Senator Bone a year ago when he was feuding with Ickes. In the matter of revenue bonds with which to buy out private utilities (all in the northwest states, as Bone has admitted) Pierce wants the bonds to cover the particular private company and not be an obligation on the entire power system; make each system acquired stand upon its own feet. He warned against a public successor to private holding companies; said there should be no bargaining behind closed doors and pointed to the so-called scandal of the Seattle street railway purchase.

WITH so many conflicting reports on the Alaska situation a demand is growing that the navy, or army, drive the Japs out of the islands. A navy spokesman stated that the small islands the Japs had landed on are barren and of small consequence, but critics point out that they are of value to the Japanese for it gives them a toehold on lands of the United States and that they have made an invasion, regardless of what the navy says, and makes difficult the bombing of Japanese cities or a flight to the Russian possessions in Siberia.

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