

REP. ELLSWORTH ISSUES REPORT ON ACTIVITIES

Supported All Legislation
Essential to War Effort,
Also Forestry Legislation.

Reporting to the voters of the Fourth Congressional District, Representative Harris Ellsworth today issued a statement covering his activities during the past two years as Congressman and reaffirmed his policies announced in 1942. Ellsworth mentioned his activities in carrying out these policies and stated that he had supported all appropriations and legislation essential to the war effort and resolutions designed to promote lasting peace.

Referring to the principal industry and source of employment for labor in the district, Ellsworth said, "I have taken a leading part in the handling of forestry legislation." The report calls specific attention to three bills enacted which provide for more adequate fire protection, the taking of a forest inventory, and program for sustained forest yield to perpetuate our forests.

Development Aim

Three big steps have been taken toward his objective of developing the resources of the district, according to Ellsworth. At Albany has been established the new Bureau of Mines electro-metallurgical laboratory which will be a research center for devising ways to utilize northwest mineral deposits. For the utilization of abundant aluminum bearing clays such as those near Cottage Grove, a plant at Salem will perfect processes for the production of alumina. At Springfield is being constructed the first plant in America for production of alcohol from wood waste. This represents the beginning of a great new industry using forest products. Coal and chrome deposits in the Coos Bay area received special attention for future development.

Statements Renewed

Pointing out the necessity of dealing directly with the centralized powers in Washington, Ellsworth mentioned his services to industry, agriculture, city, county and local government subdivisions, and to individuals on problems with the War Food Administration, War Production Board, Office of Price Administration, and other federal agencies. Aid was given on numerous questions involving rationing, food distribution, priorities, price regulations, machinery and equipment, building and road construction, cold storage and locker facilities coming from communities throughout the district.

Discussing his general views on legislation, Ellsworth renewed his 1942 statements concerning "waste in non-war expenditures", "intelligent national old age benefits", "fair deal for all labor", and "fair prices and good markets" for agriculture. Ellsworth is completing his term as the first congressman of the fourth district.

Sgt. Don Lawrence Home On Furlough From Bomber Duty

S/Sgt. Don G. Lawrence, Jr., who has flown 31 missions over Germany and occupied Europe as a tail gunner on a B-17 Flying Fortress, is in Medford spending a two-week furlough with his parents, Mr. and Mrs. D. W. Lawrence, Sr., of 1017 West Main street.

Sgt. Lawrence, a graduate of Medford high school, spent 29 months in Alaska and the Aleutians, most of the time as a gunner on a medium bomber, before being transferred to England for action in the European theatre. He was in England seven months.

At the expiration of his furlough Sgt. Lawrence will report at Santa Monica, Calif., for a rest.

There were 263,393 civilian federal employees in Washington, D. C., in March, 1944.

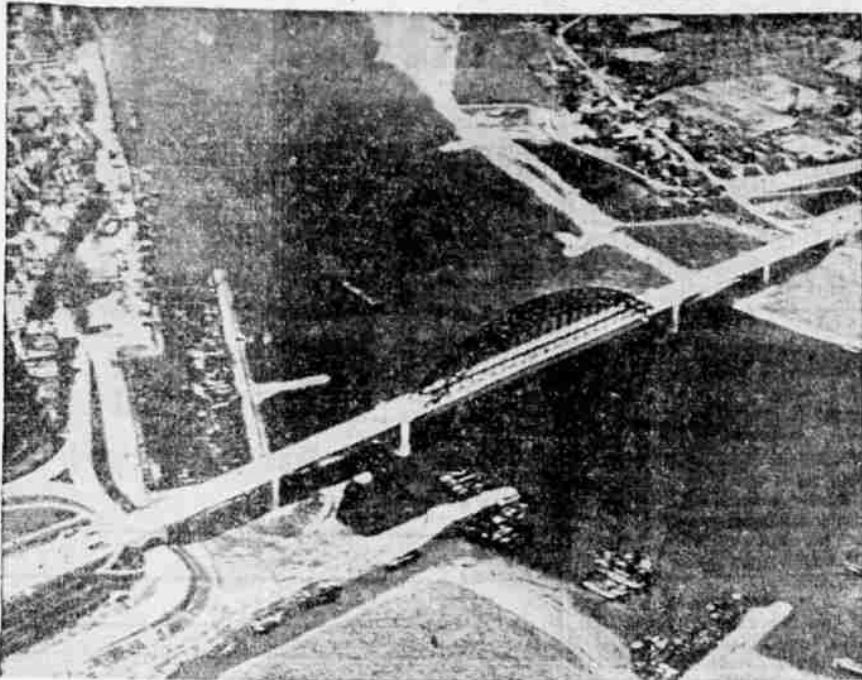
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Key Bridge Captured to Save 'Chutists



This is the mile-and-a-half-long Nijmegen Bridge captured by British tanks and tank-riding American paratroopers in 24-hour battle in Holland to relieve encircled airborne force holding out 10 miles away in Arnhem, gateway to the Reich.

It Pays To Look Backward

Editorial by Charles V. Stanton
in Roseburg News-Review

There is an old adage to the effect that "foresight is better than hindsight." But this saying is not altogether true when applied to operation of motor vehicles, asserts Ward McReynolds, license examiner for the state motor vehicle department.

McReynolds, who has conducted tests of many thousands of applicants for drivers' licenses, says that lack of alertness to rear traffic is the principal cause of automobile accidents. More wrecks occur from the rear than from frontal traffic, he states, basing his statement upon a long study of official reports.

Failure to give proper signals and improper turning habits are also contributing factors to many accidents, both, however, being related to a disregard of rear, McReynolds says.

Too much reliance, the examiner declares, is placed upon the rear view mirror, which affords a very limited range of vision and often fails to show vehicles which have crawled up in passing position. Many collisions result from automobiles pulling into traffic from parking places before drivers have ascertained that there are no cars approaching from the rear, while in many cases no signal of intention is given.

Drivers preparing to make a right turn will often pull out to the center lane to secure a wider sweep in changing directions, McReynolds reports. Following drivers frequently mistake the intention of the operator of the car ahead and cut over to the far right thus causing a collision. The examiner was witness to a fatal accident which resulted from the same fault applied to a left turn.

The driver of the leading vehicle gave clear signal of his intention to turn left, but instead of pulling out to the center lane, went to the extreme right. The following driver, presuming the signal to have been in error, stepped on his accelerator and the resulting collision killed the driver of the leading automobile.

"Applicants occasionally form the impression we are unduly severe when we refuse licenses because of poor grades in the written test or because of a lack of driving ability," the examiner said. "But these people just don't know what is going on in the traffic world. They don't see the people mangled or killed because of ignorance or carelessness. We conduct examinations because by doing so we promote traffic safety. We must insist that drivers be familiar with traffic rules and regulations and that they have sufficient ability to assure reasonable safety in operating motor vehicles."

He recommends that every person planning to take a driver's test secure and study the driver's manual furnished free of charge by the secretary of state. Even a person who has had much driving experience

will find difficulty with the written examination unless he has refreshed his memory by a careful study of the rules and regulations set forth in the manual. This is particularly true, he reports, in the case of drivers from other states. He cites the case of an applicant for 25 years in another state and who became very indignant when refused an Oregon license because of failure to comply with state rules.

McReynolds also warned that driving tests must be refused applicants who report with unsafe equipment. Drivers often appear for tests in automobiles lacking adequate brakes or having improper headlights, inoperative windows, or possessing other defects, he states. Tests in such cases must be refused.

Oregon has made great strides in its traffic safety program. The system provided for examining and testing drivers before permits are granted has been an important factor in accomplishing these most desirable results. If, at times, the program seems irksome to those who are required to submit to the exami-

nations, or, if the examiners may seem unreasonable in granting requests, it should be borne in mind that the entire set-up is one to promote greater traffic safety and that the lives of the applicants and other drivers are affected by the efficiency with which the service is performed.



Olive Barber's Observations

Tonight, when you wanted water, you simply turned the handle of a faucet. Theoretically, that's all I should have to do. But tonight, the faucet just whistled at me. I had a date, that whistle told me, with the pump engine at the spring.

First, I filled the gas tank above the pump engine. Then gave the oil cup a few shots of oil from a squirt can; flipped the gadget which released the oil into the engine, adjusting another

little doo-hickey so the oil would escape only a drop at a time. Then turned the rig between the pump and the water tank so the water could get through; clamped a wire on the off knob of the battery; braced my feet, grabbed the heavy, greasy wheel and turned it; turned it until it seemed to hit something, then gave it a quick hard turn and skipped back before it did things. In skipping back, my heels stubbed against a generator. I sat down and will not do so again without pain for some time.

Getting no other results from wheel-spinning, no matter how hard I tried, I finally reversed everything—took the clamp off the battery, turned off the gas and oil and carried a bucket of water to the house. And all you did was turn a faucet handle!

Well, I thought, I'd at least have good lights. I'd been taught how to turn this and that on the light plant in the garage. But no one had shown me how to lift the hood of the car so the plant

could be connected to the car battery. So I gave up that idea and went to get the lamp.

But the bowl had no oil in it. Back to the garage to the coal oil barrel. It was getting dark and when I turned the oil faucet on, not until the coal oil washed over my hands did I know the bowl was full. In the meantime

Thursday, Sept. 28, 1944 MEDFORD MAIL TRIBUNE—SEVEN

the burner had tipped off into the dirt. Trying to clean it on a piece of paper, I knocked over the chimney and broke it.

By striking matches to light my way, I found a new chimney in the attic, falling over the old

wooden churn in storage there and onto an egg crate; with little improvement to the crate. Back to the kitchen and at last the lamp was lit. All you had to do was flip a switch. What a dull life you must lead!

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