

NEW SYNTHETIC RUBBER INDUSTRY MEETS DEMANDS

Will Survive War And May Supplant Natural Product Believes Director Dewey

Washington, July 27—(U.P.)—America's \$800,000,000 synthetic rubber industry—non-existent two years ago but now producing more than enough to meet war needs—will survive the war and may eventually replace plantations of the far east as the prime source of rubber, according to Rubber Director Bradley Dewey.

Dewey announced yesterday that his rubber agency will be dissolved on or before September 1 on his recommendation and that its functions will be taken over by the War Production Board. He will return to the presidency of a Massachusetts chemical company, which he left to take a dollar-a-year job as assistant to William M. Jeffers, his predecessor as rubber chief.

Brake On Cost
Dewey predicted that the synthetic industry would "live"

in competition with natural rubber and would act as "a heaven-sent brake on the cost of tires." He expressed belief that the price of synthetic crudes after the war will determine the price of natural rubber.

Dewey estimated it would take at least seven years—once the Japanese have been cleaned out of the Far East—to restore rubber plantations to their peacetime output. By that time, he said, the synthetic product probably will have been perfected to the point where it can meet competition from its natural counterpart in both quality and price.

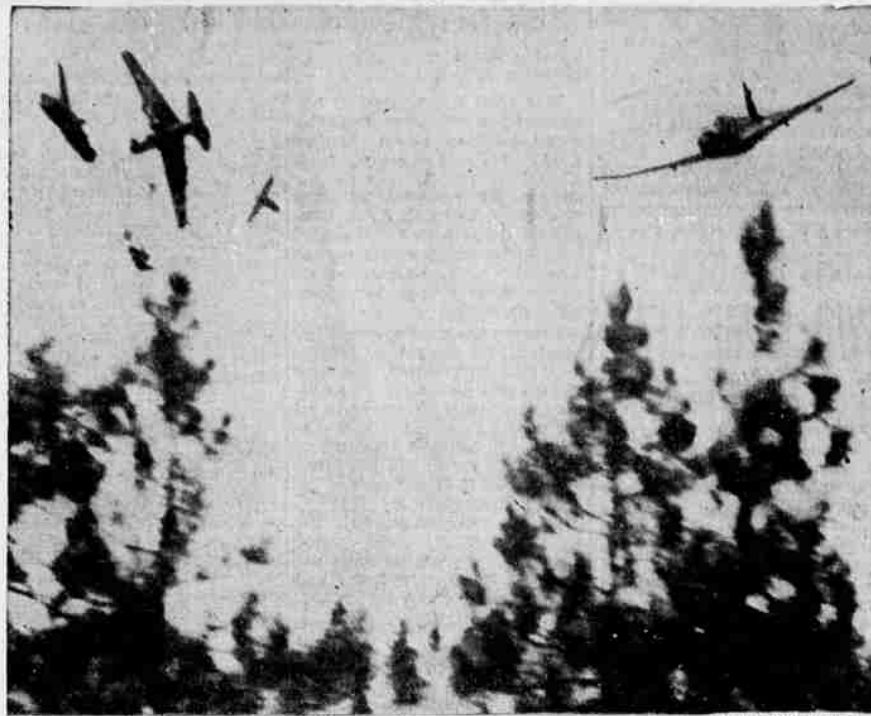
"Chemists and engineers have won almost every battle they've ever undertaken with nature, and no capitalist, I am sure, is going to invest money to clear jungles when a product equally good can be made synthetically," he said.

Huge Demand
As for the immediate postwar years, Dewey pointed out that the world will be able to consume all the rubber—both natural and synthetic—that can be produced because of dammed-up civilian demand and anticipated increased uses.

The office of rubber director was set up by President Roosevelt after a special committee under Bernard Baruch reported that an agency with broad powers was necessary to meet the rubber crisis.

It will be the first wartime agency to be voluntarily abolished, Dewey told War Mobilization Director James F. Byrnes

Four Killed When Army Planes Collide in Midair



This spectacular crash of two attack bombers in mid-air at Spokane, Wash., Air Service Command "stay on the job" war show was witnessed by 100,000 persons. Two of the three bombers are shown at left a split second after they collided, carrying four men to their death. The third plane (right) was not touched.

that the program outlined by Baruch had been carried out and the nation was now independent of Far Eastern rubber sources. Byrnes and Baruch agreed.

Baruch told the United Press that Jeffers and Dewey had completed the job assigned them. "Well done, we can all say, and thanks," Baruch said.

Boy Scout News

Troop 8
By Roy Pyle, Asst. Scribe

Troop 8 met Tuesday evening at their usual meeting place with a good attendance after three weeks' vacation at supper camp at Lake o' Woods. Our troop attended camp nearly 100 per cent, and all had a fine time. All the boys returning home say they enjoyed the trip and plan to return next year.

Mexicans Lauded For Aid Given in U. S. Agriculture

Oakland, Cal., July 27—(U.P.)—Brig. Gen. Philip G. Bruton, director of labor for the War Food Administration, today lauded 64,000 Mexican national agricultural workers brought to the United States for their part in helping the Allied war effort on the farm front.

Gen. Bruton, on a tour of WFA's southwest division, said that although some Mexicans still are being brought to this country he did not expect any large addition to the number now in the western states.

"They have performed a valuable work," he said. "They have harvested billions of dollars worth of essential food and have in a large way solved the problem of the shortage of agricul-

tural workers. They have proved themselves adaptable and their conduct is exemplary."

Union-Kicks Out Heckling Commy

Seattle, July 27—(U.P.)—Business Agent I. A. Peck announced today that the Automotive Machinists Union, Local 289 (AFL), had expelled a member of the union, Charles L. Legg, and fined him \$1,000 for "conduct unbecoming a member and engaging in communistic activity."

Peck said the action was brought against Legg by the union's trial committee after he participated in heckling of a meeting of the Institute of International Relations. Four of the institute's night sessions were heckled in premature adjournment by left-wing unionists.

Use Mail Tribune Want Ads.

TRUCK TIRE QUOTA FOR WEST STATES CUT 67 PER CENT

San Francisco, July 27—(U.P.)—The Office of Price Administration today announced a drastic 67 per cent reduction in heavy duty truck tire quotas for the five western states in August to meet heavy military requisitions.

The reduction, which is nationwide, may seriously cripple essential motor-driven transportation in the west in the next 30 days unless there is the most careful preservation of existing tire stocks, OPA said.

"It is impossible to exaggerate the seriousness of the situation," Charles A. Bairy, regional OPA administrator, declared.

To insure the best possible distribution of the reduced quota the OPA is setting up on Aug. 1, eleven central emergency truck tire rationing boards in the region.

The boards will be located in Phoenix, Ariz.; San Diego, Los Angeles, Fresno, San Francisco, and Sacramento, Calif.; Reno, Nev.; Portland and Medford, Ore.; and Seattle and Spokane, Wash.

Quotas in August by states are: California, 3880; Arizona, 288; Oregon, 1318; Nevada, 140; and Washington and northern Idaho, 1099.



Olive Barber's Observations

A lad writing from an unnamed island in the south Pacific says in part: "I've been catching up on my reading but I can think of many more enjoyable pastimes—such as fishing in Florida with my wife; (he's been married since in the service) or wandering down a sand pathway in the home town park with my wife; or going swimming with my wife; or fishing in a mountain lake with my wife; or just being with my wife." If I'd known her address, I'd have sent his letter on to her. He further said maybe I'd think that proof a plenty of his mental breakdown. Rather do I think it indicates quite the contrary.

Then a girl in Chicago writes a letter most strange to us who have the great good fortune to live here on the Pacific coast. "My friend and I took a walk during the noon hour through the Italian quarter. We heard old women jabbering in Italian, arguing with street hucksters and shooting their children out of the way."

"Today someone had removed the cap from a newly painted fire hydrant and the water was surging out full force. You can imagine what fun the Italian children were having, sailing boats in the gutters, wading and slipping and sliding on the pavement, shouting and jumping and splashing their usually dirty faces until many of them were actually clean!"

"Then along came a wagon load of watermelons with a fat, sleepy old Italian man driving the horse. The horse started prancing when it hit the water; then it balked. The horse did his best to sit down in the water and I wished I could rid him of his harness and load and let him roll in the cool water, which so evidently was what he wanted to do. It was so hot here today and animals must suffer from the heat no less than do humans."

"And then do you know what—suddenly Bob and I kissed each other right there before God and everybody. We'd been tired and hot and although we didn't admit it, a little miserable. Then that spraying water, the romping laughing, almost naked little children, the horse so evidently wanting to splash and do a bit of relaxing himself, well it came to us both at the same in-



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Thursday, July 27, 1944

MEDFORD MAIL TRIBUNE—FIVE

stant that this wasn't such a bad world after all." And out here in the west we need no such reminders it's a grand world to be in. Maybe we do need to be reminded, though; we're so prone to take our blessings for granted. So I give you this bit from the letter of a girl in Chicago.

Aviation Pioneer Dies of Heart Ill

Los Angeles, July 27—(U.P.)—James C. "Bud" Mars, holder of many of the firsts in world aviation, including piloting Emperor Hirohito of Japan on his first plane ride, died yesterday at Veterans' hospital of heart disease. He was 68 and had been in aviation since his first hot air

balloon ascensions in 1892. He took Hirohito aloft in 1911 in a rickety Curtis Red Devil, and since Pearl Harbor had often said he wished he had cracked up, instead, he got the Order of the Rising Sun.

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MAN

causes more FOREST FIRES than all other causes put together!

THIS IS AN Emergency!

Something must be done right now about brush and woods and forest fires in our Pacific Northwest.

It Is Important That

YOU

Remember These Rules

- 1 CRUSH OUT your cigarette, your cigar, your pipe ashes.
- 2 BREAK your match in two, then pinch till it's dead.
- 3 DROWN your campfire; then stir and add more water before you leave.
- 4 ASK ABOUT THE LAW—and a permit—if you must burn; then follow safe rules and kill every spark.
- 5 ALWAYS BE CAREFUL. An extra minute of precaution may save vital watersheds and a hundred years of forest growth.



Pure and simple carelessness on the part of honest, law abiding American citizens accounts for the vast majority of our forest fires. Authoritative figures reveal that MAN is the cause of 90% of all U.S. forest fires!

Why Are Forest Fires A Greater Danger Than Ever?

Lumber, a critical war material is vital, too, for peacetime reconstruction. Think of the forest fire destruction in terms of planes and homes:

More than 800 fighter planes could be built with the almost a million man-days which forest and woods fires drain each year from factories and farms.

More than 200,000 five-room homes—enough to house the entire population of Washington, D. C.—could be built with the timber killed by U.S. forest fires each year.



This statement has been prepared and released by the BLITZ-WEINHARD COMPANY with the approval of the U.S. Forest Service