

WHAT TO DO WITH SURPLUS PLANES NOW UNDER STUDY

10 to 20 Thousand Transport Machines Estimated Available With Peace.

Washington, July 25—(U.P.)—Lt. Col. William B. Harding, director of the surplus war property administration's aviation division, said today that protection of the nation's aircraft industry would be the governing factor in disposal of surplus transport planes after the war.

He estimated that the government would have between 10,000 and 20,000 surplus transport-type planes when the war ends as compared with the 2,000 or so civil aircraft used by airlines of all nations before the war.

Disposal Planned

"The disposal of surplus transport planes is being carefully planned so as not to injure the industry," he said in an interview. "The solution appears to be adoption of a sound pricing policy that will prevent surplus planes from being sold at prices so low that no one will want to buy new ones."

"It would be better to scrap every one of those planes than to scrap the industry,"

Harding said there would be a tremendous demand for transport planes by countries anxious to develop their own aviation systems, and predicted that the surplus planes would be an important trade medium in securing foreign aviation rights for American airlines.

He felt that more surplus craft would be sold abroad than in this country and said he considered it a "sound policy" to lease such planes to American airlines until new ones were commercially available. American lines, he said, probably will want new equipment as fast as they can get it.

Conversion Unjustified

Harding believed that few, if any, bombers or fighter planes would be sold after the war.

"There will be such a large surplus of transport-type planes that there will be no justification for converting combat aircraft—and the only possibility there is salvaging the parts for non-aviation uses," he said.

He said SWPA is initiating intensive studies into conversion of plane parts to civilian uses. Engines, for example, might serve as stand-by equipment for cities when electrical systems break down, furniture could be made of plane seats, while bomber fuselages might be used as silos on small farms, and gas tanks used for water tanks.

At the MarkKade

Highlight at the MarkKade this week will be a special old-time dancing party Friday evening. Skeeter's orchestra will furnish music and Louise Brockway will direct dancing. Hostesses will come in gingham.

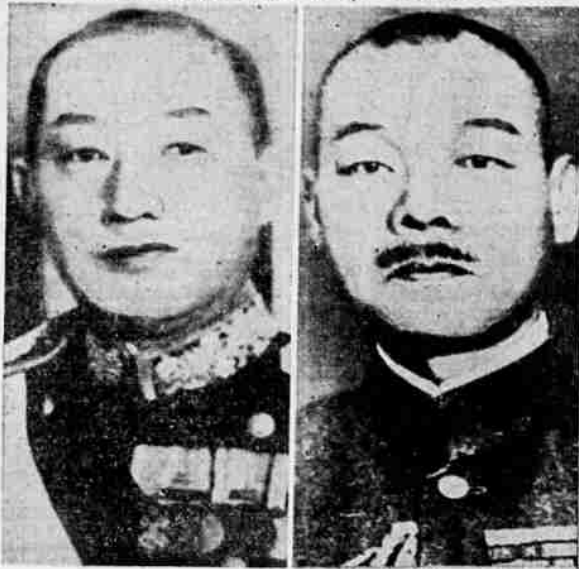
Wednesday night there will be the usual informal dance with the music of Dorsey, James and Cugat on wax and Thursday Colleen Hope will instruct the dancing class. An orchestra is scheduled for the Saturday night dancing party and on the remaining days of the week there will be open house with cards, cooking and informal dancing.

More than 100 persons attended the Saturday night dance at the MarkKade last week, the special attraction being an orchestra from the WPRC. A hundred or more enjoyed a picnic and swimming party at McKee bridge Sunday, returning to the MarkKade in the evening for an informal evening of games and dancing.

Thursday of this week, in addition to the dance instruction, 25 young women and 25 men from WPRC have been invited through the MarkKade to be guests at Topsy's for a picnic and swimming party.

Closing time for Sunday Too Late to Classify 5:30 Saturday afternoon—Please remember.

Will Form New Jap Cabinet



(Acme Telephoto)
Emperor Hirohito has commissioned former Premier Admiral Mitsumasa Yonai (left) and General Hatake Kozo (right), both known to be friendly toward U. S. before Pearl Harbor, to form new Japanese Cabinet in succession to that of General Hideki Tojo.

GALLON PER DAY FOR FURLOUGHS

A new policy on granting gasoline rations to members of the armed services on leave or furlough has been announced by OPA.

Effective July 25, a member of the armed services on leave for three days or more will be entitled to one gallon of gasoline for each day of his leave or furlough up to a maximum of 30 gallons. The new rule replaces one granting a flat five gallons to every member of the armed services on leave.

To receive his ration, the member of the armed services should apply to the war price and rationing board having jurisdiction over the automobile he expects to drive, and present proper leave or furlough papers. The ration will be issued in the form of coupons or gasoline purchase permits, or a combination of the two.

The local ration board office stated that while provision is made for issuing the gasoline, local conditions would govern local applications and persons applying would be required to show need of the gasoline.

Sgt. Bruce L. Blew Is Line Chief In Air Carrier Unit

A Ninth Air Force Troop Carrier Base, European Theater of Operations—Master Sergeant Bruce L. Blew, Medford, Oregon is serving with Ninth Air Force Troop Carrier Command as line chief in the European theater of operations.

Ninth Troop Carrier Command, headed by Brig. Gen. Paul L. Williams, former chief of troop carrier activities in North Africa and Sicily, dropped the first allied troops on Cherbourg peninsula during the initial operations in France. More than 900 troop carrier planes and hundreds of gliders flew in the invasion-spearheading formation, the largest airborne mission of the war.

Since D-Day, Ninth Troop Carrier Command planes have carried out as many as 330 sorties a day to and from France, hauling troops, munitions and supplies, and evacuating wounded.

A graduate of Medford senior high in 1937, Sergeant Blew also graduated from the Eugene Vocation School of Aeronautical Engineering. Before entering the service in November 1942, he was employed by the Jennings Tire company, Medford. His par-

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SPEED URGED ON POSTWAR PLANS FOR OREGONIANS

Governor's Commission Says Men May Be Coming Back Sooner Than Foreseen.

Salem, Ore., July 25—(U.P.)—With the recent predictions on the part of high military and governmental authorities that the war may be over much sooner than had been anticipated, the time has come for immediate preparation of plans for public works and private construction in Oregon and the northwest, Governor Snell's postwar readjustment and development commission emphasized today.

Particularly in view of the decommissioning of many of the military establishments in Oregon, all efforts should be made to not only get construction plans underway, but to lay the groundwork for an adequate and steady employment of returning servicemen, the commission said, who may be coming back sooner than has been believed possible heretofore.

Mostly Talk

In a survey of the 48 states, and in hearings by congressional committees, the urgent need at

present is bringing proposed public works projects to the blueprint stage, the report said it was shown. While most states and communities have tentative programs, few of them are more than in the "talking stage." Such is the case with too many of the projects on the local level in Oregon.

A building program, approved by the state board of control, which has funds amounting to \$5,500,000 appropriated, has only a minor part of the blueprinting necessary completed. The board is attempting to speed up the necessary engineering and architectural work, the commission reported.

Plans Needed First

Without adequate plans, postwar work in both the state and community levels would be delayed as much as 18 months before they could be put into effect and begin to employ veterans and demobilized war workers, it was emphasized.

The peak of employment in Oregon has already been passed, it was stated, the high point being in June, 1943. Since that time the decrease has been consistent, approaching a rate at which, if continued, would see 26,000 workers gone by December, 1944.

TOO MANY FOR HITLER

Lawrence, Mass.—(U.P.)—The Lawrence Tribune suggests that a German Paul Revere will have to take a long breath and shout, "The British, Yanks, Russians, French, Aussies, Canadians, Indians, Dutch, Poles, Belgians, Senegalese and Serbs are coming!"

Student Increase Is Early Prospect At Oregon College

Oregon State College—If early trends continue in the number of applications received from prospective new students there will be a light increase in entering freshmen this fall, according to figures just released by the registrar's office. While early reports are not always a reliable indication, these now show a 10 per cent upturn in applications approved for fall term entrance.

College officials predicted last spring that the low point in wartime enrollment had been reached, although they did not expect much change in the total for the fall term of 1944 compared with that of a year ago.

The college is prepared to provide excellent instruction for those students ready to start or continue their work this fall, points out E. B. Lemon, dean of administration. Students will experience less crowded laboratory and classroom conditions with adequate staff to handle the enrollment. Housing conditions for women will be back to normal with the return of dormitories, in excellent condition, by the army.

Committees are formulating special curricula in preparation for the increased numbers of ex-service men, while the college personnel service is being strengthened to provide better advisory and testing service for all students, announces President A. L. Strand.

Use Mail Tribune Want Ads.

Tuesday, July 25, 1944 MEDFORD MAIL TRIBUNE—THREE

Two Cadet Fliers Killed in Smashup

La Junta, Colo., July 25—(U.P.)—The La Junta army air base today disclosed that one of its twin-engine training planes crashed and exploded, killing two cadet fliers.

The crash occurred early this morning, seven miles southeast of La Junta. The cadet fliers killed were identified as Jack W. Dalbey, 26, of Des Moines, Ia., and William H. De Feyter, 21, of Everett, Wash.



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After the war—what?

Standard of California's president looks at
V-day, and the days to follow



Right now, as our boys advance toward victory, our No. 1 job—like that of other industrial concerns throughout the country—is to produce for the war—in our case, aviation gasoline, long-range submarine oils, butadiene for tires, and other products to help toward that victory.

When that job is finished, we will be able to turn to some other important matters—among them re-employment after the war.

Our Company has several thousand regular employees in the armed services. Like all other employers, we are planning for their return. Not merely because the government has promised them jobs. We had already done that ourselves, just as we did in World War I. But because we *want* them back, and believe they will want to return.

Several hundred of our employees have already been mustered out and are back with us. They include some who wear the Purple Heart. They include some who are partially disabled. These are getting individual, special attention. By their service to our Company and by their sacrifice they have earned everything we can do.

Today we contribute our humble bit to speed the victory. Tomorrow we shall do our bit to provide jobs and security for our once more united family.

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wish to announce the re-opening of their printing establishment, which was destroyed by fire last February. It has been a tough job finding new equipment and materials, and we are operating in a temporary building, but we are now able to give immediate service on all types of Commercial and Specialty Printing.

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