

1998

CHEMICAL INDUSTRIES

"Devoted to economic and business problems of making and marketing, buying and using of chemicals"

25 Spruce St., New York City

MAR 1942

U. S. Chemical Patents

Off. Gaz.—Vol. 534, Nos. 1, 2, 3, 4—p. 327

In method activating catalytic properties of a porous mass of comminuted metal having extended surfaces of a sulfur sensitive hydrofining metal the step of treating said metal by conveying a wet mixture of nitric acid vapors and a non-poisoning gas to said metal until an even adherent coating of hydrated nitrate of said metal having a substantially uniform depth of at least 10⁴ metal nitrate atoms is formed. No. 2,270,874. Marion H. Gwynn.

Alloy steel comprising the following essential elements: carbon about .5% to .85%, molybdenum about 8.5%, chromium about 4% and boron about .3% to .5%; said steel having high speed properties and being characterized by stability against the formation of soft skin at forging and heat treating temperatures in ordinary atmospheres. No. 2,270,979. James H. Taylor to Gorham Tool Co.

Process of silver soldering a metallic diaphragm having a relatively thin wall to a comparatively massive fitting. No. 2,270,987. John E. Woods to Clifford Mfg. Co.

Method producing substantially pure magnesium comprising introducing impure magnesium into direct contact with from 10 to 50 per cent. by weight of a metal selected from the group of metals consisting of lead, tin, calcium bismuth, antimony and silicon, applying heat so as to cause the metals to alloy, continuing the application of heat so as to cause the magnesium to vaporize, and thereafter passing the magnesium vapor through a filter bed of a refractory material selected from the group of refractory materials consisting of the oxides and silicates of the metals located above manganese in the electromotive series of metals. No. 2,271,023. Charles E. Nelson to The Dow Chem. Co.

Magnesium base alloys. Nos. 2,270,185 to 2,270,195. John O. McDonald to The Dow Chemical Co.

Process increasing extractable vanadium in vanadium bearing materials which contain as components a member from the group composed of silica and alkaline earth metal compounds which comprises adding an amount of at least one of said components which will bring the temperature of incipient fusion of said material between approximately 1700° to 1900° F., and roasting the resulting material at said temperature of incipient fusion so as to increase the content of vanadium which is extractable by weak acidic solutions or chlorination. No. 2,270,444. Leslie G. Jenness to Vanadium Corp. of America.

Process of separately recovering vanadium and uranium from ores containing the same which also contain compounds of other metals which form oxides in which the metal is trivalent and which contain as a component a member from the group composed of silica and alkaline earth metal compounds which comprises adding an amount of at least one of said components which will bring the temperature of incipient fusion of said ore to approximately 1800° F., roasting the resulting ore at said temperature of incipient fusion so as to increase the content of vanadium which is extractable by weak acidic solutions or chlorination extracting vanadium from said material with a mixture of gases consisting essentially of sulfur dichloride and chlorine and then leaching uranium from said material with a solution of an alkali metal carbonate. No. 2,270,445. Leslie G. Jenness to Vanadium Corp. of America.

Ferrous alloy having an analysis including between .75 and 2.00% carbon .40 to 1% manganese, .40 to 3.00% silicon, 5.00 to 30.00% chromium, 5.00 to 15.00% copper and the remainder substantially all iron said alloy being capable of being cast and being characterized by wear resistance and freedom from hot metal scale pickup. No. 2,270,483. Jacob Trantim, Jr.

Process for manufacturing beryllium. No. 2,270,502. John E. Bucher to Antioch College of Yellow Springs.

Method of and apparatus for recovering precious ores. No. 2,270,526. Edwin Keyser and Stanley Prusinski to Stanton Cooper.

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CANADIAN PATENTS
Granted and Published June 24, 1941

Sulfur Dioxide production by oxidizing sulfur in a combustion chamber, withdrawing the gases therefrom and cooling them indirectly with air at a point distant from the combustion chamber. No. 397,861. Carl Skoldebrand and Albert D. Merrill.

Magnesium alloy production by adding to molten magnesium an amount lying between the range of 2-14% of a pre-alloy of the following formula: aluminum 44-33%, zinc 24.5-41%, manganese 2-4%, nickel 3.5-8%, magnesium 26-17%. No. 397,372. Fritz Christen.

Insect destroyer made of metal and adapted for entrapping insects. No. 397,373. John R. Dimbaugh.

Carbon disulfide production method in which a column of charcoal is charged into a retort and elemental sulfur is introduced into the base thereof. No. 397,388. Otto Saladin.

Copper alloy comprising from a small but effective amount up to 5% cobalt from a small but effective amount up to 5% iron, from a small but effective amount up to 3% silver, with the balance substantially all copper. No. 397,429. Canadian Westinghouse Company Limited. (James M. Kelly).

Copper alloy comprising from about 0.5% to 3% cobalt, from about 0.5% to 3% iron, from about 0.05% to 0.5 beryllium, and the balance substantially all copper. No. 397,430. Canadian Westinghouse Company Limited. (James M. Kelly).

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Foreign Chemical Patents
Canadian—p. 67
Granted & Published
June 10, 1941

Plastic Composition of a dough-like consistency comprising a filler of wood flour and a dispersion in a hydrocarbon thinner of a binder including tung oil, an oil-soluble substituted phenol resin and an agent selected from the group consisting of the oxides, hydroxides, naphthenates and tungstates of zinc, lead, magnesium and calcium and metallic soaps, said binder being in an advanced state of polymerization characterized by an acetone-insolubility of 30% or more. No. 397,154. Union Carbide and Carbon Corporation. (Robert P. Courtney.)

Purification of Metals of the alkali and alkaline earth groups which comprises dissolving the metal in liquid ammonia, separating the solution thus formed from insoluble impurities, removing the ammonia by evaporation, and pulverizing the porous cake of metal thus obtained. No. 397,155. Union Carbide and Carbon Research Laboratories, Inc. (Thomas H. Vaughn.)

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CANADIAN PATENTS
Granted & Published June 17, 1941

Photographic Emulsion of the silver halide type containing a dyestuff component fast to diffusion, said dyestuff component being capable of forming a dye with the oxidation product of a developer and containing in its molecule a radical having substantially the chemical structure of a compound of the cyclic menthane series. No. 397,304. General Aniline & Film Corporation. (Gustav Wilmanns and Wilhelm Schneider.)

Anhydrous Magnesium Chloride production process comprising spraying the higher hydrates of magnesium chloride, thereby producing lower hydrates, and treating the latter with chlorine in the presence of carbon at temperatures adequate for converting them into anhydrous magnesium chloride. No. 397,316. Magnesium Elektron Limited. (Walther Schmid, Fritz Wienert and Hans G. L. von Stocmeier.)

Absorbent Agent produced from sodium silicate and acid-reacting aluminum salt. No. 397,324. Purdue Research Foundation. (Henry R. Kraybill, Pearl H. Brewer and Max H. Thornton.)

Naphthenic Resin comprising a modified alkyl resin in which a naphthenic group of a petroleum naphthenic acid is combined with the alkyl resin. No. 397,334. Standard Oil Development Company. (Per K. Frelch.)

Cellulose Composition clear and homogeneous comprising a compound consisting of a cellulose ester of an aliphatic organic acid and not more than approximately 20% of a substantially saturated, linear, aliphatic isolefin polymer having an average molecular weight

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U. S. CHEMICAL PATENTS
Metals, Alloys

In process for manufacture of metallic magnesium from dolomitic materials containing calcium and magnesium, the steps of calcining material, slaking calcined material, effecting separation between calcium and magnesium contents to yield calcium and magnesium oxides, utilizing the calcium oxide for manufacture of calcium carbide subjecting the magnesium oxide to thermal reduction with calcium carbide to yield metallic magnesium and residue containing calcium oxide, and returning said residue to process. No. 2,271,626. Neil R. Collins and Gunter H. Gloss to Marine Magnesium Products Corp.

Copper-base alloy comprising about 8.5% aluminum, about 0.75% silicon, about 1% lead, about 1% manganese, and the balance substantially all copper. No. 2,271,969. Charles Davis and Elmer Munson to The American Brass Co.

In process involving treatment of an aqueous indium-bearing solution to precipitate indium therefrom, the step which comprises treating the solution with metallic aluminum in such manner as to cause

Austin Tex American
3-26-42

Magnesium Plant
Electrical Job ✱
To Start Soon
Contract Awarded
And Construction
To Begin Monday

Construction work on electrical installations at the magnesium plant near Austin is expected to start next Monday by Fischbach and Moore of Texas, Inc., under a \$1,000,000 contract awarded the firm by the Austin company, C. N. Avery, vice president of the electrical contracting firm, said here Thursday.

Robert E. Moore, a vice president of the company, was expected to arrive here Saturday to make arrangements for starting work. Some electrical installations on the plant at Carlsbad, which will re-

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EDITORIAL

CHEMICAL INDUSTRIES

"Devoted to economic and business problems of making and marketing, buying and using of chemicals"

25 Spruce St., New York City

Walter J. Murphy, Editor

Smear Tactics Again: The same vicious formula of smear was used in Washington last month in the so-called "sensational disclosures" of the inner workings of patent agreements between Standard of New Jersey and the German I. G. as was so successfully employed a few months ago against a number of domestic concerns interested in the magnesium field. Arouse an uninformed public with half truths, feed the lay press with rabble-rousing material that headline writers can play up, distort the facts, suppress others, by innuendo at least imply treason. Why? Simply to send up a smokescreen to keep the public from learning the simple truth that the Administration failed miserably to appreciate the seriousness of the rubber situation in time, just as they did in magnesium and aluminum. Could the Administration afford to admit to the millions of automobile owners of this country (most all of whom are voters) that it had made a grievous error? Obviously not. Base politics of the cheapest kind called for something or some one to castigate outside of the New Deal oligarchy and industry was again selected as usual to be the victim.

Fortunately many of our leading dailies and national magazines were for one reason or another better informed on the synthetic rubber situation than they were on magnesium—or had learned to be less gullible when dealing with Washington propaganda handouts.

If the officials of the Standard Oil Company of New Jersey have been guilty of treasonable conduct then Mr. Arnold in his acceptance of a consent decree is deserving of serious rebuke. If they have not, then it is unfair to drag their names in the mud, especially in a war period when the words "unpatriotic" and "treason" can mean but just one thing.

Thousands and thousands of words have been spread across pages of the press of this country, thousands of words have been spoken over the radio, but with few exceptions has the American public been told the whole truth about the international patent situation.

Those who know about patents realize, of course, that under the long-standing international patent agreement citizens of certain other countries including Germany were permitted to obtain patents in this country. In turn, American citizens were granted equal rights in the countries who were parties to the international patent agreement. That Germany attempted to basely take advantage of this situation to improve her position militarily should have been the primary concern of a wide-awake American Government and any necessary steps taken to put an end to any patent prostitution for war purposes as long as five years ago when Hitler indicated in no unmistakable terms what his intentions were.

The United States, nor any other country for that matter, has any monopoly on technical brains. Under

the international patent set-up some form of exchange or licensing of patents is necessary if the fruits of the work of the world's chemists, engineers and inventors are to be made of full practical value. It certainly appears in the case of Standard that we fortunately have gotten much more than we gave up, for all indications are that we will make much greater use of the "Buna" type of synthetic rubber, perfected in Germany, than the "Butyl" type, perfected in this country.

Is it primarily the fault of Standard of New Jersey that we do not now have in the United States a productive capacity of some 800,000 tons of synthetic rubber annually, an industry that would have cost fairly close to a billion dollars to have placed in operation? What incentive would any privately owned company have to venture into such a field when they would have been at the mercy of the natural producers? How could any board of directors justify such action when it is universally admitted that the cost of synthetic is at least twice what the natural was selling for in the period 1938-40 and that the price of natural rubber could be reduced materially and still yield a profit? Only a direct government subsidy or an indirect one in the form of a high protective tariff on natural rubber would have made it possible to develop synthetic rubber manufacture in this country to a point where we would be entirely independent of outside sources. Germany at Hitler's command did just that—and it was no deep dark secret—we neglected to do so and now are paying a terrible price. But that price is not half what it would be if we did not have here in this country at least the technical knowledge of how to make synthetic rubber. In this Standard Oil of New Jersey has contributed much to our present pool of information.

Nor is it fair to attack that company or any other company for seeking to hold on to the technical advantages that it possessed while we were at peace as long as this was done in a lawful manner. We do not believe that Standard deliberately attempted to sabotage the United States, nor that it has failed to give our Government full and complete cooperation once the officials of this Government indicated that a large-scale synthetic rubber program must be undertaken. And we honestly do not believe that the majority of the citizens of this country will believe otherwise either, once they have analyzed the situation.

President Roosevelt has taken a very wise and constructive step in seeking to call off for the duration the senseless "witch hunts" against industry. It is unfortunate that this decision was not reached sooner, for our war program could have been much further advanced than it is now. We thoroughly agree that deliberate flouting of anti-trust laws should be punished as soon as such actions are uncovered, but let us get on about our major business now of pinning Hitler's and Hirohito's respective ears back and leave the question of just how far industry should be "socialized" until such time as we can do our domestic wrangling in perfect safety in our own back yard.

From
HERALD TRIBUNE
New York City

Consent Decree To Free Patents On Magnesium

Alcoa Expects Court Action
Soon, Which Will End Pact
With German Dye Trust

From the Herald Tribune Bureau
WASHINGTON, April 8.—A consent decree against the Aluminum Company of America ending another patent-pooling agreement with the German chemical and dye trust, I. G. Farbenindustrie, is expected to be handed down within the next few days by a New York Federal Court, it was learned today. In this case it will be magnesium patents which will be freed of German control, just as two weeks ago the Standard Oil Company of New Jersey submitted to a consent decree releasing synthetic rubber and other patents which it held in common with the German trust under a cartel agreement.

The terms of the consent decree in the magnesium case will be similar, it is understood, to those in the former case, in which five officers of Standard Oil were fined \$50,000 and the company was required to issue manufacturing licenses for any purpose, royalty free, during the period of the war emergency and at reasonable royalties thereafter.

In the mean time, the Petroleum Industry War Council, meeting in Washington today, urged Federally financed expansion of facilities for making butyl synthetic rubber to provide an annual output of 300,000 tons for civilian use. It was testified by W. S. Farish, president of Standard Oil of New Jersey, before the Senate committee investigating defense, that this type of rubber could be made from petroleum by-products without setting up expensive plants and that it is satisfactory for light cars if not run more than thirty or thirty-five miles an hour.

The council appointed a special committee, representing the entire industry, to work with Harold L. Ickes, Co-ordinator of Petroleum, "with a view to determining promptly the practicability of synthetic rubber meeting the tire shortage."

Another Congressional move to expose the patent and cartel situation is the forthcoming hearing of the Senate Patents Committee on the bill introduced by Senator Homer T. Bone, Democrat, of Washington, for a compulsory licensing system. The bill calls for a pool of patents in war time whenever the President shall find it necessary or advisable, with a reasonable royalty charge.

The hearing starts Monday, with a considerable list of subpoenas going out to representatives of light metal, pharmaceutical and optical concerns.

In the consent decree against Standard Oil, the Department of Justice announced today that it was preparing a register of all patents covered in order to advise manufacturers and others desiring information as to what patents are now available, royalty free. They number several thousand. After compilation, the register will be available for public inspection at the offices of the anti-trust division, 1060 Broad Street, Newark, N. J.

It was announced by the department that any person desiring a license under such patents should apply to Standard Oil at 30 Rockefeller Plaza, New York.

From
POST
Washington, D. C.

Alien Shares In Magnesium Firm Seized

By Nicholas P. Gregory
Copyright by New York Tribune, Inc.
Leo T. Crowley, alien property custodian, yesterday took over the foreign stock of Magnesium Development Corp., organized jointly by Aluminum Co. of America and I. G. Farbenindustrie, and Luscombe Airplane Corp., producer of Navy training planes.

The controlling interest in the Luscombe corporation was vested in the name of Leopold H. Klotz and North American Investing Co., Inc. According to a spokesman for Crowley North American Investing Co.'s stock interest in Luscombe was held by Ernst Overhumer, a naturalized American citizen of German birth.

Navy Takes Charge

The Navy Department has already taken charge of the Luscombe plant situated in West Trenton, N. J., and it will be reorganized so that its entire production can be devoted to naval air needs. In addition to turning out Navy trainer planes, Luscombe also manufactured airplane engines and aircraft parts.

Yesterday's action, it was learned, preceded by a week the filing in New York of a consent decree against Aluminum Co. of America to end another patent-pooling agreement between an American corporation and I. G. Farben—this one affecting the production of magnesium.

Magnesium development was organized in 1939 jointly by Aluminum Co. of America and I. G. Farbenindustrie. Crowley will order cancellation of the outstanding shares of Magnesium Development stock now held by I. G. Farben and will issue new shares which will be turned over to his office.

The statistical manuals do not show the number of Magnesium Development shares now outstanding, or the proportion of the I. G. Farbenindustrie's interest in the company. However, it is believed that Alcoa and I. G. Farben had an equal interest in the concern organized to develop magnesium in the United States.

Under Fire From Arnold

Some months ago, Magnesium Development was attacked by Thurman Arnold, Assistant Attorney General in charge of antitrust proceedings, as a patent monopoly. As a result of the suit brought by Arnold, Magnesium Development relinquished its monopoly interest in the patents involving the manufacture of magnesium in the United States. Dow Chemical Co., as a result of Arnold's suit, set up a large plant on the Eastern seaboard to manufacture magnesium, sorely needed in airplane production.

The first cartel-busting action came two weeks ago when the Government, through a consent decree filed in New York, assured that the rubber and gasoline patents held by the Standard Oil Co. of New Jersey in collaboration with the German dye trust would be made available for the manufacture of these products by any competent producer in the United States without the usual patent fees. Earlier, Henry Morgenthau, jr., Secretary of the Treasury, had obtained 97 per cent of the common stock of General Aniline and Film Co., under an Executive order issued by President Roosevelt creating a vested properties committee with Morgenthau as chairman.

At present the Federal Government controls not only General Aniline and Film and its subsidiaries manufacturing important chemicals and photographic papers, but also Magnesium Development and Luscombe Aircraft. In addition, it has a controlling interest in Axis-owned banks, travel agencies and complete supervision over seven billion dollars of securities, cash, gold and other property.

WORLD CARTELS: EFFECT ON OUR WAR ECONOMY

Benefits Accruing to Germany From Division of Commodity Markets

Government's problems in regulating agreements with foreign companies

America is discovering with a jolt that many a vital commodity has been controlled by international cartels which overspread political states, made their own rules and went ahead, war or no war. The case of Standard Oil of New Jersey, now being aired by the Truman Committee, is only one small item among the stack of private international trade agreements of which this country is learning.

Synthetic rubber and aviation gasoline were affected in this case. But other cartels spread through many another industry, fixing world prices, dividing trade territory, restricting world production, ruling patents. Such vital products as aluminum, drugs, magnesium and military optical instruments felt the impact of these world trading agreements, twelve of them strongly enough to be booked by the Justice Department on antitrust violation charges. Fully half a dozen other suits are in the making. All of these are helping to acquaint America with the cartel, about which it is destined to hear much in the future.

In other nations, the cartel had either actual or implied legal backing. A British-French-Dutch cartel ruled rubber. British firms were found in many of the raw material cartels. But the cartel system grew stronger in Germany than elsewhere. And German cartels ran often to patent controls. A secret memorandum of the I. G. Farbenindustrie showed that this firm alone had cartel arrangements with 70 American firms, arrangements which under the Webb-Pomerene Act were legal as affecting foreign trade.

A patent pooling and swapping agreement was what sent Standard Oil patents to Germany and brought German patents to Standard Oil. Many another patent came and went in the same way. Many an American industry sold its South American trade rights for a mess of German patents. For German firms usually agreed to stay out of the United States with their product if the American firms, using the German patent, would stay out of the rest of the world, including South America.

These pooled patents are one of the Government's chief problems now. The Government wants to use them in war industries. American laws have protected them in this country during peacetime. But the job of getting them free has been a long and tedious legal process. To simplify the work will be the object of a study Senator Bone of Washington is planning for the Senate Patents Committee.

For the cartels there is a proposal that these foreign trade agreements—with all their details—be registered with the State Department, throwing them open to Government study. These agreements usually

department feels are withholding patents or procedures which might speed up the war production. Thurman Arnold, the Assistant Attorney General in charge of antitrust enforcement, feels that the new method of procedure prescribed for such cases will be no hindrance to him. Under it, the Secretary of War or Navy has to protest in writing if he believes prosecution of an antitrust case would impede war production.

Already, the Justice Department has developed and filed cases against firms in the aluminum, beryllium, optical instrument, nitrogen, firebrick, tungsten carbide, electric lamp, chemical and drug, dyestuff,



SENATOR BONE: Hopes to simplify a tedious process

are for long terms. Some cartels survived the World War, though inoperative while it was going on. Some of those which came up to 1942 were made in the 1920s for 50 years. That of Standard Oil of New Jersey was for 18 years. The business view of such contracts is:

"Contracts such as these are not in law abrogated but merely suspended when the parties nations are at war. The parties to such cartels must therefore find some way of getting along with their own business while the contracts are suspended."

Antitrust cases will continue to be pushed against firms that the Justice De-

partment has charged that a long list of American industries, through cartel agree-

sex hormone and oil industries. Most of the cases involve cartels in one way or another. Some of them have been settled; others are still being pushed. Inquiries now being pressed involve the aviation, precision instrument, alcohol, Diesel engine, ammunition and other industries. One embraces a charge that an American firm was prevented by a contract it had with Germany from selling its best type of ammunition to England as recently as January, 1941.

In one way or another, the Justice Department has charged that a long list of American industries, through cartel agree-

ments, have helped to create the bottlenecks that have impeded America's war effort. The over-all case it has drawn is:

The drug industry: American firms agreed with German firms that, if the Germans would not sell certain drugs in the United States, Americans would send them to South America only as the German firms consented. The South American drug outlets were monopolized by the Germans.

When the blockade shut out German drugs, American firms were called upon to fill South American orders for them. The profits went to build up German funds in South America. One American company put copies of German labels and trade marks on goods it sent to fill those orders. A few firms sought to escape the German domination. Others did not.

Magnesium alloy patents were held by the German Dye Trust and the Aluminum Company of America. Germany wanted more magnesium. The American firm wanted less because magnesium was a

than aluminum. They have many war uses. Hitler needed magnesium. He stepped up production to somewhere between 25,000 and 50,000 tons a year. As America came toward and into the war, the nation saw a mad scramble to build magnesium plants. The supply is still short.

Aluminum developed another critical shortage. Pots and pans have been collected to increase the supply. All citizens have been urged to cut down their use of electricity so that more power may go into the manufacture of aluminum. A cartel had been formed in Switzerland to control the supply. The cartel members pooled their resources to buy up the world surplus and hold it off the market. World production was drastically limited to prevent new surpluses. Minimum world prices were fixed.

The Aluminum Company of America held the American market. Canada had 29 per cent of the rest of the world. The French had 21 per cent; the Germans 20 per cent; the British 15 per cent and the

will take from 15 to 20 billion bounces. Germany began putting beryllium into airplanes in 1938.

German interests, hiding behind an American corporation, got patents in this country. One American businessman talked three years with the Germans trying vainly to get the beryllium process. Another firm got the right to make beryllium, but, in order to get it, had to make an agreement which shut off shipments to England when the war started.

Tungsten carbide makes the hardest cutting tools known except diamonds. Tools made of it do not have to be sharpened so often. But Germany uses 20 times as much of it as does the United States. General Electric had a patent pooling agreement with Krupp, the one would stay in the United States, the other would stay out.

The president of a steel company said in 1941 the arrangement had kept the price at exorbitant levels. When war came, industry had not learned to use tungsten carbide tools, had neither the machines, the skilled men nor the technique it would have had if the material had been available at the same low price in this country as in Germany.

After an indictment, the price of tungsten carbide dropped in America from \$205 to \$48 a pound in spite of the brisk demand for it in defense industry.

How to deal with the cartel is not only a present concern but a potential postwar problem of the first degree. The Board of Economic Warfare is wrestling with cartels in foreign fields for raw materials. The Justice Department is hitting them at home, trying to lug patents out into war industries. Mr. Arnold has suggested Government control of patents as one remedy.

Registration of cartels, suggested as a method of control, would supply information that often is missing now. One list compiled by an expert shows 56 cartels with the nations that have firms involved and the type of world trade regulation the cartels attempt.

It shows: 9 in mining industries; 2 in metal; 18 in chemical products; 6 in ceramics; 4 in electrical industries; 3 in textiles; 6 in insurance and traffic; and a set of miscellaneous ones which rules European timber exports, cement, sulphite pulp, newsprint, rubber thread, diamonds and dental supplies. The regulations covered the range of territories, quotas, prices, sales, profit pooling, cross licensing.

But many an American firm that had cartel agreements was not on the list, and fully 20 per cent of the cartels listed did not disclose the type of trade regulation they sought to attain.



STANDARD OIL PRESIDENT WILLIAM FARISH, SENATOR TRUMAN

competing metal with aluminum, in which it dominated the American, and, through its Canadian affiliate, Canadian fields. The German and American patents were pooled, and, through the patents, the American firm fixed the amount of magnesium produced in America.

Dow Chemical Company was the only firm allowed to make magnesium. Its production, Justice Department officials say, was held to 4,000 tons a year, shipments to England were held to 300 tons a year. American production never exceeded 2,500 tons a year before 1940.

But magnesium alloys are a third lighter

Swiss to our guns. But Hitler wanted more aluminum for Germany's airplane industry. He got permission from the cartel to produce unlimited quantities at home if he would not export it and upset the world price equilibrium. Germany doubled and tripled its aluminum production for aircraft and other war materials, was producing perhaps just again as much as America when the war came.

A **job of beryllium** mixed with copper makes an alloy stronger than most steels. Three million vibrations will finish the best steel springs. Beryllium alloy springs

From EVENING NEWS Newark, N. J.

Alien-Owned Stock Is Seized by U. S.

West Trenton Plane Factory, Newark Holding Company Are Affected

The foreign stock in Luscombe Airplane Corp. at West Trenton and the Magnesium Development Corp., a patent-holding concern with its registered office at 17 Academy street, Newark, has been seized by the Alien Property Custodian.

The magnesium concern, which

The latter concern has seven plants in operation, including those at Edgewater and Garwood in New Jersey, where the aluminum company also has plants. A year ago it was disclosed by the magnesium group that about 40 licenses had been granted in this country to other companies to turn out the metal under the patents held by Magnesium Development Corp.

Magnesium, a third lighter than aluminum, is used in the manufacture of airplanes.

Waco Man Appointed In today's shakeup, complete control over production at the West Trenton plant and over the company's training schools there and hands of Lee N. Bruts, of Troy, O., executive vice president and general manager of the Waco Aircraft Corp., who was named president. The foreign stock in Luscombe Airplane Corp. at West Trenton and the Magnesium Development Corp., a patent-holding concern with its registered office at 17 Academy street, Newark, has been seized by the Alien Property Custodian.

From STAR Washington, D. C.

Alien Property Custodian Takes Two German Firms

By the Associated Press. Alien Property Custodian Leo T. Crowley yesterday took over control of German-owned airplane and magnesium patent concerns. The companies were the Luscombe Airplane Corp., which makes airplanes and engines at West Trenton, N. J., and the Magnesium Development Corp., New York, which owns vital magnesium patents but does not engage in manufacture.

The magnesium corporation's stock was taken over from I. G. Farbenindustrie. Mr. Crowley will administer on behalf of the United States Government.

OIL, PAINT & DRUG REPORTER

"The market authority since 1871—Chemicals, Dyestuffs, Drugs, Paints, Oils, Fertilizers."

New York City

U.S. Seizes I.G. Magnesium Holdings

OPD Washington Bureau April 9, 1942

Leo T. Crowley, Alien Property Custodian, announced today that he had taken over control of the holdings of foreign nationals in the Magnesium Development Corporation, New York, which holds valuable patents covering the manufacture of magnesium. The vested holdings of the corporation's stock are those heretofore belonging to the I. G. Farbenindustrie.

Seizure of the holdings of foreign nationals in the Magnesium Development firm preceded by a week, it was reported, the filing in New York of a consent decree ending a patent-pooling agreement between the Aluminum Company of America and the German I. G. Farbenindustrie, thereby making the magnesium patents contained in the pool available to American industry generally.

WALL STREET JOURNAL New York City

APR 10 1942

Public Auction Sale April 14 - 15 Contents of the

BROOKLYN, N. Y. EAGLE
APR 15 1942

5 ALUMINUM FIRMS FINED ON PATENTS

Charges of Restraint On Vital War Metal Net \$140,000 Penalty

The Aluminum Company of America, the Magnesium Development Corporation, three other corporations and six individuals pleaded nolo contendere to charges of restraint of trade today in Manhattan Federal Court and were fined a total of \$140,000.

The fines were imposed by Federal Judge Henry W. Goddard after he had accepted the pleas. Samuel Isseks, special assistant attorney general in charge of the New York anti-trust division of the Justice Department, announced subsequently that a consent decree in the case would be filed later today.

The consent decree will provide for the compulsory and free licensing of patents held by the defendants for the production and fabrication of magnesium, a metal vital to war production.

The corporate defendants, which were fined \$110,000, were Alcoa, the Dow Chemical Company, Midland, Mich.; the American Magnesium Corporation, the Magnesium Development Corporation, and the General Aniline and Film Corporation.

The individual defendants, fined \$30,000, were: I. W. Wilson, vice president of Alcoa; Arthur V. Davis, chairman of the board of Alcoa; Roy A. Hunt, Alcoa vice president and president of the American Magnesium Corporation; Willard H. Dow, president of the Dow Company; Earl W. Bennett, Dow vice president, and Carl Hochschwender, president of the Magnesium Development Corporation.

The court remitted Hochschwender's fine when he submitted affidavits showing inability to pay.

The consent decrees, besides enjoining specific practices of the defendants, would make all patents owned by them available to anyone who applies for them.

WILMINGTON, CAL., PRESS
APR 15, 1942

Corporations Fined For Trade Gaggling

NEW YORK, April 15.—(U.P.)—Five corporations and six individuals have been fined a total of \$140,000 in Federal Court because of their activities in restraint of trade.

The defendants in the action include the Aluminum Company of America and the Magnesium Corporation.

They pleaded nolo-contendere. That means that while not admitting guilt, they decided not to fight the charges.

The fines were imposed by Federal Judge Goddard after he accepted the pleas.

Samuel Isseks, the Special Assistant Attorney General in charge of the New York Anti-Trust Division of the Justice Department, announced thereafter that a consent decree in the case will be filed later today.

SAN FRANCISCO, CAL., CALL-
BULLETIN—CIV. 110,440
APR 15, 1942

Magnesium Pool Group Fined \$140,000

5 Firms, 6 Individuals Hit; Decree Frees Patent Rights

NEW YORK, April 15 (AP).—The Aluminum Company of America, Magnesium Development Company, three other corporations and six individuals were fined a total of \$140,000 in federal court today on their plea of nolo contendere (no contest) to a series of Sherman anti-trust indictments alleging restraint of trade and monopolizing of the production and fabrication of magnesium.

FREE LICENSING

At the same time, Thurman Arnold, assistant attorney general in charge of the anti-trust division, filed a consent decree which provides for the compulsory free licensing of patents held by the defendants for the production and fabrication of magnesium.

The fines, imposed by Judge Henry W. Goddard upon the recommendation of Samuel S. Isseks, special assistant to the attorney general, aggregated \$110,000 for the corporate defendants and \$30,000 for the individuals.

CHARGES DETAILED

The indictments, dated Jan. 30, 1941, alleged the Aluminum Company of America and I. G. Farben Industrie, A. G., better known as the German dye trust, pooled in 1932 their patents relating to the production and fabrication of magnesium in their jointly owned company, Magnesium Development Company.

LIST OF FINES

The corporations which pleaded nolo contendere, and the fines imposed were:

Aluminum Company of America, \$25,000; American Magnesium Corporation, \$25,000; Dow-Chemical Company, \$25,000; Magnesium Development Corporation, \$20,000, and General Aniline and Film Corporation, \$15,000.

Individual defendants and the fines imposed were:

Arthur V. Davis, chairman of the board of Alcoa; Roy A. Hunt, a vice president of Alcoa; I. W. Wilson, a vice president of Alcoa and president of American Magnesium Corporation, \$5,000 each; Willard H. Dow, president, and Earl W. Bennett, vice president of Dow-Chemical, \$5,000 each, and Carl Hochschwender, president of Magnesium Development Corporation, \$5,000.

WHITTIER, CAL.,
NEWS
APRIL 15, 1942

Firms' Trust Fines Total \$140,000

By United Press Staff Wire
NEW YORK, April 15.—The Aluminum Company of America, the Magnesium Development Corporation, three other corporations and six individuals, pleaded nolo contendere to charges of restraint of trade today in Federal Court and were fined a total of \$140,000.

Buffalo N. Y. Evening News
Wednesday, April 15, 1942

16 .68 Domestic Ne FINES OF \$140,000 IMPOSED ON ALCOA, OTHER DEFENDANTS

Charges of Pooling Magnesium Patents With German Dye Trust Not Contested

NEW YORK, April 15 (AP).—The Aluminum Company of America, Magnesium Development Company, three other corporations and six individuals were fined a total of \$140,000 in Federal Court today on their plea of nolo contendere to a series of Sherman anti-trust indictments alleging restraint of trade and monopolizing of the production and fabrication of magnesium.

At the same time, Thurman Arnold, assistant attorney general in charge of the Antitrust Division, filed a consent decree which provides for the compulsory free licensing of patents held by the defendants for the production and fabrication of magnesium.

The fines, imposed by Judge Henry W. Goddard upon the recommendation of Samuel S. Isseks, special assistant to the attorney general, aggregated \$110,000 for the corporate defendants and \$30,000 for the individuals.

Owned Company Jointly

The indictments, dated Jan. 30, 1941, alleged that the Aluminum Company of America and I. G. Farbenindustrie, better known as the German Dye Trust, pooled in 1932 their patents relating to the production and fabrication of magnesium in their jointly-owned company, Magnesium Development Company.

In 1932, the indictment alleged, this corporation and the Dow Chemical Company, then the only producer of magnesium in the United States, cross-licensed their fabrication patents and Dow Chemical obtained a right to license fabricators of magnesium under these patents.

The corporations which pleaded nolo contendere, and the fines imposed were: Aluminum Company of America \$25,000, American Magnesium Corporation \$25,000, Dow Chemical Company \$25,000, Magnesium Development Corporation \$20,000, and General Aniline and Film Corporation \$15,000.

Fines for Individuals

Individual defendants and the fines imposed were: Arthur V. Davis, chairman of the board of Alcoa; Roy A. Hunt, a vice president of Alcoa; I. W. Wilson, a vice president of Alcoa and president of American Magnesium Corporation, \$5,000 each; Willard H. Dow, president, and Earl W. Bennett, vice president of Dow Chemical, \$5,000 each, and Carl Hochschwender, president of Magnesium Development Corporation, \$5,000. His fine was remitted by the court when Mr. Isseks said Mr. Hochschwender was unable to pay it.

The consent decree made available to any applicant of all the patents owned by the defendants.

Beloit News
Beloit, Wis.

APR 15 1942

10 Fined in Magnesium Case in N. Y.

NEW YORK. — (U.P.) — The Aluminum Company of America, the Magnesium Development Corporation, three other corporations and six individuals, pleaded nolo contendere to charges of restraint of trade in federal court and were fined a total of \$140,000.

The fines were imposed by Federal Judge Henry W. Goddard after he had accepted the pleas. Samuel Isseks, special assistant attorney general in charge of the New York anti-trust division of the justice department, announced subsequently that a consent decree in the case would be filed later today.

The consent decree will provide for the compulsory and free licensing of patents held by the defendants for the production and fabrication of magnesium, a metal vital to war production.

The corporate defendants, which were fined a total of \$110,000, were Alcoa, the Dow Chemical Company, Midland, Mich., the American Magnesium Corporation, the Magnesium Development Corporation, and the General Aniline and Film Corporation.

The individual defendants, fined a total of \$30,000, were:

I. W. Wilson, vice president of Alcoa; Arthur V. Davis, chairman of the board of Alcoa; Roy A. Hunt, Alcoa vice president and president of the American Magnesium Corporation; Willard H. Dow, president of the Dow company; Earl W. Bennett, Dow vice president; and Carl Hochschwender, president of the Magnesium Development Corporation.

The court remitted Hochschwender's fine when he submitted affidavits showing inability to pay.

The consent decrees, besides enjoining specific practices of the defendants, would make all patents owned by them available to anyone who applies for them.

Manitowoc Herald Times
Manitowoc, Wis.

APR 15 1942

Aluminum Company of America Is Fined

NEW YORK, (AP)—The Aluminum Company of America, magnesium development company, three other corporations and six individuals were fined a total of \$140,000 in federal court today on their plea of nolo contendere (no contest) to a series of Sherman anti-trust indictments alleging restraint of trade and monopolizing of the production and fabrication of magnesium.

At the same time, Thurman Arnold, assistant attorney general in charge of the anti-trust division, filed a consent decree which provides for the compulsory free licensing of patents held by the defendants for the production and fabrication of magnesium.

SAN PEDRO, CALIF., NEWS-PILOT
APR 15, 1942

\$140,000 Fines in Magnesium Case

NEW YORK (AP).—The Aluminum Co. of America, Magnesium Development Co., three other corporations and six individuals were fined a total of \$140,000 in federal court today on their plea of nolo contendere (no contest) to a series of Sherman anti-trust indictments alleging restraint of trade and monopolizing of the production and fabrication of magnesium.

At the same time, Thurman Arnold, assistant attorney general in charge of the anti-trust division, filed a consent decree which provides for the compulsory free licensing of patents held by the defendants for the production and fabrication of magnesium.

The fines, imposed by Judge Henry W. Goddard upon the recommendation of Samuel S. Isseks, special assistant to the attorney general, aggregated \$110,000 for the corporate defendants and \$30,000 for the individuals.

The indictments, dated Jan. 30, 1941, alleged that the Aluminum Co. of America and I. G. Farben Industrie, A. G., better known as the German dye trust, pooled in 1932 their patents relating to the production and fabrication of magnesium in their jointly-owned company, Magnesium Development Co.

In 1932, the indictment alleged, this corporation and the Dow Chemical Co., then the only producer of magnesium in the United States, cross-licensed their fabrication patents and Dow Chemical obtained a right to license fabricators of magnesium under these patents.

Las Vegas Review Journal
April 15, 1942

Alcoa Is Fined \$140,000 Today on Anti-Trust Charge

Magnesium Development Company, 6 Persons, Also Fined

NEW YORK, Apr. 15 (UP)—The Aluminum Company of America, the Magnesium Development Corporation, three other corporations, and six individuals, pleaded nolo contendere to charges of restraint of trade today in federal court and were fined a total of \$140,000.

The fines were imposed by Federal Judge Henry W. Goddard after he had accepted the pleas. Samuel Isseks, special assistant attorney general in charge of the New York anti-trust division of the justice department, announced subsequently that a consent decree in the case would be filed later today.

Consent Decree

The consent decree will provide for the compulsory and free licensing of patents held by the defendants for the production and fabrication of magnesium, a metal vital to war production.

The corporate defendants, which were fined a total of \$110,000, were Alcoa, the Dow Chemical Company, Midland, Michigan, the American Magnesium Corporation, the Magnesium Development Corporation, and the General Aniline and Film Corporation.

The individual defendants, fined a total of \$30,000, were:

I. W. Wilson, vice-president of Alcoa; Arthur V. Davis, chairman of the board of Alcoa; Roy A. Hunt, Alcoa vice-president and president of the American Magnesium Corporation; Willard H. Dow, president of the Dow company; Earl W. Bennett, Dow vice-president; and Carl Hochschwender, president of the Magnesium Development Corporation.

Remits Fine

The court remitted Hochschwender's fine when he submitted affidavits showing inability to pay.

The consent decrees, besides enjoining specific practices of the defendants, would make all patents owned by them available to anyone who applies for them.

Patents

APR 16 1942

Corporations and Individuals Fined In Magnesium Case

Five corporations and five individuals entered *nolo contendere* pleas to a series of Sherman Anti-Trust indictments, alleging restraint of trade in and monopolization of production and fabrication of magnesium in the Federal Court. They were fined a total of \$140,000 by Judge Henry W. Goddard, according to Dow-Jones.

At the same time a consent decree was filed which provides for the compulsory free licensing of patents held by the defendants for producing and fabricating magnesium.

The corporations which entered pleas are: Aluminum Co. of America, fined \$25,000; Dow Chemical Co., fined

\$25,000; Magnesium Development Corporation, fined \$20,000; American Magnesium Corporation, fined \$25,000; and General Aniline & Film Corporation, fined \$15,000. The individuals and their fines were: Arthur V. Davis, chairman of the board of Aluminum Co.; T. W. Wilson, vice-president and Roy A. Hunt, president of Aluminum Co., \$5,000 each; Willard H. Dow, president of Dow Chemical Co. and Earl W. Bennett, vice-president of Dow, fined \$5,000 each and Carl Hochschwender, president of Magnesium Development Corporation, fined \$5,000.

The Court remitted Hochschwender's fine when he submitted affidavits showing inability to pay.

The indictments returned in January 1941 alleged that the Aluminum Co. of America and I. G. Farbenindustrie A. G., in 1932 pooled all their patents relating to the production and fabrication of magnesium in their jointly owned company, Magnesium Development Corporation.

I. W. Wilson, Of Aluminum Co. Issues Statement
I. W. Wilson, speaking for the officers of Aluminum Co. of America and American Magnesium Corporation, in whose behalf pleas of *nolo contendere* were entered today in the magnesium anti-trust case in the Federal Court for the Southern District of New York, said:

"None of us is conscious of any wrongdoing whatever in connection with any of our activities in the development of the magnesium industry. However, we are mindful of the fact that in the recent anti-trust suit in which the Aluminum Company of America was a defendant, officials and key employees of the company were required to be away from their regular duties and in attendance at court for many months at a time. We feel that in the critical situation which confronts us all today, with the Aluminum Company of America and American Magnesium Corporation occupying the vital position of supplying so much of the necessary aluminum and fabricating magnesium for the war effort, we must settle this case at any cost as quickly as possible so that all our time can be entirely devoted to the defeat of the Axis powers. The burdens of litigating with the United States Government at this time are manifest."

From
STAR
Washington, D. C.
APR 16 1942

Magnesium Case Ended

Another case involving charges that a tie-up between American and German industry had stifled production of a vital war material—in this instance magnesium—has been wiped off of the Government's books with the entry of a consent decree and the imposition of fines totaling \$140,000 against the Aluminum Co. of America, Dow Chemical Co., three other corporate defendants and a half dozen officials. The decree also terminates the patent controls through which the curb on production reputedly was effected.

The American concerns were indicted last year with I. G. Farbenindustrie of Germany, whose thirteen-year affiliation with Standard Oil Co. (New Jersey) has just been broken up by a consent decree, and the charges followed the same pattern as those of the latter case. By restrictions on patents and allocation of world markets, the combination was declared to have been responsible for shortage in the United States and Great Britain of magnesium, a metal used for aircraft and other products.

The American defendants denied wrongdoing, and on the contrary pointed to a heavy increase in the production of magnesium when defense preparations stimulated the market for this metal. In pleading "no contest" to the indictment and meeting the other terms laid down by the Government, a spokesman said the companies were actuated by a desire to avoid litigation requiring the time and attention of officers and key employees who are needed in the war program.

The outcome presumably is satisfactory to the Government also. Free licensing of patents—one of the aims of the litigation—is provided by the decree, and the processes for production and fabrication of magnesium will become available to any applicant. The settlement also accords with the principle recently laid down by President Roosevelt for the suspension of anti-trust litigation involving concerns identified with war production.

New York City

APR 16 1942

Magnesium Patents To Be Licensed Free During War

Officers of Aluminum Co. of America And Dow Chemical Co. Issue Statements

Free license of patents for the production and fabrication of magnesium during the war will be allowed under the terms of a consent decree between the government and defendants in the government's anti-trust suit against five companies.

Judge Henry W. Goddard yesterday accepted pleas of *nolo contendere*, and Assistant Attorney General Thurman Arnold announced entry of the consent decree which provides for compulsory and free licensing of the patents held by the defendants during the war. The licenses will be subject to royalty payments after the war.

The corporations which entered pleas are Aluminum Co. of America, Dow Chemical and American Magnesium Corp., all fined \$25,000; Magnesium Development Corp., fined \$20,000 and General Aniline & Film Corp., fined \$15,000. Arthur V. Davis, chairman, Roy A. Hunt, president, and I. W. Wilson, vice president of the Aluminum Co., Willard H. Dow, president, and Earl W. Bennett, vice president of Dow Chemical Co. and Carl Hochschwender, president of the Magnesium Development Corp. were all fined \$5,000. The fine of Mr. Hochschwender was remitted by the court.

The government had contended that a cross-licensing arrangement on fabrication patents between Magnesium Development Corp. and Dow Chemical was instrumental in discouraging production of magnesium by others because the Dow Company licensed without royalty fabricators who purchased their requirements of magnesium from Dow.

In announcing the consent decree, the government pointed out that Dow was raising its prospective capacity to 125 million pounds of magnesium and that other companies have begun erection of plants and the production of magnesium so that the total prospective annual United States production is some 550 million pounds. The War Production Board recently called for this figure to be raised to 750 million pounds, the government said.

The consent decree, the government said, besides enjoining certain specific practices,

makes all of the patents owned by the defendants available to any applicant.

Aluminum Co. Statement

I. W. Wilson, speaking for the officers of Aluminum Co. of America and American Magnesium Corp., in whose behalf pleas of *nolo contendere* were entered today in the magnesium anti-trust case in the Federal Court for the Southern District of New York, said:

"None of us is conscious of any wrongdoing whatever in connection with any of our activities in the development of the magnesium industry. However, we are mindful of the fact that in the recent anti-trust suit in which the Aluminum Co. of America was a defendant, officials and key employees of the company were required to be away from their regular duties and in attendance at court for many months at a time. We feel that in the critical situation which confronts us all today, with the Aluminum Co. of America and American Magnesium Corp. occupying the vital position of supplying so much of the necessary aluminum and fabricating magnesium for the war effort, we must settle this case at any cost as quickly as possible so that all our time can be entirely devoted to the defeat of the Axis powers. The burdens of litigating with the United States Government at this time are manifest."

Dow Makes Statement

Willard H. Dow, president of the Dow Chemical Co., issued the following statement:

"It is generally known the Dow Chemical Co. has for many years been the sole producer of magnesium in this country. The reason we have been the only producer of magnesium in this country was because the demand was insufficient to attract other producers at the price we were quoting."

Dow Chemical pioneered the development of the magnesium industry in this country. Since 1918 we have been in commercial production of this vitally important war material. We developed production and own outright without any strings attached our own process for producing magnesium. Two years before the Pearl Harbor incident we foresaw the increased need for magnesium in this country and doubled the production capacity of our magnesium plant; and shortly thereafter again doubled this—all with our own money. Our plants today are producing essentially all the metal being made in the United States.

"In 1934 in order to make available to users of magnesium in this country certain United States patents covering the use of magnesium, we entered into a contract with Magnesium Development Corp., whereby we were granted the right to license others under these magnesium use patents. The effect of this has been that since 1934 these patents have been made available to the American public, thereby greatly expanding the use of magnesium in this country."

DAILY METAL TRADE

"The Newspaper of the Metal Industries"

Penton Bldg., 1213 W. 3rd St.
Cleveland, Ohio

APR 16 1942

Court Fines Firms, Individuals \$140,000 In Magnesium Case

NEW YORK, April 15.—Five corporations and five individuals entered *nolo contendere* pleas to a series of Sherman anti-trust indictments, alleging restraint of trade in and monopolization of production and fabrication of magnesium in federal court today. They were fined a total of \$140,000 by Judge Henry W. Goddard.

At the same time a consent decree was filed which provides for the compulsory free licensing of patents held by the defendants for producing and fabricating magnesium.

The corporations which entered pleas are Aluminum Co. of America, Dow Chemical Co., Magnesium Development Corp., American Magnesium Corp., and General Aniline & Film Corp. The individuals entering pleas are Arthur V. Davis, chairman of the board, I. W. Wilson, vice president and Roy A. Hunt, president, Aluminum Co. of America; William H. Dow, president, and Earl W. Bennett, vice president, Dow Chemical Co.; and Carl Hochschwender, president of Magnesium Development Corp.

The indictments, returned in January, 1941, alleged that the Aluminum Co. of America and I. G. Farbenindustrie A. G. in 1932 pooled all their patents relating to the production and fabrication of magnesium in their jointly owned company, Magnesium Development Corp.

ALUMINUM CO.— Anti-Trust Fine

NEW YORK, April 15 (UP)—The Aluminum Company of America, the Magnesium Development Corporation, three other corporations and six individuals pleaded *nolo contendere* to charges of restraint of trade today in Federal Court and were fined a total of \$140,000.

The fines were imposed by Federal Judge Henry W. Goddard after he had accepted the pleas. Samuel Isseks, special Assistant Attorney General in charge of the New York Anti-Trust Division of the Justice Department, announced subsequently that a consent decree in the case would be filed later today.

The consent decree will provide for the compulsory and free licensing of patents held by the defendants for the production and fabrication of magnesium, a metal vital to war production.

S. F. CAL. COMMERCIAL NEWS
Cir. 1,200
APRIL 16, 1942

BEND. OFF. BULLETIN
APR 16 1942

CORPORATIONS FINED
New York, April 15 (UP)—The Aluminum Company of America, the Magnesium Development Corporation, three other corporations and six individuals, pleaded *nolo contendere* to charges of restraint of trade today in federal court and were fined a total of \$140,000.

Harvard J. Cal. Commercial
Cir. 1,400
APRIL 16, 1942

Aluminum Concern Gets \$140,000 Fine

New York, April 15.—(UP)—The Aluminum Company of America, the Magnesium Development Corporation, three other corporations and six individuals, pleaded *nolo contendere* to charges of restraint of trade today in federal court and were fined a total of \$140,000.

NEW YORK JOUR. OF COM.
APR 16 1942

MAGNESIUM CONTROL BRINGS HEAVY FINES

Alcoa, Magnesium Development, Dow, Others Charged With Anti-Trust Violations

Fines totaling \$140,000 were imposed yesterday on the Aluminum Co. of America, Magnesium Development Corporation, Dow Chemical Co., American Magnesium Corporation, General Aniline and Film Corporation and six officers of those companies.

The penalties were handed down in Federal Court at New York by Federal Judge Henry W. Goddard, after all defendants had pleaded *nolo contendere* to indictments charging violations of the Sherman Anti-Trust Act.

The companies were specifically charged with restraint of trade and monopolistic practices in the production of magnesium.

The fines were as follows: Alcoa, \$25,000; American, \$25,000; Dow, \$25,000; Magnesium, \$20,000; General, \$15,000, and the six officers, \$5,000 each.

I. W. Wilson, vice president of Alcoa and president of Magnesium Development, speaking for the officers of Aluminum Co. of America and American Magnesium Corporation, in whose behalf pleas of *nolo contendere* were entered today in the magnesium anti-trust case in the Federal Court for the Southern District of New York, said:

"None of us is conscious of any wrongdoing whatever in connection with any of our activities in the development of the magnesium industry. However, we are mindful of the fact that in the recent anti-trust suit in which the Aluminum Co. of America was a defendant, officials and key employees of the company were required to be away from their regular duties and in attendance at court for many months at a time.

"We feel that in the critical situation which confronts us all today, with the Aluminum Co. of America and American Magnesium Corporation occupying the vital position of supplying so much of the necessary aluminum and fabricating magnesium for the war effort, we must settle this case at any cost as quickly as possible so that all our time can be entirely devoted to the defeat of the Axis powers. The burdens of litigating with the United States Government at this time are manifest."

PLEAD "NOLO" IN MAGNESIUM ANTI-TRUST CASE Five Corporations And Five Individuals Fined \$140,000— Consent Decree Filed

New York—Five corporations and five individuals entered nolo contendere pleas to a series of Sherman anti-trust indictments alleging restraint of trade in and monopolization of production and fabrication of magnesium in federal court yesterday. They were fined a total of \$140,000 by Judge Henry W. Goddard.

At the same time a consent decree was filed which provides for compulsory free licensing of patents held by the defendants for producing and fabricating magnesium.

The corporations which entered pleas are Aluminum Co. of America, fined \$25,000; Dow Chemical Co., fined \$25,000; Magnesium Development Corp., fined \$20,000; American Magnesium Corp., fined \$25,000; and General Aniline & Film Corp., fined \$15,000. The individuals and their fines were: Arthur V. Davis, chairman of the board of Aluminum Co., I. W. Wilson, vice-president, and Roy A. Hunt, president of Aluminum Co., \$5000 each; Willard H. Dow, president of Dow Chemical Co., and Earl W. Bennett, vice-president of Dow Chemical; \$5000 each; and Carl Hochschwender, president of Magnesium Development Corp., fined \$5000.

The court remitted Hochschwender's fine when he submitted affidavits showing inability to pay.

The indictments, returned in January, 1941, alleged that the Aluminum Co. of America and I. G. Farbenindustrie, A. G., in 1932 pooled all their patents relating to the production and fabrication of magnesium in their jointly owned company, Magnesium Development Corp.

Five Corporations, 5 Officials Fined in Magnesium Monopoly

NEW YORK—Five corporations and five individuals entered nolo contendere pleas in federal court yesterday to a series of Sherman anti-trust indictments alleging restraint of trade in and monopolization of production and fabrication of magnesium. They were fined a total of \$140,000 by Judge Henry W. Goddard.

At the same time a consent decree was filed which provides for the compulsory free licensing of patents held by the defendants for producing and fabricating magnesium.

The corporations which entered pleas are Aluminum Co. of America, fined \$25,000; Dow Chemical Co., fined \$25,000; Magnesium Development Corp., fined \$20,000; American Magnesium Corp., fined \$25,000; and General Aniline & Film Corp., fined \$15,000.

The individuals and their fines were: Arthur V. Davis, chairman of the board, I. W. Wilson, vice president, and Roy A. Hunt, president of Aluminum Co., \$5,000 each; Willard H. Dow, president, and Earl W. Bennett, vice president of Dow Chemical, fined \$5,000 each, and Carl Hochschwender, president of Magnesium Development Corp., fined \$5,000.

The court remitted Hochschwender's fine when he submitted affidavits showing inability to pay.

The indictments returned in January, 1941, alleged that the Aluminum Co. of America and I. G. Farbenindustrie A. G. in 1932 pooled all their patents relating to the production and fabrication of magnesium in their jointly owned company, Magnesium Development Corp.

APR 16 1942

Free licensing of magnesium production and fabricating patents is provided under a consent decree entered in the government's anti-trust suit against Aluminum Co., Dow Chemical, Magnesium Development, American Magnesium and General Aniline. Aluminum Co. and American Magnesium said they felt the case should be settled lest it delay the war effort. Dow Chemical stated its patents had been available to the American public since 1934.

ALCOA, Dow Officials Issue Statements on Magnesium Situation

NEW YORK, April 15.—I. W. Wilson, speaking for the officers of Aluminum Co. of America and American Magnesium Corp. in whose behalf pleas of nolo contendere were entered today in the magnesium anti-trust case in the federal court for the southern district of New York, said:

"None of us is conscious of any wrongdoing whatever in connection with any of our activities in the development of the magnesium industry. However, we are mindful of the fact that in the recent anti-trust suit in which the Aluminum Co. of America was a defendant officials and key employees of the company were required to be away from their regular duties and in attendance at court for many months at a time.

"We feel that in the critical situation which confronts us all today, with the Aluminum Co. of America and American Magnesium Corp. occupying the vital position of supplying so much of the necessary aluminum and fabricated magnesium for the war effort, we must settle this case at any cost as quickly as possible so that all our time can be entirely devoted to the defeat of the Axis powers. The burdens of litigating with the United States government at this time are manifest."

Dow Statement

Willard H. Dow, president, Dow Chemical Co., issued the following statement:

"It is generally known the Dow Chemical Co. has for many years been the sole producer of magnesium in this country. The reason we have been the only producer of magnesium in this country was because the demand was insufficient to attract other producers at the price we were quoting.

"Dow Chemical pioneered the development of the magnesium industry in this country. Since 1918 we have been in commercial production of this vitally important war material. We developed and own outright without any strings attached our own process for producing magnesium. Two years before the Pearl Harbor incident we foresaw the increased need for magnesium in this country and doubled the production capacity of our magnesium plant—and shortly again doubled this—all with our own money. Our plants today are producing essentially all the metal being made in the United States.

"In 1934 in order to make available to users of magnesium in this country certain United States patents covering the use of magnesium we entered into a contract with Magnesium Development Corp., whereby we were granted the right to license others under these magnesium use patents. The effect of this has been that since 1934 these patents have been made available to the American public thereby greatly expanding the use of magnesium in this country."

Metal Patents Made Available

Magnesium Processes Affected as Corporations Given Antitrust Fines

NEW YORK, April 15. (AP)—The government today acted to speed production and fabrication of magnesium, a vital war material, by filing a consent decree providing for compulsory free licensing of patents now held by the Aluminum Co. of America and other corporations.

The Aluminum company, the American Magnesium Corp., Dow Chemical Co. and Magnesium Development Corp. were fined \$25,000 each and the General Aniline & Film Corp. \$15,000 on their plea of nolo contendere to a series of Sherman antitrust indictments alleging restraint of trade and monopolization of the production and fabrication of aluminum.

OFFICIALS FINED

In addition, \$5000 fines were imposed on Arthur V. Davis, chairman of the board of ALCOA; Roy A. Hunt, an ALCOA vice-president; I. W. Wilson, ALCOA vice-president and president of American Magnesium Corp.; Willard H. Dow, president, and Earl W. Bennett, vice-president of Dow Chemical, and Carl Hochschwender, president of Magnesium Development Corp.

The consent decree filed at the same time by Thurman Arnold, Assistant Attorney General in charge of the antitrust division, enjoins certain specific processes of the defendants and makes available to any applicant all of the patents owned by the defendants.

POOLING CHARGED

The indictments, dated Jan. 30, 1941, alleged that the Aluminum Co. of America and I. G. Farben Industrie, A. G., better known as the German dye trust, pooled in 1932 their patents relating to the production and fabrication of magnesium in their jointly owned company, Magnesium Development Corp.

In 1932, the indictment alleged, this corporation and the Dow Chemical Co., then the only producer of magnesium in the United States, cross-licensed their fabrication patents and Dow Chemical obtained a right to license fabricators of magnesium under these patents.

APR 16 1942

Magnesium Patents To Be Licensed Free During War

Officers of Aluminum Co. of America And Dow Chemical Co. Issue Statements

Free license of patents for the production and fabrication of magnesium during the war will be allowed under the terms of a consent decree between the government and defendants in the government's anti-trust suit against five companies.

Judge Henry W. Goddard yesterday accepted pleas of nolo contendere, and Assistant Attorney General Thurman Arnold announced entry of the consent decree which provides for compulsory and free licensing of the patents held by the defendants during the war. The licenses will be subject to royalty payments after the war.

The corporations which entered pleas are Aluminum Co. of America, Dow Chemical and American Magnesium Corp., all fined \$25,000; Magnesium Development Corp., fined \$20,000 and General Aniline & Film Corp., fined \$15,000. Arthur V. Davis, chairman, Roy A. Hunt, president, and I. W. Wilson, vice president of the Aluminum Co., Willard H. Dow, president, and Earl W. Bennett, vice president of Dow Chemical Co. and Carl Hochschwender, president of the Magnesium Development Corp. were all fined \$5,000. The fine of Mr. Hochschwender was remitted by the court.

The government had contended that a cross-licensing arrangement on fabrication patents between Magnesium Development Corp. and Dow Chemical was instrumental in discouraging production of magnesium by others because the Dow Company licensed without royalty fabricators who purchased their requirements of magnesium from Dow.

In announcing the consent decree, the government pointed out that Dow was raising its prospective capacity to 125 million pounds of magnesium and that other companies have begun erection of plants and the production of magnesium so that the total prospective annual United States production is some 550 million pounds. The War Production Board recently called for this figure to be raised to 750 million pounds, the government said.

The consent decree, the government said, besides enjoining certain specific practices,

makes all of the patents owned by the defendants available to any applicant.

Aluminum Co. Statement

I. W. Wilson, speaking for the officers of Aluminum Co. of America and American Magnesium Corp., in whose behalf pleas of nolo contendere were entered today in the magnesium anti-trust case in the Federal Court for the Southern District of New York, said:

"None of us is conscious of any wrongdoing whatever in connection with any of our activities in the development of the magnesium industry. However, we are mindful of the fact that in the recent anti-trust suit in which the Aluminum Co. of America was a defendant officials and key employees of the company were required to be away from their regular duties and in attendance at court for many months at a time. We feel that in the critical situation which confronts us all today, with the Aluminum Co. of America and American Magnesium Corp. occupying the vital position of supplying so much of the necessary aluminum and fabricated magnesium for the war effort, we must settle this case at any cost as quickly as possible so that all our time can be entirely devoted to the defeat of the Axis powers. The burdens of litigating with the United States Government at this time are manifest."

Dow Makes Statement

Willard H. Dow, president of the Dow Chemical Co., issued the following statement:

"It is generally known the Dow Chemical Co. has for many years been the sole producer of magnesium in this country. The reason we have been the only producer of magnesium in this country was because the demand was insufficient to attract other producers at the price we were quoting.

"Dow Chemical pioneered the development of the magnesium industry in this country. Since 1918 we have been in commercial production of this vitally important war material. We developed production and own outright without any strings attached our own process for producing magnesium. Two years before the Pearl Harbor incident we foresaw the increased need for magnesium in this country and doubled the production capacity of our magnesium plant; and shortly thereafter again doubled this—all with our own money. Our plants today are producing essentially all the metal being made in the United States.

"In 1934 in order to make available to users of magnesium in this country certain United States patents covering the use of magnesium, we entered into a contract with Magnesium Development Corp., whereby we were granted the right to license others under these magnesium use patents. The effect of this has been that since 1934 these patents have been made available to the American public, thereby greatly expanding the use of magnesium in this country."

Magnesium Case Ended

Another case involving charges that a tie-up between American and German industry had stifled production of a vital war material—in this instance magnesium—has been wiped off of the Government's books with the entry of a consent decree and the imposition of fines totaling \$140,000 against the Aluminum Co. of America, Dow Chemical Co., three other corporate defendants and a half dozen officials. The decree also terminates the patent controls through which the curb on production reputedly was effected.

The American concerns were indicted last year with I. G. Farbenindustrie of Germany, whose thirteen-year affiliation with Standard Oil Co. (New Jersey) has just been broken up by a consent decree, and the charges followed the same pattern as those of the latter case. By restrictions on patents and allocation of world markets, the combination was declared to have been responsible for shortage in the United States and Great Britain of magnesium, a metal used for aircraft and other products.

The American defendants denied wrongdoing, and on the contrary pointed to a heavy increase in the production of magnesium when defense preparations stimulated the market for this metal. In pleading "no contest" to the indictment and meeting the other terms laid down by the Government, a spokesman said the companies were actuated by a desire to avoid litigation requiring the time and attention of officers and key employees who are needed in the war program.

The outcome presumably is satisfactory to the Government also. Free licensing of patents—one of the aims of the litigation—is provided by the decree, and the processes for production and fabrication of magnesium will become available to any applicant. The settlement also accords with the principle recently laid down by President Roosevelt for the suspension of anti-trust litigation involving concerns identified with war production.

MAGNESIUM FIELD OPENED BY COURT

Consent Decree Filed by Group
Accused of Restricting and
Curtailling the Market

MEMBERS FINED \$140,000

Wilson of Alcoa and American
Magnesium and Willard Dow
Defend Concerns' Practices

The entire field of magnesium production and fabrication was thrown open yesterday to all industrialists in this country by the filing of a Federal court decree with the consent of a group of corporations and individuals who had been accused of restricting and curtailing the market in magnesium. Patented processes may now be used, under license, without the payment of royalties.

At the same time Federal Judge Henry W. Goddard assessed fines totaling \$140,000 against the members of this group, which included the Aluminum Company of America, Dow Chemical Company, General Aniline and Film Corporation, American Magnesium Corporation and Magnesium Development Corporation.

These companies were indicted on Jan. 30, 1941, on charges of violating the Sherman Anti-trust Act by conspiring with I. G. Farbenindustrie, the great German dye trust, to limit the production and use of magnesium here. The charges were contained in three indictments obtained by Samuel S. Isseks, special assistant to Attorney General Francis Biddle.

The six individuals and the corporate defendants, except I. G. Farben, all pleaded nolo contendere yesterday and submitted to the fines, which were apportioned as follows:

Alcoa, \$25,000; A. V. Davis, chairman; Roy A. Hunt, president, and I. W. Wilson, vice president of Alcoa, \$5,000 each; Dow Chemical, \$25,000; Willard R. Dow, president, and Earl W. Bennett, vice president of Dow, \$5,000 each; Magnesium Development, \$20,000; American Magnesium, \$25,000, and General Aniline and Film Corporation, \$15,000. Karl Hochschwender, president of Magnesium Development, also was fined \$5,000, but the sum was returned to him.

Hold Charges Unfounded

Despite their refusal to fight the government charges, both Mr. Dow and Mr. Wilson declared, in prepared statements, that the charges were unfounded. Mr. Wilson spoke for himself and the other involved officers of Alcoa and of American Magnesium, of which he is president.

Pointing out that both of his concerns are engaged in supplying the ever-increasing demand for aluminum and fabricated magnesium for war work, Mr. Wilson recalled that many high officials of Alcoa had spent months successfully defending the corporation against charges of monopoly in the aluminum industry.

"We must settle this case at any cost as quickly as possible so that all our time can be entirely devoted to the defeat of the Axis powers," he said.

Mr. Do remarked that it was well known that his corporation has for many years been the sole producer of magnesium in this country and asserted that it has been so only because the demand for the metal "was insufficient to attract other producers at the price we were quoting."

"Two years before the Pearl Harbor incident we foresaw the increased need for magnesium in this country and doubled the production capacity of our magnesium plant; and shortly thereafter again doubled this—all with our own money. Our magnesium plants today are producing essentially all the metal being made in the United States."

Magnesium is a metal one-third lighter than an equivalent volume of aluminum. When used for the crankcase and other appropriate parts of a bomber, it can effect a reduction of 100 pounds in the weight of the plane. Nevertheless, although Alcoa made some efforts to popularize it in this country a number of years ago, it never was very popular here.

Widely Developed in Germany

Germany, on the other hand, studied the metal, which can be extracted from many sources. Lacking aluminum, German industry found many uses for magnesium, and developed processes for fabricating it efficiently.

According to Mr. Isseks and Monroe Karasik, who aided him, the patents held by Germans and those owned by the American corporations have figured in extensive negotiations and contracts, which have curtailed this country's facilities for producing and using magnesium.

The effect of yesterday's actions, however, will be to remove whatever restrictions have existed. "The consent decree, besides enjoining certain specific practices of the defendants, makes all of the patents owned by them available to any applicant," the government declared.

"Any one applying to Dow Chemical, Aluminum Company of America or Magnesium Development Corporation for a license under a fabrication patent will be granted a non-exclusive, non-assignable, royalty-free license. Applicants for licenses under production patents will be granted non-exclusive, non-assignable licenses, royalty free upon a reciprocal basis during the war but subject to the payment of reasonable royalties after the war."

Consent Decree Frees Patents For Magnesium

Alcoa and 4 Other Concerns
Fined \$110,000, Pool
With I. G. Farben Ended

Several hundred patents for the production of magnesium and the manufacture of fabricated magnesium products were made available to American industry free of royalties yesterday.

The patents were made public by a consent decree filed in United States District Court after five corporations and six individuals pleaded nolo contendere (no contest) to an indictment charging a conspiracy to operate a world-wide magnesium trust, partly in conjunction with I. G. Farbenindustrie, the German dye trust.

As a result of the pleas, the five firms, including the Aluminum Company of America, were fined a total of \$110,000 by Judge Henry W. Goddard, and the six individuals, including Arthur Vining Davis, chairman of the board of Alcoa, were fined a total of \$30,000.

Called Vital War Step

Anti-trust officials here hailed the court action as a vital step in the national effort to increase the production of magnesium, need for making airplanes and other war products. In principle, the action was the same as that two weeks ago which freed rubber patents held by I. G. Farben and the Standard Oil Company of New Jersey.

In addition to Alcoa and Mr. Davis, the other defendants and the fines imposed on them were: The Dow Chemical Company, of Midland, Mich., \$25,000, and Willard H. Dow, president of the company, \$5,000; the American Magnesium Corporation, of Cleveland, \$25,000, and Irwing W. Wilson, president of the firm and vice-president of Alcoa, \$5,000; the Magnesium Development Corporation, of Newark, \$20,000, and Karl Hochschwender, its president, \$5,000, which was remitted; General Aniline & Film Corporation, of 230 Park Avenue, \$15,000; Roy A. Hunt, president of Alcoa, \$6,000, and Earl W. Bennett, vice-president of Dow, \$5,000. Alcoa was fined \$25,000 and Mr. Davis \$5,000.

The indictments in the case, handed up on Jan. 30, 1941, charged Alcoa and I. G. Farben with the pooling in 1932 of all their patents relating to the production and fabrication of magnesium into a jointly-owned company, the Magnesium Development Corporation.

In 1932, the Magnesium Development Corporation and the Dow Chemical Company, then sole producer of magnesium in the United States, agreed to pool their fabrication patents, and the Dow company obtained the right to license fabricators of magnesium under the patents.

The American Magnesium Corporation, now owned wholly by Alcoa, agreed in 1927 to purchase all its magnesium from Dow for use in fabricating products, and Alcoa received its magnesium requirements from the American Magnesium Corporation. At that time Alcoa only owned half of A. M. C., the other half being owned by General Aniline.

The anti-trust division charged that independent production of magnesium and fabrication were restrained as a result of these agreements, that a scarcity of magnesium resulted and that prices were unreasonably high. Alcoa and I. G. Farben magnesium patents could not be licensed without the affirmative vote of a majority of the directors of their patent holding company, Magnesium Development Corporation, half of whom were elected by Alcoa and the other half by I. G. Farben.

Crowley Took Over Stock

Leo T. Crowley, Allen Property Custodian, on April 9 took over the stock held in the Magnesium Development Corporation by I. G. Farben. Mr. Crowley's signature, in behalf of M. D. C., appeared on the court papers yesterday.

As the sole producer of magnesium, Dow allegedly was unable to satisfy the war demand for the metal, which is one-third lighter than aluminum. Dow's present capacity is 50,000,000 pounds of magnesium a year, with 125,000,000 pounds in prospect. Other companies, aided by the Defense Plants Corporation, have started to erect plants so that the country's total magnesium production will reach 550,000,000 pounds annually. Magnesium at present sells at 22½ cents a pound.

Yesterday's consent decree makes all of the patents owned by the defendants free to any applicant. The fabrication patents are to be royalty-free for good, while the production patents are to be royalty-free until six months after the cessation of hostilities, after which "reasonable royalties" may be set. The various agreements made by the defendants with I. G. Farben were abrogated. The decree also forbade the further pooling of patents in the Magnesium Development Corporation.

The action was brought before Judge Goddard by Samuel Isseks, special Assistant Attorney General, and Monroe Karasik, special attorney. The decree was also signed by Thurman Arnold, head of the anti-trust division.

Denies Wrong-Doing

Mr. Wilson, in a statement for Alcoa yesterday afternoon, said Alcoa was conscious of no wrongdoing, but that in view of the "critical situation which confronts us all today," the company and its officers had agreed to settle the case "at any cost as quickly as possible so that all our time can be entirely devoted to the defeat of the Axis powers." The statement added that "the burdens of litigating with the United States government at this time are manifest."

Mr. Dow, in a prepared statement, said that his company had been the sole producer of magnesium because the demand was insufficient to attract others at the price his firm was quoting. He said the Dow company foresaw the need for magnesium two years before the war and doubled its production. According to the statement, magnesium producing patents have been available to the public since 1934 under a contract between Dow and the Magnesium Development Corporation.

MAGNESIUM CONTROL BRINGS HEAVY FINES

Alcoa, Magnesium Development,
Dow, Others Charged
With Anti-Trust Violations

Fines totaling \$140,000 were imposed yesterday on the Aluminum Co. of America, Magnesium Development Corporation, Dow Chemical Co., American Magnesium Corporation, General Aniline and Film Corporation and six officers of those companies.

The penalties were handed down in Federal Court at New York by Federal Judge Henry W. Goddard, after all defendants had pleaded nolo contendere to indictments charging violations of the Sherman Anti-Trust Act.

Monopoly Charges

The companies were specifically charged with restraint of trade and monopolistic practices in the production of magnesium.

The fines were as follows: Alcoa, \$25,000; American, \$25,000; Dow, \$25,000; Magnesium, \$20,000; General, \$15,000.

In addition, \$5,000 fines were imposed on Arthur V. Davis, chairman of the board of Alcoa; Roy A. Hunt, an Alcoa vice president; I. W. Wilson, Alcoa vice president and president of American Magnesium Corporation; Willard H. Dow, president, and Earl W. Bennett, vice president of Dow Chemical and Karl Hochschwender, president of Magnesium Development Corporation.

The consent decree filed at the same time by Thurman Arnold, assistant attorney-general in charge of the anti-trust division, enjoins certain specific processes of the defendants and made available to any applicant all of the patents owned by the defendants.

The indictments, dated January 30, 1941, alleged that the Aluminum Co. of America and I. G. Farbenindustrie, A. G., better known as the German dye trust, pooled their patents relating to the production and fabrication of magnesium in their jointly owned company, Magnesium Development Corporation.

The indictment further alleged that in 1932 this concern and the Dow Chemical Co., then the only producer of magnesium in the United States, cross-licensed their fabrication patents and Dow Chemical obtained a right to license fabricators of magnesium under these patents. The Justice Department contended that production of magnesium was discouraged because Dow allegedly licensed without royalty, fabricators who purchased their magnesium from Dow.

The Justice Department said that no magnesium was produced by the Aluminum Co. of America or by the I. G. Farben in this country but that their patents relating to magnesium production, which had been assigned to the Magnesium Development Corporation, could not be licensed without an affirmative vote of a majority of the directors of that company. Half of these directors, the department said, were elected by Alcoa and the other half by I. G. Farben, whose interest now has been taken over by the Allen Property Custodian.

Denies Wrongdoing

Mr. Wilson, speaking for the officers of Aluminum Co. of America and American Magnesium Corporation, in whose behalf pleas of nolo contendere were entered today in the magnesium anti-trust case in the Federal Court for the Southern District of New York, said:

"None of us is conscious of any wrongdoing whatever in connection with any of our activities in the development of the magnesium industry. However, we are mindful of the fact that in the recent anti-trust suit in which the Aluminum Co. of America was a defendant officials and key employees of the company were required to be away from their regular duties and in attendance at court for many months at a time."

"We feel that in the critical situation which confronts us all today, with the Aluminum Co. of America and American Magnesium Corporation occupying the vital position of supplying so much of the necessary aluminum and fabricated magnesium for the war effort, we must settle his case at any cost as quickly as possible so that all our time can be entirely devoted to the defeat of the Axis powers. The burdens of litigating with the United States Government at this time are manifest."

Mr. Dow said it generally known that the Dow Chemical Co. has for many years been the sole producer of magnesium in this country. The reason "..." was because the demand was insufficient to attract other producers at the price we were quoting."

NEW YORK - WALL ST. JOURNAL
APR 16 1942

Magnesium Patents To Be Licensed Free During War

Officers of Aluminum Co. of America
And Dow Chemical Co. Issue
Statements

Free license of patents for the production and fabrication of magnesium during the war will be allowed under the terms of a consent decree between the government and defendants in the government's anti-trust suit against five companies.

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The government had contended that a cross-licensing arrangement on fabrication patents between Magnesium Development Corp. and Dow Chemical was instrumental in discouraging production of magnesium by others because the Dow Company licensed without royalty fabricators who purchased their requirements of magnesium from Dow.

In announcing the consent decree, the government pointed out that Dow was raising its prospective capacity to 125 million pounds of magnesium and that other companies have begun erection of plants and the production of magnesium so that the total prospective annual United States production is some 550 million pounds. The War Production Board recently called for this figure to be raised to 750 million pounds, the government said.

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From
POST
Washington, D. C.

Royalty-Free Alcoa Patents Forced by U. S.

Consent Decree Filed;
4 Corporations Fined
On Trust Charges

By Robert De Vore
Post Staff Writer

In a New York court and before a Senate committee, the Government struck a series of blows yesterday at gigantic alignments of German and American industries accused of stunting the growth of vital war production through monopolistic, price-controlling practices.

Alcoa Patents Freed

The attacks were aimed at seven corporations, or their subsidiaries, which are numbered among the Nation's industrial giants. Without exception, officials of the concerns responded with denials of wrongdoing or impeding this country's race for arms superiority over the Axis.

These were the day's developments:

1. Acting to speed the production and fabrication of magnesium, a light, tough metal essential to manufacture of dive-bombers and incendiary bombs, Assistant Attorney General Thurman Arnold, the Justice Department's "trust buster," filed a consent decree providing for compulsory free licensing of patents now held by the Aluminum Co. of America and other corporations.

2. The Associated Press reported that, at the same time, the Aluminum Co., the American Magnesium Corp., Dow Chemical Co., and the Magnesium Development Corp. were handed Federal Court fines of \$25,000 each and the General Aniline and Film Corp., a \$15,000 fine. The penalties were the result of pleas of nolo contendere by the companies to a series of Sherman anti-trust indictments charging restraint of trade and monopolization of the production and fabrication of aluminum. A Justice Department official defined nolo contendere as being equivalent to conviction.

3. Additional fines of \$5000 were imposed on the following company officers: Arthur W. Davis, Alcoa board chairman; Roy A. Hunt, Alcoa vice president; I. W. Wilson, president of American Magnesium; Willard H. Dow, president, and Earl W. Bennett, vice president of Dow Chemical, and Karl Hochschwender, president of Magnesium Development.

4. The Senate Patents Committee, conducting for the second day a public inquiry into patent policies of the General Electric Corporation, in cartel alliance with the big Krupp munitions manufacturers in Germany, was told that the American firm, by maintaining "absurdly fictitious prices" for steel cutting material produced by the Carboloy Co., a G. E. subsidiary, contributed to the inability of small manufacturers to equip themselves for war production.

Senator Bone (Democrat), of Washington, committee chairman, charged that big American corporations, through international trade and patent agreements, constituted themselves a kind of "super government" that "parceled out the world to suit themselves," an "invisible government" that arranged much more effective tariff duties "than any poor Congressman." Bone made the charge after hearing testimony that Carboloy maintained prices for tungsten carbide, superbly hard cutting material, from less than two to more than nine times above German prices.

John Henry Lewin, representing the Justice Department's antitrust

division, read for the committee a memorandum written in 1931 by a General Electric engineer stating that G. E. made for its own use "in the last 24 months" more tungsten carbide than was produced by Carboloy, two other American firms and Krupp. The memorandum was one of a long series of documents by which Lewin supported charges that G. E. not only limited production of the material to a few manufacturers, but denied others the right to make it for their own use.

In the same memo, the engineer stated that while production of the material was surrounded with "a great deal of mystery," its manufacture is about as complicated as making a good grade of concrete for a sidewalk.

Lewin charged that Krupp and General Electric officials entertained doubts about the validity of certain tungsten carbide patents pooled as the basis for their cartel agreement in 1928.

Hearing Interrupted

The hearings were dramatically interrupted by an unscheduled witness. He was Walter G. Robbins, president of Carboloy. He strode to the committee table and shouted: "I arise on a question of personal privilege. My case (antitrust action) comes up for trial in 60 days. I deplore this practice of trying this case before this committee with statements that are absolutely false. I refuse to be called un-American or unpatriotic."

"Please sit down or leave the room," warned Creekmore Fath, committee counsel. Robbins left the room.

In a calmer mood, he received reporters last night in General Electric offices in the Shoreham Building. He said it was not the first time he and his company have been targets of unfounded accusations "which apparently are designed almost entirely as a mud-slinging campaign."

Robbins denied Lewin's charges of "artificially high prices" by pointing out that the company has made seven price reductions since 1928 while losing more than one million dollars.

DAILY RECORD

Established 1878

Richmond, Virginia

APR 17 1942

Five corporations have been fined the sum of \$140,000 in a case involving a magnesium anti-trust case.

DAMAGING CARTELS

The dangers of the cartel system to the consumer have frequently been pointed out in these columns in recent years; and now mounting evidence in Washington shows the dangers of these monopolistic agreements, extending the iniquities of the domestic trust on an international scale. Only a few days ago, there was the sordid story brought out after a consent decree, and the token fine of Standard Oil officials for their agreement with the I. G. Farbenindustrie of Germany, under which American development of synthetic rubber was hindered if not practically prevented. Then came the equally sordid story of patent agreements on the cartel plan by Dupont and General Electric, through which the benefits of these patents were denied American industry to the extent that in some cases serious damage was done our munitions industries even in the face of our vast defense preparations, and deliveries of British ammunition from this country were hindered seriously.

Now, Thurman Arnold, assistant attorney general, testifies before the senate patents committee that "production of numerous basic war materials has been impeded by systems of national and international cartels . . . most of which have been reared under the umbrella of patent privilege."

Mr. Arnold asks government seizure or use in wartime of any patent vital to the war effort. His is not a plan to deprive the patentee of any essential rights or returns from his genius, but only to make sure that national necessity will be served, and that hereafter selfish, monopolistic efforts assisted by patent protection be prevented. "The war compels us to get rid of every restriction on production," he asserts, and looking toward the post-war situation, he urges the necessity of "a study now to prevent patent abuses . . . to prevent private cartels from seizing the new production created during the war by government funds."

Arnold asserts the extent of international patent pools and cartel agreements extends to essential drugs, such as synthetic quinine, to beryllium, military optical instruments, optical glass, spectacles, tungsten, carbide, magnesium and other basic metals. Obviously, a throttling grasp on such vital war materials cannot be allowed to continue. The national need must come first, and international monopoly in any field cannot be allowed to continue. Certainly no agreement or patent pool between private concerns in this country and enemy concerns can logically be held valid during wartime when the enemy is using these patents to our disadvantage while we suffer from the lack of their benefits. Certainly neither domestic patent laws nor international agreements can be defended when they threaten the life of the nation.

CHEMICAL INDUSTRIES

"Devoted to economic and business problems of making and marketing, buying and using of chemicals."

New York City

DEC 1942

U. S. CHEMICAL PATENTS
Metals, Alloys

Hard surfacing welding alloy for iron and steel foundation metal. No. 2,294,834. Hugh S. Cooper, 1/2 to Frank H. Wilson.
Copper powder for use in manufacture of pressed shapes containing surface of particles of copper powder. No. 2,294,835. Joseph E. Drapeau, Jr. and Charles R. Rogers to The Glidden Co.
Alloy composed of 80% to 95% copper, a proportion of iron not less than a minimum increasing linearly with copper content from 1.25% iron at 80% copper to 2% iron at 95% copper, and the balance 1% to 18.75% zinc. No. 2,295,180. Edmund Mitchell to Western Cartridge Co.
Process for the recovery of metals belonging to the group consisting of gold, silver, copper, nickel and cobalt. No. 2,295,219. Bo Michael Kalling and Per Gustaf Brannstrom.
Condensation of metallic vapors. No. 2,295,226. Carleton Long to St. Joseph Lead Co.
Manufacture of Magnesium Metal. No. 2,295,105. Gunter H. Gloss and Robert E. Clarke to Marine Magnesium Products Co.

MONOPOLY SEEN
IN VITAL METAL

Patents Used to Corner Production of Magnesium, Arnold Asserts

WASHINGTON, April 23 (AP)—Thurman Arnold, director of anti-trust prosecution for the Justice Department, testified today that patents were used to create in the United States an "absolute monopoly" on production of magnesium, a "light metal with many war uses."

The assistant attorney general made this charge before the Senate Patents Committee as he referred to the recent consent decree obtained by anti-trust prosecutions involving Alcoa (Aluminum Co. of America), the Dow Chemical Co., and I. G. Farbenindustrie, A. G., of Germany.

WASHINGTON, April 23 (AP)—Commerce Secretary Jesse Jones declared today that Senate defense subcommittee criticism of a contract between Defense Plant Corporation and Basic Magnesium, Inc., for construction of a magnesium plant at Las Vegas, Nev., was "without foundation."

RUBBER AGE

"One of the World's Outstanding Rubber Journals."

New York City

DEC 1942

Winkelmann et al.—U. S. Pat. 2,164,367—July 4, 1939. Oil-Resistant Product. (Assigned to Marbon Corp., Gary, Indiana).

An oil and water-resistant product is obtained by reacting crude or reclaimed rubber or deproteinized rubber with gaseous hydrogen chloride at temperatures between 85° to 140° C., mixing other organic plastic and/or inorganic substances therewith, and molding under heat and pressure. Several examples are given. In one example, in which polychloroprene is used, equal parts of rubber and polychloroprene, with or without magnesium oxide, zinc oxide, etc., as heat stabilizers for the rubber hydrochloride, and curing agents for the polychloroprene, are milled and sheeted into sheets 0.02-inch thick and then treated with hydrogen chloride gas at 110° C. for four hours at a pressure of 300 lbs./sq. in. to obtain an insoluble rubber hydrochloride-polychloroprene hydrochloride mixture which can be used as a moisture-proof product.

RUBBER AGE

"One of the World's Outstanding Rubber Journals."

New York City

DEC 1942

Arnold—U. S. Pat. 2,163,609—July 27, 1939. Polychloroprene Cements. (Assigned to B. B. Chemical Co., Boston, Mass.).

A liquid adhesive suitable for cementing leather parts comprises a plastic polychloroprene dissolved in a solvent liquid consisting of benzene and trichlorethylene in the ratio of 1 to 3:5.5 to 2. Thus, a cement may consist of a plastic polychloroprene (1) dissolved in benzene (2), and trichlorethylene (3). A preferred cement formula consists of plastic polychloroprene (90) containing 2% of phenyl-beta-naphthylamine, rosin (45), magnesium oxide (90), zinc oxide (45), phenyl-beta-naphthylamine as stabilizer (9), sulfur (27), and a butyraldehyde-aniline accelerator (12), dissolved in benzene (1690) and trichlorethylene (2850). The method of producing the liquid adhesive is described. The viscosity of such adhesives varies from 15 to 50 seconds, by a drop ball method.

Arnold Declares
Patents Tied
Up Magnesium

WASHINGTON — (AP) — Thurman Arnold, director of anti-trust prosecution for the justice department, testified today that patents were used to create in the United States an "absolute monopoly" on production of magnesium, a "light metal with many war uses."

The assistant attorney general made this charge before the senate patents committee as he referred to the recent consent decree obtained by anti-trust prosecutions involving Alcoa (Aluminum Company of America), the Dow Chemical company, and I. G. Farbenindustrie, A. G., of Germany.

Arnold Charges
Magnesium in
Patents Pool

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The assistant attorney general made this charge before the Senate patents committee as he referred to the recent consent decree obtained by anti-trust prosecutions involving Alcoa (Aluminum Company of America), the Dow Chemical Company, and I. G. Farbenindustrie, A. G., of Germany.

"This (magnesium) monopoly control began in 1927, and complete control was exercised by patents until 1941," Arnold said. He explained that patents of the American and German industries were fitted together to obtain control.

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DEC 1942

McDonald—U. S. Pat. 2,163,610—June 27, 1939. Polychloroprene Cements. (Assigned to B. B. Chemical Co., Boston, Mass.).

In a method of preparing a polychloroprene cement of the type described in U. S. Pat. 2,163,609, a plastic polychloroprene is deodorized as described in U. S. Pat. 2,067,854, and one-half of the quantity thereof required is milled with rosin, phenyl-beta-naphthylamine, magnesium and zinc oxides, and sulfur, using three-quarters of the compounding ingredients, the milling being carried out at low temperature together with the already milled portion. The milled mixture is then dissolved in a liquid solvent without permitting the plastic mass to stand for any appreciable length of time. The solid in the cement may comprise the deodorized polychloroprene (100), phenyl-beta-naphthylamine (3), rosin (5), magnesium oxide (10), zinc oxide (5), and sulfur (3). Dissolution of the composition is effected by churning the milled mixture at about 80° F. for 6 to 8 hours.

NOV 18 1942

Recent Patents On
Metals And Alloys

The following patents concerning metals and alloys were recently issued by the U. S. Government:

Process for production of iron powder of great reactivity which comprises electrolyzing a ferrous chloride solution containing ammonium chloride at a current density of 6-7 amperes per dem. in the presence of formic acid in such a quantity that the pH value of the solution lies between 6.5 and 7.2. No. 2,287,082. Karl Bauer to Chemical Marketing Co., Inc.

Process of concentrating ores. No. 2,287,115. Silby B. McCluskey.

Process for concentrating phosphate ores. No. 2,288,237. Ernest Greene to Phosphate Recovery Corporation.

Manganese alloy. No. 2,286,199. Reginald S. Dean to Chicago Development Co.

Process for production of metallic magnesium. No. 2,286,209. Roy C. Kork to The Dow Chemical Co.

Magnesium base alloy containing from about 0.1% to 0.7% of cerium, from 0.05 to 0.5% of calcium, from 3 to 7% of cadmium, and from about 1.5 to 2.5% of manganese, the balance being magnesium. No. 2,286,866 to 2,286,870. John C. McDonald to The Dow Chemical Co.

Surface treatment of magnesium and magnesium alloys. No. 2,287,049 and 2,287,050. Mike A. Miller to Aluminum Co. of America.

Method of surface treating objects of cast magnesium base alloys. No. 2,288,552. Gustav Siebel and Eduard Nachtgall.

Reissue. Recovering molybdenite by froth flotation. No. 22,117. Thos. A. Janney, Alpha G. Johnson and Charles M. Nokes.

Refining of nonferrous metals. No. 2,286,240. James R. Stack to Nassau Smelting & Refining Co., Inc.

L. V. R. J.
12/8/42

Enemy Patents
Opened To U. S.

WASHINGTON, Dec. 8 (UP)—President Roosevelt announced today that enemy patents confiscated by this country will be made generally available for American business.

Roosevelt at a press conference made public a letter from Alien Property Custodian Leo T. Crowley who reported on fulfillment of a presidential order that enemy patents be seized and made "freely available to American industry, first for war purposes of the United Nations, and second for general use in the national interest."

PATENT POOL IS DESCRIBED AS 'WORST YET'

Arnold Says Damage In Magnesium Shortage Is "Incalculable"

Asserts Cartel Refused Non-Member Licenses Up To Month Ago

By PAUL W. WARD
(Washington Bureau of The Sun)
Washington, April 23—The Senate Committee on Patents today probed into the details of what several members called the "worst yet" in a series of international cartel and patent-pooling arrangements by which German interests controlled American production of what are now vital war materials.

The story—told chiefly by Thurman W. Arnold, head of the Justice Department's anti-trust division—involved a cartel system which operated, he said to restrict American production of magnesium.

Superior To Aluminum

Magnesium is a metal superior to aluminum in the manufacture of planes and invaluable for incendiary bombs, flares, starshells and many other war purposes.

Mr. Arnold told the committee that:

The "actual damage" to the nation's war effort resulting from the cartel's operations was "incalculable," and in an effort to remedy the consequent shortage of magnesium the Government has had to lay out millions of dollars for magnesium plants.

Price Kept High

It operated chiefly to keep American production of magnesium down and the price high so that the metal would not come into competition with the American aluminum "monopoly" of one of the cartel members.

Up to a month ago the cartel still was refusing to license manufacture of magnesium in this country by non-member firms, although the Government desperately needs magnesium for plane and other war production.

American members of the cartel agreed not to increase their production beyond 8,000,000 pounds a year without Germany's consent, although the basic patents used were American, not German inventions.

Agreed On Limits, He Says

They also agreed to limit their shipments to England to 300,000 pounds a year and in pre-war years shipped fifty to sixty per cent. of their production to Germany at a price one third less than they were obliged by their agreement to charge both Americans and Britons.

Officials of the Defense Plant Corporation, an RFC subsidiary that finances war plants, said that total commitments made by it since March, 1941, for construction of magnesium plants amounted to \$325,000,000.

A list of the contracts showed that approximately ninety per cent. of the Federal outlay is for plants to

be operated, directly or indirectly, by one of the cartel members, the Dow Chemical Company.

To Use Cartel Patents

It also showed that nearly half the outlay is for plants to be operated directly by that company, and that the ninety per cent. is for plants designed to use patented processes on which the cartel members may resume collection of royalties after the war.

Committee attaches pointed out that the remaining plants in the Government's program—aimed at producing 725,000,000 pounds of magnesium a year—have been designed to use processes over which the cartel had no control and which have yet to demonstrate their effectiveness.

It also was noted that, although WPB officials have put the nation's 1942 magnesium war need at 725,000,000 pounds, they also have indicated fears that little more than a fifth of that production will be achieved this year because of the late start of the expansion program.

Alcoa Was Member

Mr. Arnold told the Senate committee that a similar cartel had been operative in Britain before the war.

He said "the only company manufacturing magnesium in Britain was operating under a license" from I. G. Farbenindustrie, the German member of the cartel of which Dow Chemical and the Aluminum Company of America were members.

"The British were tied up tighter than we were," he said, adding that they had been dependent for forty per cent. of their magnesium supply on imports from Germany which the war promptly cut off.

Explains Motives

This, like the American situation, he continued, was simply the result of cartel agreements entered into for purely commercial motives and a desire to maintain prices and eliminate competition.

It had, Mr. Arnold said, no basis in any actually exclusive patent rights. Nor, he continued, had it any basis in scarcity of raw materials out of which to make magnesium.

"All they needed was sea water, and there's a lot of it around Britain," he remarked with a grin.

Method Described

He previously had explained to the committee that the magnesium process used by the cartel produced the light metal from sea water by an electrolytic method.

As a result of the cartel arrangement in this country, Mr. Arnold also testified, Dow Chemical was the "only" American producer of magnesium until the Government began building plants for the war program.

"It got its license to make magnesium, he explained, from the Magnesium Development Company, in which the Aluminum Company of America and I. G. Farbenindustrie each had a fifty per cent. interest. As a result of that the Germans got half the profits.

Indictment Returned

A criminal indictment was returned in January, 1941, against all parties to the cartel—except I. G. Farbenindustrie, which was outside American jurisdiction—and the defendants, Dow and Alcoa, two months later entered into negotiations with the Justice Department to be allowed to plead *nolo contendere* and accept a consent decree.

These negotiations, protracted by

haggling over provisions of the consent decree, terminated eight days ago when the decree was filed in open court and the defendants paid fines aggregating \$135,000, the maximum assessable under existing law, Mr. Arnold testified.

U. S. Funds For Plant

Until the indictments were filed he added Dow production of magnesium never had exceeded 6,000 tons a year and the cartel's restrictions on American production continued in effect until March, 1941. At that time the Government laid out \$8,631,000 for a magnesium plant to be built and operated by Dow in Texas.

Moreover, as recently as a month ago, Mr. Arnold testified, the cartel refused a manufacturing license to Basic Magnesium Inc., which received last August a contract to build and operate a \$70,000,000 magnesium plant for the Government in Nevada.

Assails Statements

Referring to the Dow and Alcoa pleas of *nolo contendere*, which a previous Justice Department witness had described as "a sweet name for guilty," Mr. Arnold assailed the defendants' subsequent press statements in which, he said, they:

"Attempted to give the public an impression that they had been engaged in some immaterial and

technical violations of law on account of which they felt no personal guilt whatever."

He previously had said these statements were "either sheer hypocrisy or notice of intent to resume the cartel operations after the war," and he said today he saw no reason to retract that assertion.

Leaves It To Public

"I am willing to leave it to the common sense of the public that defendants do not pay fines both corporate and individual without knowing that they have been fined for an actual violation of law of which they were conscious," he said.

He also said that Justice Department experience in all such cases had been that the defendants face a trial and fight "if there is even only a one-to-four chance" of their escaping conviction.

In the magnesium cartel case, he added, there was "no question" but that it would have resulted in a conviction had it gone to trial.

Patents Made Available

Instead, it resulted in a consent decree dissolving the cartel and making its magnesium patents available for general use on a royalty-free basis until the war ends.

Mr. Arnold said the decree was "not as good" as the consent decree obtained from Standard Oil of New Jersey in the synthetic rubber cartel case last month, and the committee arranged to explore the reason for this when the hearing is resumed tomorrow.

The chairman, Senator Bone (Dem., Wash.), told Mr. Arnold that committee members thought the amount of protection given the public interest by the decree's provisions was "thin ice."

Delay Avoided, He Says

Mr. Arnold testified that the Government yielded to the decree

REDDING, CALIF.
RECORD-SEARCHLIGHT
APRIL 24, 1942

Arnold Declares Patents Tied Up Magnesium

WASHINGTON (AP)—Thurman Arnold, director of anti-trust prosecution for the justice department, testified today that patents were used to create in the United States an "absolute monopoly" on production of magnesium, a "light metal with many war uses."

The assistant attorney general made this charge before the senate patents committee as he referred to the recent consent decree obtained by anti-trust prosecutions involving Alcoa (Aluminum Company of America), the Dow Chemical company, and I. G. Farbenindustrie, A. G. of Germany.

terms insisted upon by the cartel members because "to have done otherwise would have further protracted the negotiations that already had run twelve months or have necessitated lengthy litigation."

Senator Lucas (Dem., Ill.), asking a series of questions, said he was "trying to find out whether, during the pendency of the indictment, these companies (Dow and Alcoa) cooperated fully with the Government in the 'arsenal for democracy' program."

"According to my theory, they didn't," Mr. Arnold replied, and added under further questioning that, although the consent decree eliminates royalties henceforth, it is not retroactive.

Sees Seeds Of Depression

"Here is an economic trap that was detrimental to the defense of this country," Senator Lucas continued, and Mr. Arnold interposed:

"There can be no doubt of it, and it is an economic tie that will produce a depression after the war if we allow it to be recreated."

Senator La Follette (Prog., Wis.) and Senator Clark (Dem., Idaho) tried to get the Assistant Attorney General to concur in their description of the magnesium case as "the worst yet," but Mr. Arnold balked at passing "moral judgment." He said, however, that "I can't disagree with you; they tied up a vital basic material."

Mr. Arnold emphasized that the case against the cartel was drawn entirely from the Dow and Alcoa files and said the documents themselves would tell the whole story.

Mr. Arnold noted that the American architect of the magnesium cartel structure was Dr. Zay Jeffries, who heads the WPB's advisory staff of expert metallurgists and is one of the defendants in another cartel case the Government has under criminal indictment, that is the tungsten carbide case against General Electric and its affiliates.

Mr. Arnold also charged that the documents from the corporation's files proved that Alcoa had kept control over the development of magnesium (in this country) so that magnesium could not compete with aluminum.

Arnold Charges Patent Control Of Magnesium

Tells Senate Committee of 'Absolute Monopoly' in Vital Defense Metal

WASHINGTON, April 23 (AP)—Thurman Arnold, director of anti-trust prosecution for the Justice Department, testified today that patents were used to create in the United States an "absolute monopoly" on production of magnesium, a "light metal with many war uses."

The Assistant Attorney General made this charge before the Senate Patents Committee as he referred to the recent consent decree obtained by anti-trust prosecutions involving Alcoa (Aluminum Company of America), the Dow Chemical Company and I. G. Farbenindustrie, A. G. of Germany.

"This (magnesium) monopoly control began in 1927 and complete control was exercised by patents until 1941," Mr. Arnold said. He explained that patents of the American and German industries were fitted together to obtain control.

As the hearing opened, Chairman Homer T. Bone, Democrat, of Washington, called attention to a number of full page advertisements in metropolitan dailies by Carbony, Inc. and General Electric Company, dealing with issues raised at the Senate inquiry.

Bone Questions Advertising

Senator Bone said he wondered "how much of this dough" was charged to national defense or the public. The Western Senator said it had been his experience that "so-called institutional advertising in newspapers by utilities" actually were paid for by the consuming public.

Mr. Arnold said he was "very much amused, and the newspapers owe to this committee the money they got." Senator Scott Lucas, Democrat, of Illinois, said he would like to know how much General Electric and its subsidiary, Carbony, spent on these advertisements.

"We'll probably get a flood of letters now," Mr. Arnold said for the anti-trust division. "The public always writes us 'they must be guilty or they would not be advertising.'"

Mr. Arnold said he was convinced that cartels and patent monopolies were not the way for a nation to encourage development of skills and inventions nor to increase foreign trade.

"A much better and simpler method would be direct use of government subsidies," he said.

The Assistant Attorney General said that a 1926 Supreme Court decision had been utilized by the General Electric Company to operate a nation-wide licensing cartel "which is purely fiction." Under this, he said, the company licensed 48,000 retail stores by calling them "agents" and referring to royalties and fees collected as "commissions."

Returning to the consent decree covering magnesium, Arnold said that it "was not perfect but did much to remove restrictions."

Meanwhile Jesse Jones, Secretary of Commerce declared today that Senate defense subcommittee criticism of a contract between Defense Plant Corporation and Basic Magnesium, Inc., for construction of a magnesium plant at Las Vegas, Nev., was "without foundation."

At the same time he said in a statement that "the very serious charge of malfeasance against officials of D. P. C. on the floor of the Senate by Senator Berkeley L. Bunker, Democrat, of Nevada, was "completely refuted by the facts" and was "false and misleading" as well as "unworthy of a United States Senator."

Welcomes Fair Criticism

"We do not object to honest or fair criticism," Jones said, "but unwarranted charges tend to discredit honest officials and destroy confidence in our government at the most crucial period of its existence."

Mr. Jones' reply to the subcommittee and Senator Bunker was filed for the defense committee record by Chairman Harry Truman, Democrat, of Missouri.

"I, of course, agree," Mr. Jones said, "with that part of the subcommittee's report which states that

government plants should be built as economically as possible. This is a government plant, and is being built as economically as possible.

Replying to the subcommittee's charges that the Defense Plant Corporation was paying "tremendous fees for 'know-how,'" Mr. Jones said fees paid to the ten contracting and engineering firms "aggregate less than 2 per cent. of the total cost of the plant," \$73,500,000.

He termed "a low fee" the \$560,000 a year which the subcommittee charged the Defense Plant Corporation agreed to pay Basic Magnesium, Inc., for operation of the plant.

Replying to the allegation that "miserable progress" was being made on construction, he said that Lieutenant General William S. Knudsen personally inspected the plant April 12 and reported that the preparation plants 60 per cent finished, the settling basin 60 per cent complete and the first reduction unit 40 per cent complete. He said 6,800 men were employed in construction.

The subcommittee's charge that the Defense Plant Corporation was guilty of "most flagrant attempts at war profiteering" brought from Mr. Jones the statement that "this is just another use of superlatives," and he added: "The charge cannot be substantiated."

4 MORE VIOLATORS PUNISHED BY WPB

Woolen Company Suspended,
First in Field—Aluminum
Concern Also Cited

SEWING MACHINES CURBED

Output Banned After June 15,
Reduced Meanwhile—Other
War Agency Action

Special to THE NEW YORK TIMES.

WASHINGTON, April 25—In its first move against a violator of the wool conservation program, the War Production Board suspended the Susquehanna Woolen Company of New Cumberland, Pa., which will be prohibited from putting into process any wool, yarn or cloth for non-military orders for three months. It will get no preferences on deliveries or restricted materials during that time.

The company, which had been authorized to process 18,132 pounds of wool between Jan. 4 and April 5, of which only 9,066 pounds were to be for non-military orders, actually processed 40,000 pounds, 19,000 pounds of it for non-military orders, it was charged.

Three other suspension orders were issued. Diversion from the primary needs of the war program of approximately 180,000 pounds of aluminum and deliberate misrepresentation in reports to the board are charged in a suspension order against Aluminum and Magnesium, Inc., of Sandusky, Ohio. Alleged illegal actions by the concern included unauthorized deliveries of 45,063 pounds of aluminum and other shipments totaling 133,447 pounds, which had been expressly disapproved. By the suspension order Aluminum and Magnesium is prohibited until Sept. 30 from manufacturing aluminum for use in deoxidizing or alloying steel or delivering it.

The Tanglefoot Company of Grand Rapids, Mich., has been suspended for three months from priorities and allocations for obtaining priorities for \$53,269 worth of materials to complete an Army contract which it later developed involved only \$45.50.

Lewittes & Sons of 36 East Thirty-first Street, New York, have been suspended from priorities for using large quantities of goose and duck feathers—supposed to be reserved for military sleeping bags—in the manufacture of upholstered furniture.

Other action by war agencies included:

SEWING MACHINES: The WPB ordered sewing machine manufacturers to produce new machines and attachments until June 15 at a rate only 75 per cent of the 1940 rate. After that their production must cease. Machines completely assembled before June 15 may be installed in cabinets or on portable bases after the cut-off date, provided they come within the 75 per cent quota. During a six-month period beginning May 1, repair and replacement parts may be manufactured at a rate of 125 per cent of the rate during 1940 and 1941. The rebuilding of used machines is also restricted.

BATTERIES: To conserve substantial quantities of lead, antimony, rubber and other critical materials going into the manufacture of storage batteries for passenger automobiles and light trucks, the WPB prohibited production of these batteries after April 30 except in specified minimum ampere-hour capacities, thus reducing the number of sizes and models now being produced from about seventy-five to fifteen. Retailers were ordered to cease sale or delivery after April 30 of any new replacement battery to any purchaser unless the purchaser turns in a used battery at the time of the transaction.

LEATHER: The WPB ordered the entire stock and production of heavyweight sole leather set aside to meet military and lease-lend requirements for shoes. Eighty per cent of such sole leathers had already been set aside. Only heavyweight outer sole leather is affected by the order, leaving for civilian shoes the entire supply of ordinary and lightweight outer soles.

April 29 1942

To Arms - For Patents, Too ^{4/29}

President Roosevelt has ordered seizure of enemy patents, making them available to the united nations.

This is a vital step, made imperative by recent disclosures of patent pools and cartel agreements between U. S. firms and Nazi Germany which have been a stumbling block to our war production.

In synthetic rubber, tungsten carbide, and numerous other essential war products, such agreements have been respected in this country, ignored in Germany.

Thus American firms were holding down production or holding up market prices in world competition, as per agreement, while Germany long ago stepped into capacity production of such materials for her war purposes.

We were caught napping. Now President Roosevelt has brought all enemy patents into full use for the allies—as Hitler did with American patents long before.

We hope this action will help materially to step up our own war production. But it applies only to enemy patents. We still feel the president would be justified in drafting all patents necessary for war production—just as we are drafting men. There is no reason at all why any manufacturer who holds vital patents should be allowed to slow down necessary war industries by refusal to let any other manufacturer use those patents, as is the case right now in one section of airplane production.

MIDLAND COOPERATOR
MINNEAPOLIS MINN.
4/29/42

Aluminum Patents Freed
NEW YORK—The government this month filed a consent decree freeing patents now held by the Aluminum Co. of America and other corporations. The Aluminum Co. and other corporations were each fined \$25,000 in connection with indictments charging restraint of trade and monopolization of the production and fabrication of aluminum. The indictments alleged that the Aluminum Co. and I. G. Farben Industrie, A. G., better known as the German dye trust, pooled their patents relating to the production and fabrication of magnesium in their jointly owned company, Magnesium Development Corp.

BREWERY WORKER

"Official Publication of the International Union
of United Brewery and Soft Drink Workers
of America"

Cincinnati, Ohio

APR 29 1942

Washington—Details of the "worst yet" in the field of international business agreements restricting war production were given the Senate Patents Committee here by Assistant Attorney-General Thurman Arnold.

The story involved an arrangement between American firms and the Nazi's I. G. Farbenindustrie that restricted the production of magnesium in this country, a metal superior to aluminum in the manufacture of airplanes and invaluable for incendiary bombs, star shells and other war purposes.

COSTS U. S. MILLIONS

According to Arnold:

The actual damage to the nation's war effort, resulting from the arrangement, was "incalculable" and, in an effort to remedy the shortage, the Government has had to pay out millions of dollars for magnesium plants.

It operated chiefly to keep American production of magnesium down and the price high so that the metal would not compete with the American aluminum "monopoly" of the Aluminum Co. of America, one of the cartel members.

Up to a month ago the cartel was still refusing to license manufacture of magnesium in this country by non-member firms although the Government desperately needs magnesium for war purposes.

TOOK ORDERS FROM NAZIS

American members of the cartel agreed not to increase their production above 8,000,000 pounds a year without Germany's consent, although the basic patents were American and not German.

They also agreed to limit their shipments to England to 300,000 pounds a year and in pre-war years shipped 50 to 60% of their production to Germany at a price one-third below that charged Americans and Britons.

Questioning of Arnold brought out that approximately 90% of the outlay to be made by the Federal Government for construction of magnesium plants in this country is to go directly or indirectly, to the Dow Chemical Co., one of the cartel members. Nearly half of the outlay is for plants to be operated directly by the company.

DRASTIC SHORTAGE

It was noted that although War Production Board officials put the need for magnesium in 1942 at 725,000,000 pounds, they fear that they will get only a little more than a fifth of that amount this year because of the late start of the expansion program.

A criminal indictment was returned against the American partners in the cartel, the Dow Chemical Co. and Alcoa, in January, 1941 and, two months later, the companies pleaded nolo contendere, described by a Justice Department witness as "a sweet name for guilty."

Arnold noted that the American architect of the magnesium cartel structure was Dr. Zay Jeffries, who heads the WPB's advisory staff of expert metallurgists and is one of the defendants in the Government's case against General Electric, accused of restricting the production of tungsten carbide.

MAGNESIUM CARTEL LABELED WORST

The Senate Patents Committee, shocked by the dramatic story of the cartel agreements that crippled American production of magnesium, recalled Assistant Attorney General Arnold to discuss legislation to prevent such things in the future.

Members of the Committee condemned the magnesium deal as the "worst" of the cartel agreements. Arnold yesterday told how the Aluminum Co. of America had engineered the monopoly to protect its control of the rich aluminum industry.

The Assistant Attorney General prefaced his story with a recommendation that Congress authorize the cancellation of patents used for the creation of cartels. He said this would stop the "abuse of the patent privilege" which was responsible for "most of our present shortage of basic materials for the war."

5/2/42

'Worst Yet' Conspiracy Is Charged

International Deals Of Dow and Alcoa Surprise Politicians

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CALL

New York City

5/1/42

The True 'Story Of Carboloy'

ON APRIL 21 and 22, full-page advertisements appeared in newspapers throughout the United States, topped by the huge headline: "THIS IS THE STORY OF CARBOLOY," with the sub-head: "How a Most Strategic Material of the War—Invented in Germany—Was Made Available to the United Nations." It appeared over the imprint of the General Electric Company.

The real "story of carboloy," however, did not appear in this "inspirational story of American industry." It was told in the recent revelations of the Senate Patent Committee, whose chairman is Senator Bone of Washington. And it was to offset the repercussions of those revelations and the kind of publicity recently accorded to Standard Oil that General Electric hastened to present its version to the American public, via full-page ads in the daily press.

So far, it looks as though General Electric might have saved itself the trouble and expense, since the press has said practically nothing about the Bone Committee's investigations of the tungsten-carbide patent situation or about the earlier interrogation of General Electric officials by the Truman Committee. Now that the President has taken action to end the "patent pooling" situation by the seizure of all "enemy patents," the full story of the relations between American big industry and the Krupp-I. G. Farben interests, the effect of those relations upon production and prices in this country during both peace and war, will probably never be told.

MORE PRECIOUS THAN RUBIES

Tungsten-carbide is, in the words of the General Electric advertisement, "more precious than diamonds in war production." It is just as precious to adequate peace production. It is an alloy which, in cemented form, is used

General Electric, getting the jump on senate committee's Revelations, tries to vindicate "private enterprise" in touching tale of material "more precious than diamonds."

for the tips of cutting tools and for wear resistant dies. Invented in Germany, the international patents for cemented carbide were owned by Krupp, with American rights—both for their own use and for "availability" to others—in the hands of General Electric, after 1928.

In its spectacular "good will" offensive in the newspapers of last week, General Electric claims that both before and after its arrangement with Krupp, G. E. was "painstakingly" developing a cemented carbide technique of its own. The American trade name for its product was Carboloy. Its "far-sighted" purpose was to "make the United States entirely independent of Germany for its tungsten-carbide supply as early as 1936." But in another paragraph of its advertisement, the Company admits that in 1939, the entire production of the Carboloy Company (a subsidiary of G. E.) was less than 20,000 pounds. (In 1942, with the German supply shut off and huge profits to be made from Carboloy, "the Company's production is going at a rate 45 times that of four years ago.")

The slowness of the Carboloy development and expansion all during the long years that G. E. has sought to make the U. S. "independent" of German carbide production is rationalized by the usual formula—"high cost of development, standardization and training." But in attempting to demonstrate its altruism to the general public, G. E. gives the case away. It declares that, during the entire period of its existence up to January 1942, the net profits of the Carboloy Company was 2.5 per cent

of its sales. In short, it was not sufficiently profitable, up to 1942, to produce enough Carboloy to meet the full needs of American production.

GENERAL ELECTRIC SACRIFICE

The Bone Committee patent hearings throw an interesting side-light on another touching paragraph of G. E.'s good-will message. As an illustration of how it has sacrificed its own interests and profits to the cause of American production, G. E. declares that as long ago as 1928, the cost of a typical German cemented carbide tool in the United States was \$22.26, while a "comparable" Carboloy-equipped tool cost only \$11.11. Then why, one might ask, did American industry continue to buy German carbide tools? The Patent hearings supply the answer, which is part of the general answer to the "miracle" of German war production: One man with a German carbide tool could—and, it is claimed, still can, for all of G. E.'s "research"—do as much work in the same period as four men with American carbide tools.

Just as G. E. has managed to avoid the publicity spot-light in the recent patent hearings, so did it manage to do the same thing in the Truman Committee hearings on war profiteering, even though some of its correspondence, subpoenaed by the Committee, indicated that the required profit on flashlight bulbs (a prime necessity in war time), demands that those bulbs do not last as long as they could last—if manufactured for use rather than for profit. In short, profit is dependent on turn over, which in turn requires a short-lived product.

To the liberal press, the "sinister" aspects of the Alcoa, Standard Oil, Dow Chemical and a dozen other similar cases, lie in the tie-up between these companies and the German cartels. (Dow and Basic Magnesium are controlled by a British company which is half-owned by I. G. Farben Industrie.) But the most sinister aspect of the whole situation—the stranglehold of these vast monopolies, whether German, British or American, over the entire process of research and production—will not be met by the mere seizure of German patents and their exploitation for the private profit of American manufacturers.

General Electric's full-page ad is not merely an attempt to rationalize its relations with Krupp and its own record in the tungsten-carbide situation, but also an attempt to bolster the whole shaky cause of private enterprise. It ends its "story of carboloy" on the self-congratulatory note that this story "continues a sturdy and inspiring example of public service born of private enterprise, and characterized by hard work, ingenuity, investment, research, risk and courage—a familiar pattern on this side of the Atlantic!"

BUSINESS WEEK

"The BUSINESS NEWS OF THE WEEK—1
preted. Every happening of import analysed
the light of its EFFECT upon business."

McGraw-Hill, 330 W. 42nd St., New York C

MAY 2 - 1942

Patent Probe Broadens

The Senate Patent Committee investigation is getting to the real meat of its subject—moving from abuses of the patent system to alleged weaknesses of the system itself. This was the point of Thurman Arnold's testimony on the Dzus Fastener. He emphasized that there was nothing illegal in any delay in aircraft production by refusal of Dzus to license production of his little screw. He thought there ought to be.

Similarly, Arnold says that failure of the patent law effectively to require full disclosure of the patented process leaves him unable to get the "know-how" on magnesium out of Alcoa and Dow, even after a consent decree providing for licensing of the patents—and that the law is the real culprit.

Teeth Gone—Arnold also said that the magnesium consent decree illustrates how companies under indictment insist on easy terms now they know he can't prosecute because of the wartime truce on antitrust actions.

MONMOUTH, ORE., HERALD

MAY 29 1942

This article was clipped from
**ENGINEERING AND MINING
JOURNAL**

"For nearly three-quarters of a century the outstanding authority of the metal and non-metallic, milling, smelting and refining industries."
McGraw-Hill, 330 W. 42nd St., New York City

MAY 1942

Magnesium Troubles—Difficulties with magnesium worried Washington in April. Activities of Basic Magnesium, Inc., developed controversy between Senator Bunker of Nevada and Defense Plant Corp. officials. Charges of "sinister" actions and "fraud" were made. The magnesium "monopoly" was broken by a consent decree. One feature about the court action is that patents are now available for general use which previously were available only through license, oftentimes license without charge. Fair success in solving technical difficulties in processing magnesite as raw material for the new plants is reported.

Patent Seizures—The seizure by the Government of all foreign-owned patents surprised no one in Washington. But those informed on the situation will realize that the Government previously was not in any way restricted as to its authority to use these patents on war projects. Having them under control of Alien Property Custodian may merely simplify contract dealings and details of procedure. Quite different is the tendency of Congress to wreck the whole concept of the patent system as it affects ownership of patents in the United States. This threat is very real, largely because of the grossly distorted claims based on feeble evidence or no evidence at all. The distortion has been obviously deliberate by those who have long sought to destroy the patent system.

468 FOR AN ADDITIONAL FREEDOM

Thurman Arnold, trust buster, looks forward to a new America, built of magnesium, aluminum, copper, and light stainless steel. He has done his best to free production of these metals from controls of monopoly. In an article in the last American Mercury, is told how Arnold, starting in to prosecute illegal combinations, found that an international cartel restricted magnesium production to 4000 tons a year in order to prevent it from competing with aluminum. Sounds like the AAA, or the milk control, doesn't it?

Quite similar was Arnold's discovery that aluminum and magnesium were being "carefully restricted" for the sole benefit of the "stability" of the Aluminum trust, and its cartel mate, the I G Farben trust of Germany. The story of crude and synthetic rubber, cooperating is a similar case. Price agreements in high places have set the pace for lesser fry which have now progressed to the place where they have state and national laws to sustain them.

This situation is not confined to America. In a write-up of India it is stated that the nation stands second to the United States in deposits of high grade iron ore, that it has the largest iron and steel works in the British empire, but that Great Britain has not encouraged expansion of Indian industry, even for war purposes, for fear of competition after the war.

Similarly, Australia is developing iron and steel production in a way that would not have been possible except for the war.

Which brings us back to Arnold's assertion that if there can be a freeing of patents this country will be producing 500,000 tons of magnesium instead of the 4000 tons the trust allowed before the war. This will mean competition for copper in building supplies and plumbing, greatly cheapening them and increasing their use.

So all along the line. Price control, state boundary taxes and regulations, allotments, labor monopoly, are all efforts to even up the advantages which combinations of wealth have enjoyed in the past, and which have thrown our economic setup out of gear. We talk of Four Freedoms which are our aim in war. The number should be increased to five, the additional one being Freedom of Production.

LABOR
WASH. D. C.
5/5/42

ALCOA'S BETRAYAL OF NATION TO NAZIS CALLED 'WORST YET'

Big Mellon Concern's "Cartel"
Tieup With Germans Ham-
strings Rearmament Plans

Magnesium
IMMUNITY IS GIVEN G. E.

Congress May Probe Dropping
Of Suit Against Big
Morgan Concern

Made Hitler Possible

American industrialists who had cartel compacts with German monopolists were "disguised instrumentalities of Hitler" and contributed to the war machine that has overrun Europe.

That is information "from the horse's mouth"—from a former German lawyer, Heinrich Kronstein, who had a large part in building up the cartel system. He is now a professor at Georgetown University.

Kronstein this week told the Senate Patents Committee that American concerns had "actually been doing business with Hitler," and that the royalties they paid on patents went into the Nazi war chest. Without the cartels, Kronstein emphasized, Hitler would never have been able to rise to power.

The deeper congressional committees dig into the dramatic story of "cartel" agreements that cripple American war production the more scandalous it becomes. An appalling amount of skulduggery by our industrialists has already been disclosed, and the record is being added to daily.

As LABOR pointed out last week, the "blitz" against labor was a "red herring" to draw public attention from sabotage of the war effort by certain greedy industrialists.

The details of what several members of the Senate Patents Committee called the "worst yet" in the series of sensational exposures were aired by the committee this week. They related to a patent-pooling arrangement between the Mellon-controlled Aluminum Company of America and German industrialists who were following instructions of Adolf Hitler to handicap the defense efforts of all nations at war with Germany.

Lopsided Agreement

The agreement was temporarily cancelled several days ago by a consent decree entered into by the American partners of the Axis. Even Department of Justice officials admitted that the decree had been dictated by Alcoa and that it was so lopsided against the American people that it could not be defended.

"Confidentially, it stinks," declared Senator Robert M. La Follette (Prog., Wis.), after Assistant Attorney General Thurman Arnold had explained what the government hopes to gain from the decree.

Documents taken from the files of Alcoa and other companies emphasized that the American company had engineered the deal with the German chemical trust to protect its monopoly of the rich aluminum industry in this country.

Favored the Nazis

By virtue of its cartel agreement, Alcoa kept the price of magnesium at a level about one-third higher than aluminum, thus preventing competition between the two metals.

Germany, which has a veto power on American production, in 1940 produced 18,000 tons of magnesium, or almost half the world's output, while this country produced only 5,680 tons, or 14 per cent.

This article was clipped from
NEWS EDITION
of the American Chemical Society
"Semi-monthly News Service of the Chemical and
Process Industries World."
Washington, D. C.

Magnesium Companies Fined

FINES totaling \$140,000 have been imposed upon five corporations and six individuals who pleaded *nolo contendere* to an indictment charging violation of the antitrust laws in the production and fabrication of magnesium, the U. S. Department of Justice has announced. At the same time, the entry of a consent decree was entered providing for compulsory free licensing of patents held by the defendants for the production and fabrication of magnesium.

Defendants fined were Aluminum Co. of America, \$25,000; Dow Chemical Co., \$25,000; American Magnesium Corp., \$25,000; Magnesium Development Corp., \$20,000; General Aniline and Film Corp., \$15,000; Arthur V. Davis, chairman of Alcoa, \$5,000; Roy A. Hunt, vice president of Alcoa and president of American, \$5,000; Irving W. Wilson, vice president of Alcoa, \$5,000; Willard H. Dow, president, and Earl W. Bennett, vice president of Dow, \$5,000 each; and Karl Hochschwender, president of Magnesium Development, \$5,000.

Judge Goddard remitted the fine against Hochschwender.

Magnesium was first produced commercially in this country under American patents. The Dow Chemical Company had better methods than the Germans, hence there was no reason why our manufacturers should have entered into any arrangements with the Germans, except a desire to further tighten their monopoly.

The Dow company was reluctant to make an agreement with the Germans, and Alcoa started a patent infringement suit to force Dow into line. The suit was dropped after the Dow concern yielded.

According to Department of Justice officials, Alcoa and Dow "knew all along" that the agreement with the Germans was illegal.

The committee was told that "incalculable damage" had been done our war effort by the international agreement. While our industries were clamoring for magnesium, the Germans were getting all they needed to keep their war machine rolling.

Committee members made no attempt to conceal their resentment as Department of Justice officials explained the terms of the settlement made with Alcoa and Dow.

G. E. Suit Dropped

It came out that Alcoa had refused to permit the consent decree to contain findings of fact by the court as to its past operations, and this omission, Department of Justice officials admitted, saves the company from a series of treble damage suits under the Clayton Anti-Trust Act.

Alcoa also insisted that the decree should cover only the "duration" and that the conditions against which the government complained might be restored after the war.

A Department of Justice announcement that a criminal indictment against General Electric has been laid away in moth balls until after the war brought demands for a Congressional investigation.

G. E. was accused of having entered into an agreement with Krupp, Nazi munitions maker, to deprive American industry of tungsten carbide, which provides a cutting edge for machine tools.

As was pointed out in LABOR last week, had American manufacturers been permitted freely to use tungsten carbide, it would be possible to greatly increase production without the addition of a machine or a worker.

"Soaked" Uncle Sam

Another charge against G. E. was that it charged from \$205 to \$435 a pound for tungsten carbide while selling the metal in Germany at \$50 a pound. The day G. E. was indicted it cut its price from \$205 to \$50 a pound.

Unlike other concerns with "hands-across-the-sea" tieups, G. E. did not enter consent decrees promising to reform. Instead, it sent high-powered lobbyists to Washington to convince army and navy officials that the war program would be hampered if the company was compelled to stand suit.

So persuasive was this argument that Secretary of War Henry L. Stimson and Secretary of the Navy Frank Knox asked the Department of Justice to call off the suit, and the request was promptly granted.

OHIO FARM BUREAU NEWS
"The Voice of Organized Agriculture in Ohio"
Columbus, Ohio

MAY 1942

Co-ops to the Rescue!

American business giants carry on flagrant profit quest with no regard for national welfare, give system its greatest uncovering. Monopolistic capitalism proves itself morally bankrupt.

If cooperators anywhere are still looking for proof of the anti-social and avarice-breeding characteristics of the profit system, and stump speech material on the need for a cooperative economy as the basis for a better world order, recent revelations about the antics of big business supply it.

While American soldiers by the thousands forsake everything that compares with the profits or even the safety of a corporation to defend the country—by whose laws corporations are granted the right of existence, some of the biggest of those corporations have held up production of vital materials because of contracts with similar industrial ogres in enemy countries—and because of "obligations to stockholders."

Here is the record:

Standard Oil of New Jersey went into partnership years ago with Naziland's dye trust, I. G. Farbenindustrie, on process patents on synthetic rubber. After America's declaration of war, Standard continued its loyalty to the contract, hampered U. S. rubber supply.

General Electric Co., according to Justice Department reports, has patent licensing arrangements with

the Krupp Co. of Germany on cemented tungsten carbide, vital machine tool metal, which result still in restriction of production and "unconscionable prices," with Krupp keeping America at a disadvantage.

Carnegie-Illinois Steel Co. and Jones & Laughlin Steel Co. violated priority regulations in the distribution of large amounts of metal until sued by the Department of Justice.

The Department also has charged E. I. duPont de Nemours & Co., and Rohm & Haas, with collusion with Nazi companies to restrict vital U. S. production.

I. G. Farben gets in another lick as Thurman Arnold's notebook reveals "incalculable damage" to the country's wartime production program through cartel agreements between the German firm and the Aluminum Co. of America and the Dow Chemical Co. to keep down American production of magnesium—superior to aluminum in airplane manufacture and other defense needs.

In several of these cases, the anti-trust division of the Department of Justice has brought criminal action. The response has been pleas of "nolo contendere" and voluntary payment of fines. (Nolo contendere, translated, means "no contest"—or

we don't dispute you. A Department of Justice witness interpreted it as "a sweet name for guilty.")

In 1941, Standard Oil of New Jersey was still selling aviation gas to Italy through South America, over objections from the U. S. State Department.

American consumers are on sugar rations, it is revealed, because the petroleum and sugar trusts prefer that their products, rather than the huge surpluses of corn and wheat, be used for making industrial alcohol (and despite recent admissions by experts that the grain alcohol process is no more costly).

Staggering Profits

A special committee revealed that the Todd Shipyard Corporation, after paying taxes in 1941, showed a net return of 20% on its invested capital.

A National City Bank of New York report shows net income of 825 manufacturing corporations for 1941, after all taxes and reserves, 23.7 greater than in the previous year.

Earnings of 135 railroads jumped from 191 millions in 1940 to 500 millions in 1941. U. S. Steel Co. put 25 million dollars in a special contingency fund and reduced its earnings from 141 millions to 116 millions. The Toland committee reported increases of 100% to 1331% in war-firm executives' salaries between 1934 and 1940.

Other profits increases, 1941 over 1940, are: Aviation Corporation, 2690%; Lima Locomotive, 1360%; Vultee Aircraft, 730%; Colorado Fuel & Iron, 840%; Nash-Kelvinator, 917%; Savage Arms, 233%.

The list goes on and on.

Part of the System

Many small business organizations are probably being run as representative of the men who control them, and are doing all they can for their country and human welfare—so far as the system in which they operate will allow. But the system will not let a profit business sacrifice as a human being is expected to. The system has to make profits, or cease existence. And profit supplants soul, conscience, and national honor. Until service to man and community takes the place of net profit as the supreme *raison d'être* for business and industry, it will not be otherwise.

The most overwhelming and challenging thing to be realized in all

of this, however, is its evidence that this world-wide riot in which we are involved is not simply a war between two groups of nations. Militarily it amounts to that—so far. In it, though, are the concentrating trends toward revolt between fascist-minded holders of power who want more of it, and the masses who have no security and less and less freedom and want both. The lines between these two groups run through every nation on the globe.

Only determined and constant effort toward broad expansion of cooperative economic institutions, owned by the users, controlled democratically, and established for service to all, can remove the threat that this war will develop into—or be succeeded by—civil strife between groups throughout the world.

Greater than the challenge of a few pennies wages a week to the Rochdale weavers, greater than the challenge of the destitution that made the French Revolution, greater than the challenge of Boston Harbor, Pearl Harbor, Bataan—is today's challenge of a monopoly - infested world—a terrifying challenge to co-operators, and all men of good will, to work relentlessly to remove the profit system from the face of the earth, and replace it with a cooperative system that will serve man and his community, whatever the cost.

CONTRACTS WITH GERMAN FIRMS INJURE THE WAR EFFORT

Washington.—(FP)—Details of the "worst yet" in the field of international business agreements restricting war production were given the senate patents committee here April 23 by Assistant Attorney General Thurman Arnold. The story involved an arrangement between American firms and the Nazi's I. G. Farbenindustrie that restricted the production of magnesium in this country, a metal superior to aluminum in the manufacture of airplanes and invaluable for incendiary bombs, star shells and other war purposes.

According to Arnold: :
The actual damage to the nation's war effort, resulting from the arrangement, was "incalculable" and, in an effort to remedy the shortage, the government has had to pay out millions of dollars for magnesium plants.

It operated chiefly to keep American production of magnesium down and the price high so that the metal would not compete with the American aluminum "monopoly" of the Aluminum Co. of America, one of the cartel members.

Up to a month ago the cartel was still refusing to license manufacture of magnesium in this country by non-member firms altho the government desperately needs magnesium for war purposes.

American members of the cartel agreed not to increase their production above 8,000,000 pounds a year without Germany's consent altho the basic patents were American and not German.

They also agreed to limit their shipments to England to 300,000 pounds a year and in pre-war years shipped 50 to 60 per cent of their production to Germany at a price one-third below that charged Americans and Britons.

Questioning of Arnold brot out that approximately 90 per cent of the outlay to be made by the federal government for construction of magnesium plants in this country is to go directly or indirectly, to the Dow Chemical Co., one of the cartel members. Nearly half of the outlay is for plants to be operated directly by the company.

It was noted that altho the War Production Board officials put the need for magnesium in 1942, at 725,000,000 pounds, they fear that they will get only a little more than a fifth of that amount this year because of the late start of the expansion program.

A criminal indictment was returned against the American partners in the cartel, the Dow Chemical Co. and Alcoa, in January, 1941, and, two months later, the companies pleaded holo contendere, described by a justice department witness as "a sweet name for guilty."

Arnold noted that the American architect of the magnesium cartel structure was Dr. Jay Jeffries who heads the WPB's advisory staff of expert metallurgists and is one of the defendants in the government's case against General Electric, accused of restricting the production of tungsten carbide.

This article was clipped from

BANKING

Journal of the American Bankers Association

22 East 40th Street, New York City

JUL 1942

Alien property

ALIEN PROPERTY CUSTODIAN Leo T. Crowley, pursuant to instructions issued by the President on April 21, has been investigating and seizing alien-controlled patents at a rate which at this writing approximates 1,000 a week. There are in all some 40,000 to 60,000 patents controlled by nationals of the six nations with which we are at war. Patents that either have or will be seized are the I. G. Farben's artificial rubber and magnesium processes. One batch of 80 Japanese patents seized included many in the mechanical and electrical fields, and several relating to processing metals.

BUSINESS CONTRACTS WITH GERMAN FIRMS INJURE WAR EFFORT

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OCT 2 1942

PROGRESS in SCIENCE and RESEARCH

New Artificial Wool

A superior artificial wool that is crimped like wool and is remarkably "woolly" both in appearance and properties, strong, elastic, retaining its crimp and strength both wet and dry and a good heat insulator, is the subject of patent No. 2,296,202 obtained by Vernal R. Hardy of Wilmington, Del., and assigned by him to E. I. du Pont de Nemours & Co., reports the New York Times.

The du Pont company had previously produced a crimped fiber, but it lacked the desired strength. Only a thin synthetic polymer would crimp. The inventor found that a thick or viscous polymer would crimp if the fiber was cooled slowly after being spun from the molten condition. In this way, large as well as small crystals are formed and it is this diversity of size, he believes, that causes the fiber to crimp. The thicker or more viscous polymer gives a stronger fiber.

Patent No. 2,296,006 was issued this week to Herbert Wagner of Berlin, Germany, and immediately vested in the Alien Property Custodian. It concerns a means of interconnecting the motors of a multimotored airplane.

All the engines are geared by bevel gears on rearward extensions of their axles to a single transverse shaft carried in the wing. Each engine has a clutch so that the common shaft

can be driven by one or all the engines. There is also a clutch between each engine and its propeller, so that, if any one goes dead, its propeller can be turned by the others and this without turning the dead motor. This device makes for better control, the inventor states, when one or more engines stall.

All the auxiliary equipment is also driven from this common shaft, such as the pumps, blowers, electric generators, and power for moving the controls, landing gear, etc. This arrangement, the inventor believes, is superior to the ordinary usage of several generators, each connected to a separate engine, so that if one fails the others will still operate. This requires much duplication of wiring, piping and other mechanisms, all of which add materially to the weight of the plane. By means of this system of mechanical inter-connection, he claims, the weight of the airplane is vastly reduced.

Pick-up for Air Mail

A novel method by which an airplane can leisurely deliver and pick up mail or other matter from the ground without landing is described in United States patent No. 2,295,537 issued to Verne R. Anderson of Tucson, Ariz.

The new method avoids the strain and jerk which accompanies the attempt to pick up a package in a fraction of a second while on a straight-away course. By this method the plane circles above the landing point. A gondola, stream-lined like the plane, is lowered by a cable. As the plane circles overhead, the gondola describes a smaller circle at a less speed. A line is automatically reeled out from the gondola carrying a rubber-like weight at the lower end. This after reaching the ground acts as a drag to further reduce and

steady the motion of the gondola, until the latter can be secured, unloaded and loaded.

To find the proper conditions to obtain these results, the inventor had to make use of some very intricate mathematics, involving many factors, such as speed and altitude of the airplane, wind friction on the cable, weight and length of the cable, weight of the load effects of gravity, centrifugal force, tension in the cable, etc.

How to form on magnesium and some of its alloys a hard, dense, non-corrosive coat of many colors, and therefore highly decorative, is described in patent No. 2,295,842 which has been granted to Joseph D. Hanawalt and Charles E. Nelson of Midland, Mich., and assigned to the Dow Chemical Company.

Only magnesium alloys that are already highly resistant to corrosion can take the coating. Ordinary commercial magnesium and its alloys disintegrate completely when immersed in the highly corrosive baths that form the coating. But, the inventors say, they have made many magnesium alloys that have the required corrosion resistance. These instead of dissolving quickly form a hard glossy coating which only increases in thickness as long as the alloy remains in the bath.

The rate of corrosion of an alloy was measured by dipping it in a strong brine for one minute, then exposing to the air for two minutes and repeating these steps in succession for several months.

CHEMICAL INDUSTRIES

"Devoted to economic and business problems of making and marketing, buying and using of chemicals."

25 Spruce St., New York City

OCT 1942

U. S. CHEMICAL PATENTS Industrial Chemicals

Process for producing metallic magnesium. No. 2,286,209. Roy C. Kork to The Dow Chemical Co.

Surface treatment of magnesium and magnesium alloys. No. 2,287,049 and 2,287,050. Mike A. Miller to Aluminum Co. of America.

Aluminum bronze containing compositions. No. 2,287,053. Dean Murphy to Chadeloid Chem. Co.

Method for producing chromium-bearing alloys. No. 2,287,073. Marvin J. Udy.

Process for production of iron powder of great reactivity which comprises electrolyzing a ferrous chloride solution containing ammonium chloride at a current density of 6-7 amperes per dm² in the presence of formic acid in such a quantity that the pH value of the solution lies between 6.5 and 7.2. No. 2,287,032. Karl Bauer to Chemical Marketing Co. Inc.

CHEMICAL INDUSTRIES

"Devoted to economic and business problems of making and marketing, buying and using of chemicals."

25 Spruce St., New York City

OCT 1942

U. S. CHEMICAL PATENTS Metal & Alloys

Process for production of metallic magnesium. No. 2,286,209. Roy C. Kork to The Dow Chemical Co.

Copper powder, particles whereof have a surface alloy coating of copper with other metal more electropositive than copper melting between 200° and 500°C., the proportion of such other metal to the copper being of the order of about 0.25% to 1.00%. No. 2,286,237. John D. Shaw & Walter N. Revok to Metals Disintegrating Co., Inc.

PAPER TRADE JOURNAL

"The international news weekly of the paper industry."

15 W. 47th St., New York City

OCT 2 1942

UNITED STATES PATENTS ON PAPERMAKING

August 11, 1942

2,292,518. Coated paper. John Hettich, Westfield, N. J. Filed March 11, 1939. 1 claim. (Cl. 117-158). The coating consists of 40-75 parts of a neutral resin, 3-15 parts of diamyl phthalate, 5-25 parts of paraffin wax, and the reaction product of 0.5-2 parts of magnesium oxide and 5-15 parts of dammar gum.

2,292,577. Wear testing machine. Everett A. Mahannah, assignor to International Paper Company, New York, N. Y. Filed June 14, 1940. 11 claims. (Cl. 7351). A device for testing the wear quality of paper samples.

2,292,582. Method of making corner mounts for photographic prints and the like. Christopher Tate, Malden, Mass. Filed July 18, 1940. 6 claims. (Cl. 93-1).

2,292,663. Wire belt structure. Otto Carl Scherffel, assignor to Audubon Wire Cloth Corporation, Philadelphia, Pa. Filed Sept. 12, 1941. 5 claims. (Cl. 245-6).

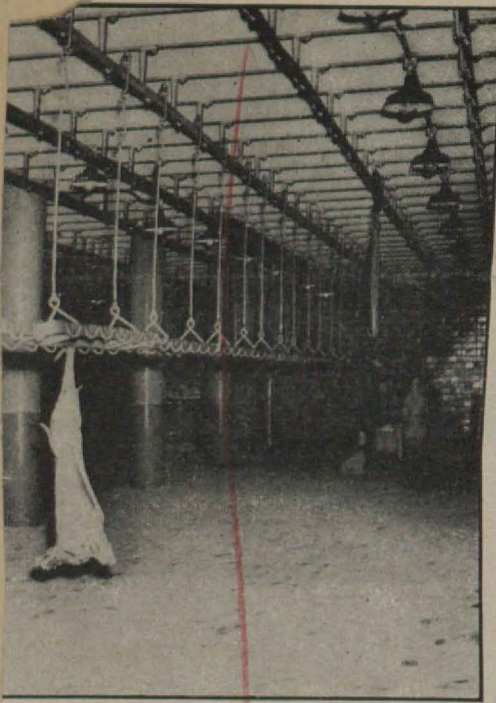
2,292,723. Web severing mechanism. William M. Stocker, assignor to Cameron Machine Company, Brooklyn, N. Y. Filed Dec. 10, 1941. 1 claim. (Cl. 164-61).

Enemy Patents Opened To U. S.

WASHINGTON, Dec. 8 (UP)—President Roosevelt announced today that enemy patents confiscated by this country will be made generally available for American business.

Roosevelt at a press conference made public a letter from Alien Property Custodian Leo T. Crowley who reported on fulfillment of a presidential order that enemy patents be seized and made "freely available to American industry, first for war purposes of the United Nations, and second for general use in the national interest."

DEC 19 1942



Consolidated Beef Co. (above) are fast emptying, and beef is not to be had. Shortage threatens to be more acute by the year's end.

Free Patents

Enemy inventive rights, seized by the government, are thrown open to industry for redelivery via armaments.

Industry is ready to take full advantage of foreign-owned patents made available by the government. About 100 applications for royalty-free licenses have been received by Alien Property Custodian Leo T. Crowley since recent announcement of arrangements for utilizing patents owned by nationals of enemy or enemy-occupied countries (BW—Dec. 12'42, p8). About 25 applications have been granted to date and the rest are in process.

•Only the Start—Crowley's staff believes that is just the beginning of the wave of applications they may expect when domestic concerns have had an opportunity to examine descriptions of seized patents. Lively interest in the foreign patents was shown at the Alien Property Custodian's exhibit at the National Chemical Exhibition in Chicago late last month. Numerous technicians and patent attorneys scanned patent titles, left orders for catalogs.

Catalogs may be inspected at offices of the Patent Marketing and Information Section, Field Bldg., Chicago, and the Alien Property Custodian's main office, National Press Bldg., Washington. Mail inquiries also will be handled by these

offices. Individual sections showing patent numbers and titles of vested patents or patent applications, belonging to one patent office classification, will be furnished for 10¢ each, except for nine of the largest classes (23, 74, 88, 95, 123, 178, 179, 250, 260), which are 25¢ each.

•Patents Are Valuable—A \$50 fee is payable at the time an application for license under a single patent is filed, plus \$5 for each additional related patent covered by the same license.

All told about 30,000 enemy patents have been seized, classified, and cataloged. Before the month is out, about 20,000 patents owned by nationals of enemy-controlled countries will have been taken over. So today the custodian controls the largest single block of patents in this country. They include some of the finest research achievements of modern science, particularly in the production of dyestuffs, plastics, pharmaceuticals, and electrical goods. In dedicating them to war against the Axis and to the reconversion of industries to peacetime operations, APC pays this tribute to Germany:

•Control Is Permanent—"Our principal enemy has developed over a period of many years the most important center of scientific research outside the United States; some of its inventions have great economic value. This is particularly true of the pending patent applications which represent the latest researches, kept secret until now."

These enemy patents become a permanent part of the U. S. industrial machine. The President long ago announced that control of seized patents shall not revert to enemy hands. Action by Congress or by the peace conference may affect this policy, but there seems to be a full measure of protection in APC's refusal to sell the patents or release title in any way, or to issue non-exclusive licenses for the life of the patents.

•Monopolies Forbidden—Administration of seized patents also is designed to prevent monopolization by American concerns. Licenses issued by APC are non-exclusive and non-assignable. Outstanding exclusive licenses to American concerns will be allowed to stand, unless issuance of other licenses is agreed upon with the present licensee, or if it is determined to be in the public interest because of restrictions on production or use.

APC will collect the royalties due, usually as per existing agreements, unless and until one or more additional licenses are issued. The exclusive licensee under an enemy patent may elect, however, to relinquish his sole right and accept a non-exclusive royalty-free license. One American concern—a munitions manufacturer—has already done so and thereby saved a large sum of money.

•Postwar Royalties—Licenses on patents owned by nationals of enemy-occupied

JAN 19 1943

Recent Patents On Metals And Alloys

The following patents concerning metals and alloys were recently issued by the U. S. Government.

Process of producing iron-alloy matrix with carbonized surface. No. 2,294,562. Walter E. Kingston to Hygrade Sylvania Corp.

Process for the treatment of iron-containing surfaces and product. No. 2,293,580. Isaac Walker to E. I. du Pont de Nemours & Co.

Continuous process of converting iron ore to metallic iron. No. 2,292,579. Thomas Moore to Standard Oil Development Co.

Amelioration of iron ore contaminated with silica. No. 2,293,939. Frank Fahrwald.

Fuse alloy. No. 2,293,762. Howard Reeve to Bell Telephone Laboratories, Inc.

Metal coating method and article produced thereby. No. 2,293,779. Robert Tanner to Parker Rust Proof Co.

Lead base solder. No. 2,293,602. Edward Ferguson to North American Smelting Co.

Condensation of metallic vapors. No. 2,295,226. Carleton Long to St. Joseph Lead Co.

Manufacture of magnesium metal. No. 2,295,105. Gunter H. Gloss and Robert E. Clarke to Marine Magnesium Products Co.

Method of rolling magnesium-base alloys. No. 2,294,648. Gerhard Ansel and John C. McDonald to The Dow Chemical Co.

Sintered metallic composition having negative temperature coefficient of resistance. No. 2,294,755. Hideo Inutsuka and Shujiro Kawase to General Electric Co.

Hard metal alloy, especially for tools. No. 22,166. Paul Schwarzkopf to The American Cutting Alloys, Inc.

Metal treating solution. No. 2,293,716. Van Darsey to Parker Rust Proof Co.

Electrical resistance alloy. No. 2,293,878. Victor Allen and Joseph Polak to Wilbur B. Driver Co.

Material for hard facing metallic articles by melting the same onto the surface to be faced by means of an electric arc. No. 2,292,694. Paul Jera-bek to The Lincoln Electric Co.

AMERICAN METAL MARKET
2/6/43 New York City

Recent Patents On Metals And Alloys

The following patents concerning metals and alloys were recently issued by the U. S. Government.

Process for beneficiation of manganese ores. 2,296,841. Daniel Gardner.

Method of coating a light metal article of magnesium and its alloys. No. 2,295,842. Joseph Hanawalt and Charles Nelson to The Dow Chemical Co.

Method of producing a coating on article of magnesium and its alloys. No. 2,295,843. Joseph Hanawalt and Charles Nelson to The Dow Chemical Co.

Preparation of finely divided metal-liferous materials for sintering. No. 2,295,811. Percy Steffensen to Bethlehem Steel Co.

Method of joining metal body having nickel surface to glass body. 2,298,974. George R. Shaw to Radio Corp. of America.

Method of phosphate coating ferrous metal surfaces. 2,298,312. Gerald Romig to American Chemical Paint Co.

Process of Flotation separation of ore. 2,298,281. Hoyt Corley, Anderson Ralston, and Ervin Segebrecht to Armour & Co.

NOV. AND DEC. PATENTS
ON APRIL PAGE

CHEMICAL INDUSTRIES

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New York City

JAN 1943

U. S. CHEMICAL PATENTS Industrial Chemicals

method of supplying gas to a process at stated rates and pressures. No. 2,296,849. Franklin Hunt to The Liquid Carbonic Corp.

Process of separating silica from ores. No. 2,296,868. Anderson Ralston and Ervin W. Segebrecht to Armour and Company.

Alkali metal halide flux for the fusion joining of magnesium members. No. 2,296,896. Mike Miller to Aluminum Company of America.

Method for polymerizing isobutylene to viscous polymers of increased stability. No. 2,296,899. Michael Otto and Helmuth Schneider to Jasco Incorporated.

Wood preserving composition comprising mixture of cresote and paraffin and one toxic material. No. 2,296,401. Hugh Perkins to The Western Union Telegraph Co.

Polymerization of water insoluble organic compounds dispersed in an aqueous vehicle. No. 2,296,403. Archibald Renfrew and William Gates to Imperial Chemical Industries Limited.

Process for conversion of carbon monoxide with hydrogen into hydrocarbons containing more than one carbon atom in the presence of a catalyst. No. 2,296,405. Arno Scheuermann and Eugen Marecek.

Method of preparing rugged, active catalyst for use in catalytic reforming. No. 2,296,406. William Spicer and Rhea Watts to Standard Oil Development Company.

Halomethyl aliphatic amino compounds and processes of making them. No. 2,296,412. Edgar Wolf to Heberlein Patent Corporation.

Method of treating sulfate solutions of assorted metals including iron and aluminum sulfate to selectively precipitate a double basic sulfate of trivalent metals of the group consisting of aluminum and ferric iron, and alkali metal. No. 2,296,429. Louis Clark.

Process of producing aqueous dispersions of poly-isobutylene. No. 2,296,427. Walter Daniel and Michael Otto to Jasco, Incorporated.

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JAN 1943

INDUSTRIES

No. 1
Foreign Chemical Patents Part 2
Canadian Patents—p. 2

Granted & Published Oct 28, 1941

Fused carbide composition containing boron carbide as a major constituent and also containing substantial portion of another carbide. No. 400,237. The Garborundum Company. (John A. Boyer and Carl G. Rose).

Treating free flowing, solid, carbonaceous fuel for preventing or reducing its dustiness, which consists in applying to the pieces of fuel, while maintaining their free flowing character, a dust-preventive film coating comprising an aqueous dispersion of bentonite in gel form. No. 400,238. Carter Coal Company. (Lincoln T. Work and Rudolph E. Zetterstrand).

Injection molding of thermoplastic material by forcing said material through a confined heating space and about a zone of high magnetic permeability within said heating space, inducing an oscillating magnetic flux through said zone so as to heat said zone by induced electric currents and hysteresis and controlling the path of said flux through said zone so as to effect spatial control of the heat imparted to said thermoplastic material. No. 400,239. Celluloid Corporation. (Dimitri G. Soussloff).

Process of separating weak organic acids contained in a water insoluble neutral or basic organic liquid. No. 400,280. Shell Development Company. (David L. Yabroff and Ellis R. White).

Continuous process of treating limestone having calcium and magnesium components. No. 400,282. The Standard Lime and Stone Company. (William J. Young).

Applying parasiticides to plants by gasifying a volatilizing parasiticide, mixing it with exhaust gases, bringing the mixture into contact with a dusting powder suspended in gas, and applying the resulting parasiticide powder to plants. No. 400,295. Tobacco By-Products and Chemical Corporation. (Robert B. Arnold).

Preserving green fodder by storing in presence of a water soluble nitrite and a substance selected from the group consisting of non-toxic formates and acid amides. Winthrop Chemical Co., Inc. (Gustav Pfeiffer).

Preserving green fodder by adding thereto a nitrate the NO₂ group of which is linked to a physiologically innocuous radical. No. 400,310. Winthrop Chemical Co., Inc. (Friedrich W. Stauf and Georg Janning).

Manufacture of esters of methacrylic acid or free methacrylic acid by treating a mixture of chloroform, and alcohol and, if the free acid is to be obtained, water, with an acid or caustic alkali or other base. No. 400,316. Henry Dreyfus. (Edward B. Thomas and Horace F. Oxley).

A cylindrical seamed laminated cellulose sausage casing provided with a double lapped joint. No. 400,322. Industrial Patents Corporation. (Charles T. Walter).

Additional Patents Granted and Published October 28, 1941 will be given next month.

industries January, '43: LII, 1, Part 2

CHEMICAL INDUSTRIES

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NOV 1942

CANADIAN PATENTS Granted and Published September 16, 1941

Apparatus for melting readily oxidizable metals such as magnesium. No. 399,837. The Dow Chemical Company. (Claire S. Harris).

Process for providing a rubber article with a mat finish. No. 399,838. Dunlop Tire and Rubber Goods Company Limited. (Alfred Niven, Edward A. Murphy and Evelyn W. Madge).

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FEB 1943

Foreign Chemical Patents

Canadian Patents—p. 88
Granted & Published Nov. 4, 1941

Soap composition comprising kettle soap and sodium silicate, the ration of silicate to soap being at least 4 to 10, an organic water soluble colloidal dispersing agent in quantity sufficient to make soap and silicate compatible, and a sudsing material selected from the group consisting of sodium hexametaphosphate, said sudsing material being present in sufficient quantity to induce normal sudsing of said composition. No. 400,451. Harris Soap Company. (John B. Curzon).

Preparing a concentrated liquid egg white by beating egg whites into a foam, drying the foam, subdividing the foam to form a dried product, dissolving the dried product in liquid egg white, and maintaining the concentrated liquid egg white at refrigerator temperatures. No. 400,460. Industrial Patents Corporation. (Clifton H. Parsons and Leon D. Mink).

Method of condensing magnesium vapor from mixtures thereof under conditions in which the partial pressure of magnesium vapor is in equilibrium with the magnesium at its solidification temperature is numerically an appreciable fraction of the partial pressure of magnesium vapor in the inert atmosphere of the condensing system. No. 400,464. Magnesium Metal Corporation Limited. (Konrad Erdmann).

Producing briquettes from the magnesium-containing dust accruing in the electro thermal production of magnesium from magnesium oxide with carbon. No. 400,465. Magnesium Metal Corporation Limited. (Konrad Erdmann).

Electrolytic cell having a mercury-amalgam electrode. No. 400,466. The Mathieson Alkali Works. (Chester N. Richardson).

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NOV 1942

U. S. CHEMICAL PATENTS
Metals, Alloys

Iron-phosphorus-silicon alloy. No. 2,289,365. Henry Jerabek.
Die steel for hot working. No. 2,289,449. John Nelson to Braeburn Alloy Steel Corp.
Nickel-beryllium alloy. No. 2,289,566. Carlo Adamoli to Perosa Corp.
Powder metallurgy. No. 2,289,569. Alfred Boegehold to General Motors Corp.
Method of making powdered material and the usage thereof. No. 2,289,570. Alfred Boegehold to General Motors Corp.
Sintered article and method of making the same. No. 2,289,571. Alfred Boegehold to General Motors Corp.
Alloy. No. 2,289,593. Charles Sawyer, Bengt Kjellgren and Gerald Christensen.
Process for producing nickel coated ferrous articles. No. 2,289,614. Andrew Wesley and Harry Rollason Copson to The International Nickel Co., Inc.
Manufacture of magnesium. No. 2,289,627. Neil Collins, Los Altos and Gunter H. Gloss to Marine Magnesium Products Corp.
Alloy containing approximately twenty per cent (20%) of chromium from 1/30 of one per cent (1%) to 1/7 of one per cent (1%) of boron and the balance, nickel. No. 2,289,640. Erich Fetz to Wilbur B. Driver Co.
Electrical resistance alloy containing approximately 60% of nickel, approximately 15% of chromium, an appreciable amount of boron, up to 2%, and the balance, iron. No. 2,289,641. Erich Fetz to Wilbur B. Driver Co.
Production of shaped articles from metal powder. No. 2,289,787. Kurt Kaschke and Hand Vogt.
Ferrous powder metallurgy. No. 2,289,895. Claire Balke and Keith Misegades to Fansteel Metallurgical Corp.
Method of and apparatus for thermochemically removing metal from ferrous metal bodies. No. 2,289,968. Everett Jones to The Linde Air Products Co.

NEWS-WEEK

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Rockefeller Center, New York

DEC 21 1942

Patent Grab Bag

Uncle Sam has finally decided what to do with all those alien patents he has been collecting from dusty patent office files ever since the war began: they'll be a Christmas present for American industry, and Leo T. Crowley, Alien Property Custodian, is to play Santa Claus.

Last week Crowley promised to have 50,000 of the patents, owned by enemy aliens or their vassals, available to industry by New Year's Eve. Thus far 27,000 have been tabulated, and classified listings now are ready for distribution. The price for a single patent application is \$50 and \$5 will be charged for each additional patent covered by the same license. They will be issued on a royalty-free basis, and none will be exclusive. As for companies already using foreign-owned patents, their present exclusive rights will be respected, Crowley said, "pending further study."

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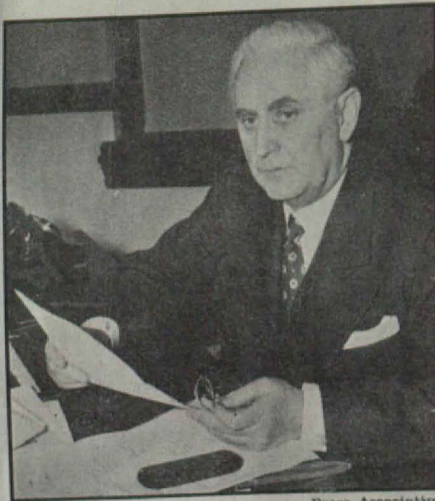
MAR 1943

U. S. CHEMICAL PATENTS
Metals, Alloys

High-carbon ferrous-base composition for producing articles by powder metallurgy. No. 2,301,805. Oscar Harder to The Globe Steel Abrasive Co.
Method of purifying crystalline alumina and an abrasive material made thereby. No. 2,301,706. Raymond Ridgway.
Process for producing metals forming difficultly volatile oxides. No. 2,301,663. Eduard Zinti and Wilhelm Morawietz.
Recovery from iron ore of secondary metal. No. 2,301,492. John Young to Plastic Metals, Inc.
Magnesium extraction process. No. 2,301,457. Philip Sadtler and Samuel Sadtler to Samuel P. Sadtler and Son, Inc.
Ferromagnetic article which is subjected to 500° temperature and adapted to remain magnetic at said elevated temperature. No. 2,301,366. Hellmut Bumm and Horst Muller.
Purification of high silicon iron alloys. No. 2,301,360. Joseph Brennan to Electro Metallurgical Co.
Forming laminated sheets, plates and other bodies of aluminum coated magnesium. No. 2,301,332. Ernest Scheller to Reynolds Metal Co.
Process for the conversion of metals into finely divided form. No. 2,304,130. Wilhelm Truette to Chemical Marketing Co., Inc.
Removing iron from magnesium alloys. No. 2,304,093. Graydon Holdeman to The Dow Chemical Co.
Removing iron from magnesium. No. 2,304,092. Graydon Holdeman to The Dow Chemical Co.
Removal of cast iron of oxides other foreign inclusions. No. 2,306,976. Nicholas L. Pedersen.
Alloy consisting of 0.001% to 0.009% calcium, 0.001% to 0.009% magnesium, tin not exceeding 3% and the balance lead. No. 2,306,899. Albert J. Phillips and Albert A. Smith, Jr. to American Smelting & Refining Co.
Wrought alloy austenitic 10 to 25% chromium, 7-15% nickel and 3 to 40% carbon, stainless steel articles. No. 2,306,886. Vsevolod N. Krivobok to Rustless Iron and Steel Corp.
Low melting point alloy consisting of lead, tin, bismuth and silver. No. 2,306,676. Samuel Turkus to American Smelting and Ref. Co.
Low melting point solder alloy consisting of lead, tin, bismuth and silver. No. 2,306,675. Samuel Turkus to American Smelting & Refining Co.
Production of metallic magnesium. No. 2,307,418. Joseph D. Hanawalt and John S. Pennington to The Dow Chemical Co.
Process of reducing metallic oxides. No. 2,307,997. Gilbert Dill.
Hard, high-tensile strength alloy suitable for high speed cutting tools or the like, which comprises 10% to 40% zirconium, 3% to 20% columbium, 1% to 8% tantalum, 3% to 15% titanium, and the balance, iron. No. 2,307,960. Charles Schaefer.
Recovery of metal salts. No. 2,307,944. William Osborn, Sidney Twiner, and John Smith to Phelps Dodge Corp.
Low temperature protective covering for iron or steel. No. 2,308,070. Albert Frey.

He added that it will be an especially merry Christmas for the smaller captains of industry; a little fellow can pick up a process adapted to turn his plant quickly into war production. And he can then hold onto it for postwar production "to establish a sound, new business."

This week businessmen who led their first peek at the patents found that dye-stuff legerdemain was prominent among



Leo T. Crowley, patent Santa Claus

the secret formulas, as were recipes for the magic of beating nature at its own game; those plastics and the other miracles of the science of synthetics. And, speaking of secret weapons: The details of the Dornier "umbrella-tailed" German dive bomber (NEWSWEEK, Aug. 31)—evidently not secrets at all to our government—were there for all comers, at the standard \$50.

Applications showed most interest in rights involving alloy steels, electrical methods of smelting, and aluminum- and magnesium-using processes. Only a little less keen was the digging into licenses to make acetylene out of natural gas—an important item for welding—and for new ways of making gases from fuels. But the bottom of the patent bag is far from reached, and many new wonders are apt to come to light.

BATTERY MAN

"Business Paper of the Automotive Electrical Industry"
Terre Haute, Ind.

Recent Inventions in the Storage Battery Field.

No. 2,301,390, PRIMARY CELL, patented November 10, 1942, by William R. Forsythe, Midland, Mich., assignor to The Dow Chemical Company, Midland, Mich., a corporation of Michigan.

An anode of magnesium is provided, with an electrolyte of a water solution of chromic acid.

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MAR 1943

U. S. CHEMICAL PATENTS
Ceramics

Continuously producing flashed glass having very thin nashing layer. No. 2,305,653. Bernhard Engels.
Electrical insulating ceramic material made of magnesium titanate. No. 2,305,327. Hans Thurnauer to America Lava Co.
Making white clouded enamel. No. 2,305,313. Ignaz Krelid.
Ceramic pigment. No. 2,304,750. Charles Geary to E. I. du Pont de Nemours & Co.
Method of treating the rock, split, and of making ceramic ware. No. 2,304,440. Ralph Brenner and Roger Dubble to Dominion Minerals, Inc.

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Industrial Chemicals

U. S. Chemical Patents

Sabaltchka to Heyden Chem. Corp.
Separating powdered catalyst from regeneration gas. No. 2,311,978. Arthur L. Conn to Standard Oil Co. (Corp. of Indiana).
Refractory body comprising iron free chromite spinel in a ground mass of magnesium orthosilicate, with magnesio-ferrite, periclase and monosilicate dispersed in the ground mass. No. 2,311,970. Gilbert E. Sell to E. J. Lavino and Co.
Desulfurized and regenerated cellulose sheet wrapping material softened with material. No. 2,311,910. William D. E. Straughn to E. I. du Pont de Nemours & Co.
Aromatic acyloxy aliphatic nitriles. No. 2,311,898. Joy G. Lichty to Wingfoot Corp.
Production of tocopheryl-like compounds. No. 2,311,887. Max Tishier and Clarence C. Christman to Merck & Co.
Preparation of nitrourea. No. 2,311,754. Charles P. Spaeth to E. I. du Pont de Nemours & Co.
Converting ring halogenated carbocyclic compound to corresponding hydroxy compound. No. 2,311,777. Lawrence V. Redman to Bakerlyte Corp.
Symmetrical adipic di-(amino-N-substituted anilide). No. 2,311,754. George F. Howard and Arthur Howard Knight to Imperial Chemical Industries Ltd.
Symmetrical adipic di-(amino-N-substituted anilide). No. 2,311,753. George F. Howard and Arthur H. Knight to Imperial Chemical Industries, Ltd.
Mercury amalgam decomposition cell. No. 2,311,745. William G. Gardner and Joseph L. Wood to The Mathieson Alkali Works Inc.

Patent Monopolies

Senators Charge Invention Pools Are Retarding War Production

The "patent pool" in the United States still remains to be broken before this country can achieve full war production and design industrial war operations in a way which will make them practicable for postwar commercial production.

This conviction still persists with Senators H. M. Kilgore (D., W. Va.) and Mons C. Wallgren (D., Wash.), members of the Senate Military Affairs Committee, after two years of effort trying to correct retarding effects of the pool. They voiced their opinion in this respect while here yesterday on an inspection trip of war plants, particularly those producing vital metals.

OUTPUT OF ALUMINUM

Aluminum and magnesium loomed large in their conversation. Both agreed that production of these metals is below what it was planned to be, that the most efficient and cheapest processes are being shunted aside, that too much foresight is keyed to price and post-war monopolies and that the war effort, as well as the peace-time production to follow, is being impeded thereby.

The Germans, they said, got "way ahead of us by stimulating their inventive genius," while American interests were devoted to stifling scientific inventions of competitive nature to processes in use.

"FREE LICENSING"

Recalling the "free licensing" agreement which followed former Assistant United States Attorney General Arnold's filing of charges against Standard Oil of New Jersey and the German dye trust centered in Farbenindustrie, Senator Kilgore declared:

"Free licensing is a loose term. The patents are now controlled by this Government, but the post-war terms have not yet been settled."

This, Senator Kilgore explained, was the motivation behind a bill introduced by him in February "to mobilize the scientific and technical resources of the Nation," one section of which would authorize an Administrator of Scientific and Technical Mobilization to "requisition" licenses, facilities and patents for the defense of the United States in wartime and "for the good of the people" in peacetime.

Enactment of such a measure, he said, would allow the Government to "take 34,000 patents and hold them for free licensing," a procedure which, because of the vast natural deposits of the Pacific Coast, "would be the greatest thing this Coast could have" in spurring peacetime industrial production.

INCREASED USE

Senator Wallgren added that he doubts if light metals "can be turned out fast enough" to meet post-war demands because of the vastly increased uses to which they will be put at that time.

Trains, planes, all types of transportation, including the automobile, will be clamoring for light metals, he predicted, in order to meet the needs of the times, many of them developed by research which it took a war to get started.

While in this vicinity, the two Senators plan to visit the Richmond shipbuilding yards and the Permanent magnesium plants at Los Altos, proceeding to the Basic Magnesium plant at Las Vegas, thence to war plants in the Los Angeles and San Diego areas.

Senator Kilgore is chairman of a sub-committee on shipbuilding and shipping. Senator Wallgren is chairman of a sub-committee on aviation and light metals.

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JUN 1943

U. S. CHEMICAL PATENTS
Metals, Alloys

Heat treatment of magnesium base alloys. No. 2,314,854. Alfred Brandt to The Anglo California National Bank of San Francisco.
Improving the yield point of cast magnesium base alloys consisting of aluminum from about 2.0% to about 6.0%, tin from about 2.75% to about 10.0%, silver from about 0.1% to about 4.0%, the balance substantially all magnesium. No. 2,314,853. Alfred Brandt to The Anglo California National Bank of San Francisco.
Heat treatment of magnesium base alloys. No. 2,314,852. Alfred Brandt to The Anglo California National Bank of San Francisco.
Treating tin-plated container stock having thereon a porous oxide film formed at the high temperature incident to the hot tinning of said stock. No. 2,314,818. Willard Cook and Hugh Romine to Carnegie-Illinois Steel Corp.
Desulfurizing carbon coated metals. No. 2,314,816. Joshua Brown, Jr. and Leland Wooten to Bell Telephone Laboratories, Inc.
Investment composition for casting metals and their alloys, containing from 18 to 50% binder, from 82 to 50% cristobalite, and a soluble inorganic nitrate. No. 2,314,626. Robert Neiman to Edmund Steinbock.
Process of producing grooves, pits or depressions in an electrodeposited chromium wearing surface of a wearing member. No. 2,314,604. Henderik Van der Horst to Von der Horst Corporation of America.
Coating a ferrous surface with an aqueous solution containing a dissolved compound of hexavalent chromium and having a tendency to creep when a film thereof is baked on a metal surface. No. 2,314,565. John Thompson to Parker Rust-Proof Co.
Forming protective coatings on magnesium and alloys. No. 2,314,341. Robert Buzzard.
Cleaning metal surfaces involving removal of greasy residues by treatment with an alkaline aqueous cleansing compound. No. 2,314,285. Oliver Morgan to Allied Chemical & Dye Corp.
Magnesium base alloy. No. 2,314,024. Carl Topping to The Dow Chemical Co.
Rolling magnesium-base alloys. No. 2,314,010. John McDonald to The Dow Chemical Co.
Coating metals by the aid of acid sulfates. No. 2,313,925. Leo Ourtin to Parker Rust-Proof Co.
Electroplating a nickel group metal upon articles of magnesium and magnesium-base alloys. No. 2,313,756. William Loose to The Dow Chemical Co.
Forming a corrosion-resistant coating on the surface of articles of magnesium and its alloys. No. 2,313,754. William Loose to The Dow Chemical Co.
Producing a protective coating upon articles of magnesium and magnesium-base alloys. No. 2,313,753. William Loose to The Dow Chemical Co.
Cyanidation of gold ores tailings or any other gold bearing material. No. 2,315,187. Thomas Chapman and Verne Winters one-half to said Chapman, and one-half to The Eagle-Picher Mining and Smelting Co.

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AUG 1943

METALS, ALLOYS

U. S. Chemical Patents

Plating a metal body to be welded to reduce corrosion and improve welding. No. 2,323,169. Edward Wagenhals to Radio Corp. of America.
Electrode wire for electron discharge devices comprising an alloy containing about 15 per cent carbon, about 2 per cent tungsten and the balance nickel. No. 2,323,173. Emil Widell to Radio Corp. of America.
Protecting silver from tarnish which comprises exposing the silver in a confined space to the vapor of a volatile amine. No. 2,323,369. George Briggmann to Carbide & Carbon Chemicals Corp.
Forming insoluble and adherent nonmetallic films on metals. No. 2,323,424. George Schore.
Manufacture of metallic magnesium by thermal reduction of magnesium oxide with calcium carbide. No. 2,323,597. Fritz Hansritz to Marine Magnesium Products Corp.

AERO DIGEST

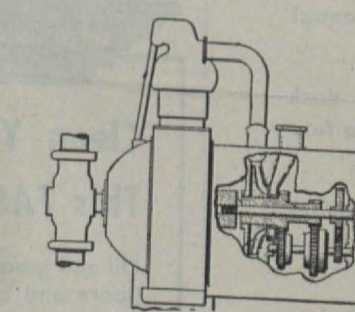
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New York City

AUG 1943

TREND OF INVENTION

Panel Connection. Richard J. Barry, New York, N. Y., assignor to Walter Edward Irving, Glenbrook, Conn. (2,323,272)
Panel Connection. Richard J. Barry, New York, N. Y., assignor to Walter Edward Irving, Glenbrook, Conn. (2,323,273)



2,323,601

Two-Speed Supercharger Drive. Leonard S. Hobbs, West Hartford, Conn., assignor to United Aircraft Corp., East Hartford, Conn., a corporation of Delaware. (2,323,601).
Fastening Device. Charles Hapanowicz, Newark, N. J., assignor of fifty per cent to Herbert J. Newman, New York, N. Y. (2,311,592)
Method of Treating Magnesium and Its Alloys. Herbert K. DeLong, Midland, Mich., assignor to The Dow Chemical Co., Midland, Mich., a corporation of Michigan. (2,322,205)

MAY 2 - 1943

'Patent Pool' Declared Harmful War Effort 'Jeopardized'

SAN FRANCISCO, May 1.—(U.P.)—An American "patent pool" stands in the way of full war production and is jeopardizing successful postwar industrial planning, two United States senators charged today.

Senators Kilgore of West Virginia and Wallgren of Washington, members of the senate military affairs committee, said American interests have been devoted to stifling scientific inventions of a competitive nature or using them solely for processes already functioning.

"The Germans," Kilgore said, "got way ahead of us by stimulating their inventive genius." Kilgore advocated congressional adoption of a bill to mobilize the scientific and technical re-

sources of the nation. It would, he said, allow the government to "take 34,000 patents and hold them for free licensing."

"Most patents are now controlled by the government," he said, "but the postwar terms have not yet been settled."

Both senators, who are inspecting Coast industrial plants, agreed that production of aluminum and magnesium was below estimated outputs. They further charged the most efficient and cheapest processes are being shunted aside.

Wallgren said he doubted that these light metals would ever attain a production peak at which postwar demands could be satisfied.

CHEMICAL INDUSTRIES

"Devoted to economic and business problems of making and marketing, buying and using of chemicals."

New York City

JUN 1943

Foreign Chemical Patents
Canadian Patents—p. 96

Granted and Published December 22, 1942.
Insulating and heat retention unit including a molded mass embodying by weight one-third asbestos cement, one-third rock wool, and one-third silica of soda. No. 409,416. Harry E. Lutton, Processes Limited. (Henri Louis Genth). No. 409,428. Alloy increasing the wet strength of paper by treating it with a solution containing an aminotriazine-aldehyde condensation product. No. 409,429. American Cyanamid Company. (Raymond P. Hofferbert).
Core oil comprising a marine oil fatty acid composition not less than 40% C₂₂ fatty acid radicals in a concentration substantially greater than in a normal fatty acid mixture of hydrolyzed marine oil. No. 409,430. Armour and Company. (Madison L. Sheely).
Process of removing fatty acids from linseed oil. No. 409,432. The Baker Castor Oil Company. (Ivor M. Colbert).
Copper wire having a smooth, glossy, continuous, flexible coating lightly adhering thereto comprising a superpolyamide modified with 10% to 40% by weight of shellac based on the superpolyamide. No.

NEWS OF INDUSTRY

printed copies of a patent or copies of the specifications and drawings of any vested application, these may be secured for 10c. each from the Commissioner of Patents, Washington 25, D. C. Orders should be accompanied by currency, certified check, money order, or Patent Office coupon.

3. Write to the Office of Alien Property Custodian, Chicago 3, Ill., if you desire technical consultation or special information.

4. When you decide on the patent or patent application under which you wish a license, address your letter of application to the Office of Alien Property Custodian, Washington 25, D. C. To prevent delay in issuing licenses, your letter of application should include the information outlined below.

5. With your letter, enclose a license fee of \$15 for each patent or patent application under which you wish a license. Remittance should be made by certified check, bank draft or money order, payable to "Alien Property Custodian." Your money will be refunded if the license is not granted.

Here are instructions and suggestions for preparing a letter of application for a license. In applying for a license to use a vested patent or patent application, you should furnish the Alien Property Custodian with the following information:

1. (a) Your name and business address; (b) Legal form of business (corporation, partnership, sole proprietorship, etc.); (c) If a corporation, the state in which incorporated; (d) Trade name, if used by either a partnership or proprietorship; (e) Nature of the business, such as manufacturer, distributor, retailer, etc. (specify principal lines handled); (f) Name, citizenship, and legal residence of the corporate officers and directors, or of the partners, or of the proprietor, as the case may be; (g) If a corporation, the approximate percentage of voting stock owned by or for the benefit of non-citizens of the United States, or the percentage of shares subject to withholding tax on dividends to non-resident aliens; (h) Classification of your business according to net worth, e. g. *Small* (Under \$125,000), *Medium* (Between \$125,000 and \$1,000,000), *Large* (Over \$1,000,000).

2. A list of the specific patents or patent applications under which you seek a license, as well as the purpose or purposes for which the license is desired; e. g. (a) War production; (b) Present production but not directly for war; (c) Future or post-war production; (d) Research or further

• • • Millions of words have been spewed out in recent months on the currently-fancied subject of post-war planning. Boiled down, very little of practical value for industries remains from the mass of words. Here, in the patents seized by the government, are specific tips for large and small firms alike, which seem to offer wide possibilities.

development; (e) Protection from possible infringement of the patents for which the license is requested; and (f) Other reasons (Please explain in detail).

3. A statement as to whether you have existing rights for the use of any of the patents specified in your application.

Send your letter of application to the Office of Alien Property Custodian, Washington 25, D. C., enclosing a license fee of \$15 for each patent included in your application. Correspondence in regard to licensing negotiations may be handled directly by the applicant, or by his designated attorney, if a power of attorney accompanies the letter of application.

Class 205—Metal Drawing

- (3) 2,054,770. Apparatus for making conical tubular bodies. Fritz Gross, Germany. 9-15-36.
(4) 1,879,743. Guide for the mandrel shafts in

VERSATILE SHIPBUILDER: Andrew J. Higgins, New Orleans shipbuilder, is shown here with his latest invention — the Ushakoff still, designed to save the lives of aviators and shipwrecked mariners.



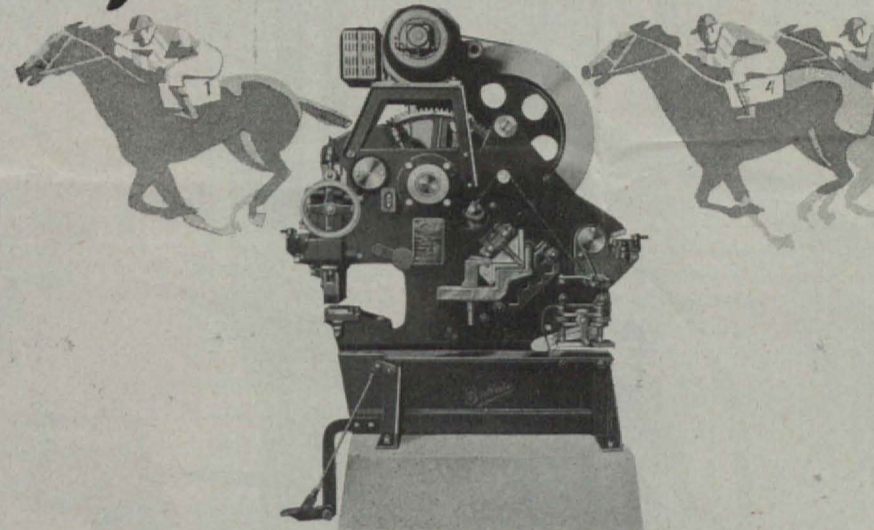
tube drawing benches. Heinrich Heetkamp, Germany. 9-27-32.

- (4) 1,959,425. Draw bench for the manufacture of seamless tubes or tubular bodies. Heinrich Heetkamp, Germany. 5-22-34.
(4) 2,024,185. Push bench used in production and further working up of tubes and hollow bodies. Ewald Rober, Germany. 12-17-35.
(4) 2,024,186. Drawing bench for producing tubes or hollow bodies in which the drawing is performed by a push bar which operates the mandrel. Ewald Rober, Germany. 12-17-35.
(4) 2,096,243. Tube pushing bench. Heinrich Heetkamp, Germany. 10-19-37.
(4) 2,140,633. Means for driving tube drawing benches. Fritz Kocks, Germany. 12-20-35.
(4) 2,219,995. Means of adjusting the guide elements on the draw bench in a tube drawing machine. Heinrich Heetkamp, Germany. 10-29-40.
(4) 2,234,863. Process and apparatus for expanding tubes. Heinrich Heetkamp, Germany. 3-11-41.
(7) 1,767,845. Construction of apparatus for drawing hollow blanks whereby the mandrel is supported when withdrawn from the drawing dies. Heinrich Heetkamp, Germany. 6-24-30.
(7) 1,886,935. Press for drawing hollow bodies. Karl Bohle, Germany. 11-8-32.
(7) 1,889,314. Tube drawing bench. Heinrich Heetkamp, Germany. 11-29-32.
(7) 1,889,320. Push bench mandrel guide. Mathias Peters, Germany. 11-29-32.
(7) 2,190,889. Drawbench with a chain running in a horizontal plane round a frame formed in the shape of a I — (double T). Max Schunck, Germany. 2-20-40.
(8) 1,952,560. Drawing process for the production of brilliant polish round steel rods. Heinrich Moller, Germany. 3-27-34.
(8) 1,985,833. Method for the production of helical longitudinal grooves on the outer surface of cylindrical tubes. Hugo Lampart, Germany. 12-25-34.
(8) 2,198,149. Method of production of pipe conduits for chemical purposes. Heinrich Bangert, Germany. 4-23-40.
(9) 2,017,397. Method and apparatus for welding tubes. Heinrich Easer, Germany. 10-15-35.
(14) 1,693,224. Multiple wire drawing machine for drawing fine wires from suitable materials. Peter Darmstadt, Germany. 11-27-28.
(14) 1,907,311. Wire drawing machine of the multi-wire drawing type. Valentin Weil and Hermann Gutmann, Germany. 5-2-33.
(14) 1,914,833. Multiple wire drawing machine. Walther Nacken, Germany. 6-20-33.
(14) 1,976,247. Wire drawing machine. Wilhelm Rohn, Germany. 10-9-34.
(14) 1,999,942. Multiple wire drawing machine, the drawing rolls of which are carried by vertical shafts passing through the bottom of the receptacle containing the drawing solution and rotated by a stationary gear disposed in the machine frame. Walther Nacken, Germany. 4-30-35.
(14) 2,062,723. Multiple wire drawing machine. Walther Nacken, Germany. 12-1-36.
(14) 2,127,306. Wire drawing machine of the plural type. Walther Nacken, Germany. 8-16-38.
(19) 1,861,563. Multiple drawing bench used in the manufacture of metal wire. Johannes Diehl, Germany. 6-7-32.
(20) 1,648,814. Wire drawing machine. Alfred Kreidler, Germany. 11-8-27.
(20) 1,688,159. Drawing ring for wire drawing machines. Peter Darmstadt, Wilhelm Stogmann and Valentin Weil, Germany. 10-16-28.
(21) 1,924,839. Method and machinery for drawing wire. Johannes Friedrich, Germany. 8-29-35.
(21) 1,949,599. Process for drawing, rolling or pressing metal such as iron and steel in the manufacture of tubes, wire, sheet, etc. Nikolaus Bregger, Austria. 3-6-34.
(21) 2,258,930. Process of cold metal drawing. Rudolf Haefner, Max Schunck, Germany. 10-14-41.
(22) 1,874,992. Device for guiding the man-

(Continued on Page 148)

IRON AGE
Philadelphia, Pa.
NOV 4 1943

Pacemaker...



...on the
production straight-away

Metal fabricating steps to the fore — and stays there — with Buffalo Universal Iron Workers in the production race. Built to handle a wide variety of fabricating operations, with but slight adjustments for different kinds of stock, these Buffalo machines are easy to control, accurate, dependable under

the severest demands for continuous, 24-hour-a-day service. Included in their applications are punching, shearing, slitting, coping and notching of stock such as angles, tees, channels, rounds, squares, flats and plates. Bulletin 322-K will bring you full engineering data. Send for your free copy.



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NEWS OF INDUSTRY

First Installment Of Seized Patents Continued from Page 96

drel bar of tube push benches in which the carriers of pivoted mandrel bar supports are removably inserted between the drawing rings in the bed of the push bench. Heinrich Heetkamp, Germany. 8-30-32.

Class 185—Motors

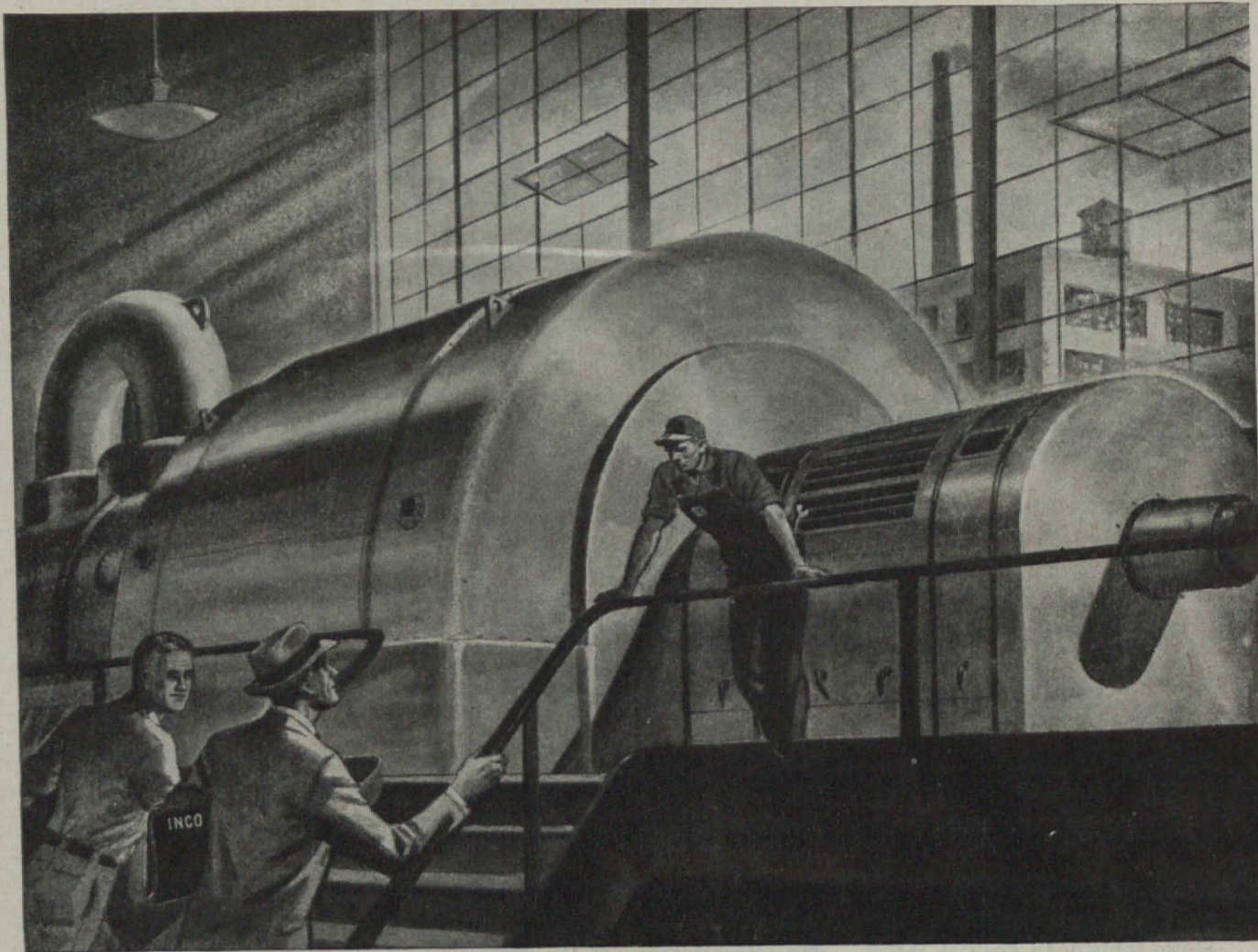
- (27) 1,757,270. Device for generating and utilizing centrifugal forces. Otto Stinner, Germany. 5-6-30.
(37) 1,673,197. Arrangement of series-connected wire springs in spring motors, in which the provision of spring drums is omitted. H. Kollmann, Germany. 6-12-28.
(40) 1,623,995. Apparatus for driving typewriters provided with calculating mechanism. T. Buschmann, Germany. 4-12-27.
(40) 1,624,301. Electrically operated automatic winding device. Masaji Yokoyama, Japan. 4-12-27.
(40) 1,833,071. Striking clock with electric winding mechanism and running reserve. Carl Doll, Germany. 11-24-31.
(40) 1,839,355. Electromagnetic winding mechanism for clockwork. Aurel Szente, Austria. 1-5-42.
(46) 1,972,971. Retarding device for the blade operating mechanism of photographic shutters. Arpad Barenyi, Germany. 9-11-34.
(2) 1,751,310. Driving arrangement for talking machines. Mathieu de Wrangell, France. 3-18-38.
(2) 1,784,159. Double control device for phonographs. Wassily Rebikoff, France. 12-9-30.
(11) 2,118,790. Electromechanical winding device. Raoul Fouques and Jacques Lenfant, France. 5-24-38.
(39) 2,205,083. Driving mechanism of the barrel type. Paul Cazes, France. 6-18-40.
(39) 2,274,430. Turning gear for internal combustion engines. Henry Potez, France. 2-24-42.
(40) 1,631,801. Electromagnetic device producing a constant moving force. Albert Epitoux, France. 10-20-31.
(40) 1,828,202. Electrical timing device. Henri Rodanet, France. 10-20-31.
(41) 1,632,264. Starting device for a combustion engine arranged on a vehicle. August Avis, Dutch East Indies. 6-14-27.
(41) 1,993,645. Mechanism for the release of movable organs subjected to the action of a high return or counter force such as the movable part of a spring starter for internal combustion engines. Louis Birkigt, France. 3-5-35.
(41) 2,040,197. Mechanism for the tripping or release of movable organs. Louis Birkigt, France. 5-12-36.

Class 7—Compound Tools

- (15) 2,011,963. Pocket implement which carries one or more convenient tools, together with means to cover the tools. Otto Altenbach, Germany. 8-20-35.
(16) 1,755,946. Knife handle of the kind fitted with tools, such as screw drivers, wedges, etc. Otto Altenbach, Germany. 4-22-30.
(11) 1,811,982. Knife adapted for multiple uses and comprising a monkey wrench. Jean Soustre, France. 6-30-31.
(16) 1,757,029. Combination tool comprising a shovel, a pick, an axe, and shears. Guillaume Vivenoy, Belgium. 5-6-30.

Class 22—Metal Founding

- (1) 1,671,620. Method of producing type wheels and type cylinders with raised characters on their peripheries. Eduard Marek von Marchthal, Germany. 5-29-28.
(2) 1,942,243. Plate depositing table for casting machines. H. Fritz, Germany. 1-2-34.
(10) 1,968,703. Core molding apparatus for the core box arranged for rotation. Walter Poyninghaus, Germany. 7-31-31.
(10) 2,025,424. Sand core forming apparatus for feeding the air to the sand container. Albert Stahn, Germany. 12-24-35.
(11) 1,735,890. Core peeling device for found-



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gists offer counsel and data to all who desire assistance in the selection, fabrication, and heat treatment of ferrous and non-ferrous metals.

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THE INTERNATIONAL NICKEL COMPANY, INC., 67 Wall St., New York 5, N. Y.

THE IRON AGE, November 4, 1943—147

IRON AGE
Philadelphia, Pa.
NOV 4 1943

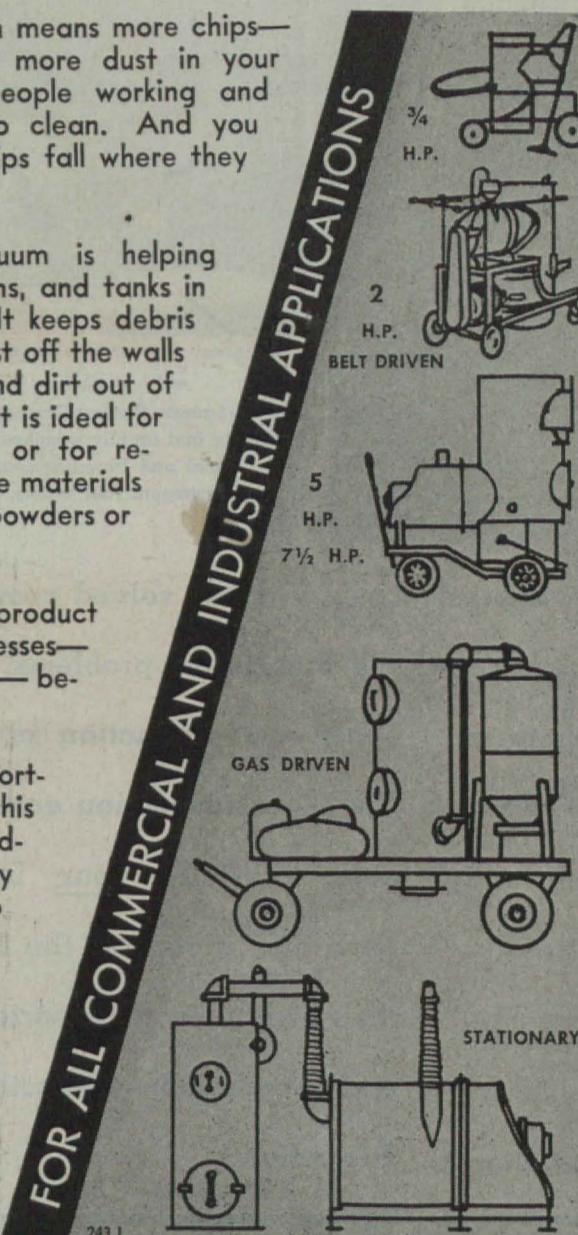
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NEWS OF INDUSTRY

- dries, for the trimming, peeling or shelling of sand cores for casting purposes. Rudolf Brune, Germany. 11-19-29.
- (16) 1,732,382. Mold for aluminothermic welding of rails. Hermann Schultz, Germany. 10-22-29.
- (20) 1,789,643. Method of producing and feeding cores with the drying chambers arranged in such a manner that they are always kept filled with cores. Robert Ardeit, Germany. 1-20-31.
- (20) 1,925,890. Apparatus for the mass production of cast articles. Johannes Wilbers, Germany. 9-5-33.
- (25) 1,781,451. Means for making double-celled molds. G. Eckstein, Germany. 11-11-30.
- (28) 1,652,332. A machine in which a number of molds for grate bars of different sizes are made automatically. Theodor Thomsen, Sr., and Theodor Thomsen, Jr., Germany. 12-13-27.
- (32) 1,905,358. Lowering device in molding machines with a lowering arrangement, generally called hydraulic lowering, which operates entirely without shock. Gustav Zimmermann, Germany. 4-25-33.
- (36) 1,697,169. Sand thrower for use in filling molds in foundries. Bruno Berghaus, Germany. 1-1-29.
- (36) 1,865,145. Portable sand distributor for filling molding boxes, molding channels and the like with molding sand. Wilhelm Seidemann, Germany. 6-28-32.
- (36) 1,894,877. Apparatus for filling sand into mold boxes which are used in foundries. Wilhelm Kurze, Germany. 1-17-33.
- (36) 1,923,237. Means of mass production of sand molds and cores of complicated design. Albert Stahn and Bruno Berghaus, Germany. 8-22-33.
- (36) 2,107,814. Method for the production of blown sand-cores and molds, particularly of green sand. Carl Billand, Germany. 2-8-33.
- (51.10) 1,734,316. Casting machine in which castings can be made that require exceptional density to be imparted by the casting operation. Hans Wetzel, Germany. 11-5-29.
- (57) 2,012,189. Automatic casting machine for metal bars as used in composing machines. Hanns Fritz, Germany. 8-20-35.
- (57-20) 2,131,307. Longitudinal shape of a chill adapted for continuous string casting of steel. Gerhard Behrendt, Germany. 9-27-38.
- (57-30) 2,268,100. Apparatus for continuous casting. B. Zünckel, Germany. 12-30-41.
- (58) 1,920,620. Die casting machine for casting the liners of bearing steps. Gottlob Aichele, Germany. 8-1-33.
- (60) 2,264,456. Method of casting metals in which the metal being cast is aluminum, or an aluminum alloyed with such metals as copper and/or magnesium.
- (65) 1,648,442. Casting machine in which the centrifugal force inherent in rotary molds is utilized to determine the form and dimensions of hollow bodies. Heinrich Burchartz, Germany. 11-8-27.
- (65) 1,650,987. The process of centrifugally casting hollow bodies in a centrifugal casting machine with only one relatively displaceable spout. Johann Holthaus, Germany. 11-29-27.
- (65) 1,815,093. Centrifugal tube-casting apparatus comprising a hollow, cylindrical casting and a longitudinally-moving carriage whereon the casing is mounted. Isidoro Bigamini, Ercole Galassini, Emilio Franchi, and Giulio Pons, Italy. 7-21-31.
- (65) 1,876,261. Centrifugal apparatus for casting metals and metalloids comprising a rotatable base and molds arranged on said base in upright position. George Pemetzrieder, Germany. 9-6-32.
- (65) 1,904,831. Apparatus for casting hollow bodies in chill molds rotatable about vertical axes. Albert Keup, Germany. 4-18-33.
- (65) 1,921,699. Centrifugal casting apparatus for preparing open and closed hollow bodies. Willibald Raym, Karl Mertens, and Albert Salzer, Germany. 8-8-33.
- (65) 1,949,021. Device for casting by centrifugal force comprising a rotatable support and a mold mounted on said support. Joseph Leuser, Germany. 2-27-34.
- (To Be Continued in an Early Issue)

CHEMICAL INDUSTRIES

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New York City

DEC 1933

No. 2,333,283. Wilbert Moody Wilson.
Recovery of phthalic anhydride values from phthalic anhydride distillation residue containing phthalic anhydride and higher boiling water-soluble constituents. No. 2,333,368. Edwin Gaskill, Jr., to Allied Chemical & Dye Corp.
Arylaminoanthraquinone compound. No. 2,333,384. David Klein to E. I. du Pont de Nemours & Co.
Dicyandiamide-formaldehyde reaction product. No. 2,333,390. Kurt Ripper to American Cyanamid Co.
Hydroxyaminobenzenesulphonamides. No. 2,333,445. Richard Roblin, Jr., and George Anderson to American Cyanamid Co.
Carbamylguanamines. No. 2,333,452. Jack Thurston, Cos Ceb, and Daniel Nagy to American Cyanamid Co.
Estrogenic agents. No. 2,333,486. Edmond Moore to Abbott Laboratories.
Azocyclic Compound, 2-hydroxy-4-aminopyridine having hydrocarbon substituents on carbons 5 and 6. No. 2,333,493. George Rigby to E. I. du Pont de Nemours & Co.
Forming a solution of a derivative of glycinin which comprises dispersing glycinin in an alkaline solution in the presence of a water-soluble salt of an hydroxyalkyl sulfoxylic acid. No. 2,333,526. Russell Denyes to Tubize Chatillon Corporation.
Artificial filament resulting from the precipitation in an acid bath of a homogeneous mixture of viscose, and an alkaline solution of glycinin and a hydroxy-alkyl sulfoxylic acid. No. 2,333,527. Russell Denyes and Bruce Allen to Tubize Chatillon Corporation.
Producing tetra hydroxyphenyl alkanes, 2. A poly hydroxyaryl hexane, 2,2,5,5-(4'hydroxyaryl)-hexane, wherein hydroxyaryl radicals are selected from class consisting of hydroxynaphthyl, hydroxyphenyl and ortho alkylated hydroxyphenyl radicals. No. 2,333,568. Joseph B. Niederl.
Denyes and Bruce Allen to Tubize Chatillon Corporation.
Manufacturing diphenyl-sulfone derivatives. No. 2,333,552. Paul Pohls and Fritz Mietzsch and Alfred Rohm to Winthrop Chemical Co. Inc.
Extraction of hydrocarbon sulphonyl chlorides. No. 2,333,568. Clyde Henke and Frank Schofield to E. I. du Pont de Nemours & Co.

Reduction of finely divided metal compounds with a gaseous reducing agent to produce a powder of the metal and a gaseous reaction product that is heavier than the reducing agent. No. 2,334,434. Raymond Patterson to Powder Metals and Alloys, Inc.
Manufacturing metallic magnesium by carbothermic reduction of magnesium oxide-containing prime material and shock-chilling of the resulting magnesium vapor-carbon monoxide mixture while using as coolant in a circuit a liquid inert to magnesium. No. 2,334,451. Edgar Spooner to The Anglo California National Bank of San Francisco.
Composite reagent suitable in production of chromium alloys in the form of an intimate mixture consisting of solid, finely divided calcium chromate solid, finely divided calcium chromite formed by heating calcium chromate to liberate oxygen, and a solid, finely divided non-carbonaceous reducing agent capable of reducing chromium. No. 2,332,415. Marvin Udy.
Case carburized steel article, formed from chromium carburizing steel. No. 2,332,441. Martin Fleischmann to The Timken Roller Bearing Co.
Treating articles of magnesium and its alloys comprising subjecting the article to the action of acid fluoride, and an aqueous solution of an alkali. No. 2,332,487. William Lohse to The Dow Chemical Co.

CHEMICAL INDUSTRIES

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New York City

DEC 10 1937

No. 2,333,263. Wilbert Moody Wilson.
Recovery of phthalic anhydride values from nthalic anhydride dis-
a petroleum oil coking chamber and oils removed
No. 2,334,341. Parker Malson to Shell Development Co.
cracked hydrocarbon distillate of such composition that such
illate is rendered unstable and of higher boiling range by treat-
ing with sulfuric acid. No. 2,334,378. Carl Berger to Globe Oil
Refining Co.
soluble petroleum sulfonates. No. 2,334,532. Francis
Standard Oil Development Co.
heavy petroleum oil into vapors and coke. No. 2,334,533. and
to American Cyanamid Co.
Estrogenic agents. No. 2,333,486. Edmond Moore to Abbott Labor-
atories.
Azocyclic Compound, 2-hydroxy-4-aminopyridine having hydrocarbon
substituents on carbons 5 and 6. No. 2,333,493. George Rigby
to E. I. du Pont de Nemours & Co.
Forming a solution of a derivative of glycinin which comprises dis-
persing glycinin in an alkaline solution in the presence of a water-
soluble salt of an hydroxyalkyl sulfoxylic acid. No. 2,333,526.
Russell Denyes to Tubize Chatillon Corporation.
Artificial filament resulting from the precipitation in an acid bath
of a homogeneous mixture of viscose, and an alkaline solution of
glycinin and a hydroxy-alkyl sulfoxylic acid. No. 2,333,527. Russell
Denyes and Bruce Allen to Tubize Chatillon Corporation.
Producing tetra hydroxyphenyl alkanes, 2. A poly hydroxyaryl hexane,
2,2,5,5-(4'hydroxyaryl)-hexane, wherein hydroxyaryl radicals are
selected from class consisting of hydroxynaphthyl, hydroxyphenyl and
ortho alkylated hydroxyphenyl radicals. No. 2,333,568. Joseph B.
Niederl.
Denyes and Bruce Allen to Tubize Chatillon Corporation.
Manufacturing diphenyl-sulfone derivatives. No. 2,333,552. Paul
Pohls and Fritz Mietzsch and Alfred Rohm to Winthrop Chemical
Co. Inc.
Extraction of hydrocarbon sulphonyl chlorides. No. 2,333,568. Clyde
Henke and Frank Schofield to E. I. du Pont de Nemours & Co.

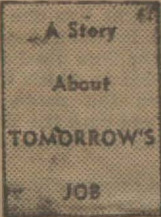
Depositing hot molten metal along a seam between the opposed edges
of two juxtaposed metal members to produce a welded joint uniting
said members. No. 2,331,937. Norman Schreiner to The Linde
Air Products Co.
Water Treating Method of inhibiting or preventing the corrosion of
base metals in aqueous solutions. No. 2,332,209. Melvin Enquist.
Process for Briquetting Magnesium and Magnesium alloy scrap. No.
2,332,277. Max Stern.
Recovery of Zinc Dust. No. 2,332,403. James Smail, to Republic
Steel Corp.
Composite reagent suitable in production of chromium alloys in the
form of an intimate mixture consisting of solid, finely divided
calcium chromate solid, finely divided calcium chromite formed by
heating calcium chromate to liberate oxygen, and a solid, finely
divided non-carbonaceous reducing agent capable of reducing
chromium. No. 2,332,415. Marvin Udy.
Case carburized steel article, formed from chromium carburizing steel.
No. 2,332,441. Martin Fleischmann to The Timken Roller Bearing
Co.
Treating articles of magnesium and its alloys comprising subjecting
the article to the action of acid fluoride, and an aqueous solution
of an alkali. No. 2,332,487. William Loose to The Dow Chemical
Co.

San Francisco, Cal. News
Ch. 107,892
July 11, 1944

Trust-Busters Hit Throttling of West

BY ROBERT C. ELLIOTT

The U. S. Department of Justice trust-busters are here making investigations aimed at smashing illegal patent pools and cartels that throttle business and hinder in the West.



The Government seeks to break up patent pools among big companies aimed at preventing small companies from competing on products and markets. One line of attack is to intervene against patent cartels being waged against little companies by monopolies willing to spend vast sums to crush competitors.

Other main line of attack, for protection of the West, is against international cartels—deals by which American companies trade to get foreign markets or patent secrets and, in return, agree to police the U. S. market to keep out new competitors.

Here from Washington are E. H. Levi, first assistant to Wendell Berge, assistant attorney general in charge of anti-trust prosecutions; H. A. Berman, chief of the anti-cartel section, who are conferring with James Henderson, chief of the West Coast anti-trust office. Mr. Henderson can be called upon by any Western businessman who believes he is the victim of unlawful trade restraints.

Industrialization of the West has been definitely handicapped by monopolies that have kept many industries from developing here, according to Mr. Levi and Mr. Berman. National policy requires the West and South to be freed from restraints.

Some new industries that the West has gained during the war may have to find markets in the Orient or Latin America that have been canalized in the past to a few firms. A great many cartelize industries have patent practices that make it difficult for new firms to enter business. . . . Patent monopoly industries might make it difficult for new Western plants to develop post-war products.

The light metals industry is under special Federal scrutiny, to see that patents are not abused to keep new industries from growing up around the use of aluminum and magnesium. Many aluminum patents have expired and an anti-trust case is being prosecuted to open the industry further to free, competitive enterprise. The magnesium industry is declared hedged with many patents which require watching. Disposal of Government plants can make or break the light metals industry of the West.

The Pacific Northwest, owing to super-abundant hydro-electric power at rock-bottom prices, should be the world center of aluminum refining. California can develop light metal fabrication, which is a big job-creator. Cheap power, petroleum and raw materials also should make the Pacific Coast the center of a tremendous chemical industry. The trust-busters revealed that continuing investigations will be conducted to prevent the light metals and chemical industries from being thwarted by selfish restraints.

The new basic steel industries of California and Utah are promised Washington's protection. Western enterprise is in charge at Kaiser Fontana mill and might acquire Geneva, Utah, mill. The anti-trust division, according to Mr. Levi and Mr. Berman, would step in if any evidence developed that Big Steel were trying to snuff out the West's integrated steel industry through financial manipulations, temporary price wars or other conspiracy.

Freight rates discriminating against the West, and also the South, as disclosed by the Kilgore report, are being investigated by the Department of Justice, and the Washington officials said. Since excessive freight rates could prevent Geneva Steel from running after the war, attention is being given that situation.

The Government has won a U. S. District Court decree ordering the Pullman Co. to separate its manufacturing and operating divisions. The attorney general's assistants said this decree should make it more feasible for other companies to break into the manufacture of lightweight, aluminum cars for the railroads. Again the West is affected.

Cartels in the movie industry are being investigated. If any agreement keeps American movies out of foreign countries, it hurts the foreign sales of all kinds of U. S. products which are advertised by the films.

The Federal trust-busters declare that the United States should take over all the inventions and know-how developed by German scientists in the war and make them available royalty-free to industry here. That could be important; for example, if the Germans have a way that Western clays could be refined cheaply into aluminum.

The investigators will gather any evidence that can be found on why certain industries have been kept out of the West—such as most electrical equipment, plate glass, brass refining and several chemical industries. They are determined that the California synthetic rubber industry should not be closed or curtailed by a cartel agreement for natural rubber. They demand unfettered frontiers for the industrial development of the West and hope Western risk-takers will seize opportunities right at hand.

JOURNAL OF COMMERCE
"America's Leading Business Newspaper"
New York City

Foreign Patents Aiding War Effort

Markham Says 2,048 of 4,802 Applications Vested—Rights Protected

(Bureau of Journal of Commerce) WASHINGTON, Sept. 7.—Alien Property Custodian James E. Markham announced today that 2,048 of the 4,802 patent applications that he vested as property of nationals or enemy and enemy-occupied countries have been successfully prosecuted by his office and patents have been issued to him.

The custodian explained that as a result of the prosecution of these patents many new inventions and processes have been made available for war production and to those interested in planning peacetime production.

"Continuing Process" The custodian said further that prosecution of the more than 2,000 remaining applications is a continuing process and the patents will be issued currently for some time to come.

Mr. Markham said he believed this program was a valuable aid to inventors and scientists in friendly countries who have been cut off from the outside world as a result of occupation of their country by Axis troops. Thus, their interest in these patents is protected and in many cases they will find that instead of a patent application in this country they will have a claim on a patent. Mr. Markham went on to say that in many cases, had APC not stepped in, applications of foreign nationals would have been abandoned, requiring special legislation to permit renewal and reinstatement of the rights of the foreign national.

Some of the new scientific developments now available as a result of these patents include the manufacture of magnesium from magnesite, reduction of glare from lenses, a substitute for litmus used in chemical testing, a weed destroyer, production of sugar from cellulose, and a new vitamin preparation.

Other patents granted from APC vested applications include a method of preserving foodstuffs when contained in bottles, a process for the purification of phosphatides, a lightweight bathing cap, manufacture of stockings in one operation rather than two and a yarn made of synthetic fibers.

Textiles, Glass and Rubber Engage Attention of Many Inventors

U. S. GETS PATENT FOR MAGNESIUM

Textiles, Glass and Rubber Engage Attention of Many Inventors

From a Staff Correspondent

RICHMOND, Va., July 14.—Patents on a method of recovering magnesium by using supersonic waves, a way to make black glass, and a process of improving thread made from vinyl resins are among the 507 listed in the current issue of the Official Gazette of the United States Patent Office.

Dr. Royd R. Sayers of Alexandria, Va., won No. 2,353,193 on a system of collecting metallic magnesium from a mixture of magnesium vapor and oxides of carbon. Helium is introduced into the mixture and the result is subjected to a supersonic wave so high it is not audible to the human ear. According to the patent, this causes an agglomeration of liquescent magnesium particles.

Scientists have been experimenting steadily with supersonic wave vibrations, which begin at 20,000 per second and range upward. Dr. Sayers assigned his patent to the United States of America through Harold L. Ickes, Secretary of the Interior.

CHEMICAL INDUSTRIES
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New York City

JUN 1944

Part 2

Foreign Chemical Patents

Canadian Patents—p. 112

Abstracts of Foreign Patents

Collected from Original Sources and Edited

Those interested in obtaining further information concerning the patents reported below should communicate with the Patent Department, CHEMICAL INDUSTRIES. Photostated copies of Canadian patents are available from the Commissioner of Patents, Ottawa, Canada.

CANADIAN PATENTS

Granted and Published November 9, 1943.

- Hollow metal article annealing and pickling apparatus. No. 416,225. John Curran.
- Production of inorganic insulation on magnetic core by means of potassium permanganate. No. 416,237. Leslie Harold Paddle.
- Paper surface coating method. No. 416,248. Arthur Ronald Trist.
- Flexible nozzle for viscous liquid extrusion. No. 416,257. B. B. Chemical Co. of Canada, Ltd. (R. K. Nash).
- Distensible blasting cartridge. No. 416,270. Canadian Industries, Ltd. (C. O. Davis, N. G. Johnson).
- Heat transfer gas dehydration method. No. 416,283. Dominion Oxygen Co., Ltd. (Geo. R. Webster).
- Thermionic amplifier. No. 416,293. Electrical and Musical Industries, Ltd. (Alan Dower Blumlein).
- Quaternary ammonium compound. No. 416,297. J. G. Geigy A. G. (Jakob Bindler, Hans Schlapfer).
- Lubricated valve design. No. 416,307. Mueller Ltd. (F. H. Mueller, W. J. Bowman).
- Waterproofing compositions for textile materials. No. 416,329. Sandox Ltd. (Alfred Rheiner, Ernst Stocker).
- Process for production of ceramic mortar or concrete employing sulphated octyl alcohol. No. 416,366. Horace Keeble.

Granted and Published November 16, 1943.

- Compact toilet kit design. No. 416,374. Elphege Bellette.
- Dispensing container. No. 416,390. Chas. Montague Prescott.
- Charcoal gas producer. No. 416,436. Companhia de Carris (Chas. A. Barton).
- Creation of protective layer on magnesium and alloys by use of silico-fluorides. No. 416,473. Magnesium Elektron Ltd. (Josef Martin Michel, Fritz Henneberger).
- Manufacture of malonic ester derivative. No. 416,501. Winthrop Chemical Co., Inc. (Marie Kropp).
- Electron multiplier. No. 416,511. Dennis Gabor.

Granted and Published November 23, 1943.

- Process for titanium oxide pigment manufacture. No. 416,513. Isaac Ephraim Weber, A. N. C. Bennett.
- Storage battery level control device. No. 416,531. Julius Sandusky.
- Method to improve fastness to washing of cellulosic textile. No. 416,569. Courtaulds Ltd. (J. H. McGregor).
- Dry cell battery design. No. 416,580. General Dry Battery of Canada Ltd. (Cyril P. Deibel).

Granted and Published November 30, 1943.

- Electric welding process and apparatus. No. 416,648. Geo. D. Agnew.
- Wood preservative consisting of sodium fluoride, potassium dichromate, dimethylphenol, bentonite, coal tar creosote and water. No. 416,657. Ernst Hofmann.
- Drilling mud viscosity control by means of nigrosine. No. 416,680. American Cyanamid Co. (R. B. Booth).
- Clear, transparent methyl-alpha-chloroacrylate vinyl acetate plastic. No. 416,694. Canadian Industries Ltd. (J. W. C. Crawford, Nancy McLeish).
- Heat and light stable styrene-methyl-alpha-chloroacrylate copolymer. No. 416,695. Canadian Industries Ltd. (H. W. Arnold).
- Interpolymer of methyl alpha chloroacrylate and diethyl fumarate. No. 416,696. Canadian Industries Ltd. (H. W. Arnold).
- Formyl substituted ester preparation. No. 416,700. Canadian Industries Ltd. (D. J. Loder, W. F. Gresham, D. B. Killian).
- Horticultural fungicide containing alkali metal salt of an arylamide of a salicylic acid. No. 416,710. Canadian Industries Ltd. (Benjamin Collier).
- Chlorine gas purifying and drying process. No. 416,712. Canadian Industries Ltd. (Ivan Roy McHaffie).
- Purification of diphenylamine. No. 416,717. Canadian Industries Ltd. (W. F. Felbert).
- Chromium salt treatment to improve water insolubility of casein fibres. No. 416,786. Sandox A. G. (Giampiero Comelli).
- Process for cellulose derivative and textile preparation. No. 416,821. Paul Abel.
- Electron tube design. No. 416,823. Felix Herriger.

Granted and Published December 7, 1943.

- Bottle capping device. No. 416,839. Jean E. Laurin.
- Silver coating process by evaporation of silver from rhodium foil base and

June, 1944

CHEMICAL & CHEMICAL
ENGINEERING NEWS
New York City

IG Magnesium Interests Vested by APC

Interests of the I. G. Farbenindustrie in United States patents and patent applications having to do with the production and processing of magnesium and other light metals, their alloys and certain salts are vested in the Alien Property Custodian by vesting order 3560 filed May 29. The order also vests the interests of IG in an agreement with the Aluminum Company of America.

A total of ninety patents and four patent applications are listed in the order.

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CHEMICAL PATENTS

Industrial Chemicals, Inorganic
Position flooring non-productive of sparks including in its construction calcium magnesium and finely divided coke mixed with liquid magnesium chloride. No. 2,351,022. William Donelson and John E. The Federal Flooring Corp.
Water-soluble alkaline subjecting said catalyst to action of solution of metals. No. 2,351,094. David Blaker to Phillips Petroleum Co.
Regenerating compound for use in salt brine consisting of solution of sodium bicarbonate, potassium carbonate, trisodium phosphate, and sodium phosphate and caustic soda. No. 2,351,160. Norman E. and Samuel Holliday to The Dacar Chemical Products Co.
Anhydrous sodium orthosilicate in a single heating step. No. 2,351,161. Eduard Zintl.
Sulphur chloride with sulfuric acid comprising contacting aqueous solution. No. 2,351,461. Delmas Smith and William Franklin to Development Co.
In treating hydrocarbon distillates. No. 2,352,594. Joseph J. to The Standard Oil Co.

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Foreign Chemical Patents

Canadian Patents—p. 115

Granted and Published week of Apr. 4, 1944
Electric battery with magnesium cathode, fused cuprous chloride anode, liquid body of magnesium sulphate, water, and fused magnesium chloride bridging cathode and anode. No. 419,370. Bert N. Adams.
Economizing device for internal combustion engines. No. 419,374. Pierre Reneen de Villiers.

ROADS

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CANADIAN PATENTS

Granted and Published Apr. 25, 1944

- Machine tool slide. No. 419,761. Leo Caspar Steinle, Cedric Harold Hawell.
- Exposure meter design for reflex camera. No. 419,764. Jacques Boisey.
- Variable speed epicyclic gearing. No. 419,766. Edgar Joseph de Normanville.
- Multitubular boiler. No. 419,775. J. Emile Legault.
- Pocket igniter made in two parts of plastic material capable of being united in the cold by a solvent. No. 419,777. Norman Henry Rose-dale.
- Portable pump unit design. No. 419,778. Claude Sydney Thicke.
- Stereoscopic projection system. No. 419,780. Edwin Herbert Wright.
- Method of coating interior surface of glass envelope of electric discharge device with fluorescent material employing incorporation of boric acid in cellulose ester suspension of fluorescent material. No. 419,788. Canadian General Electric Co. Ltd. (Willard A. Roberts, Hannah T. Geissbuhler).
- Manufacture of caprolactam by catalytic dehydration of a cyclohexanone oxime and ammonia admixture. No. 419,799. Canadian Industries Ltd. (Willis Arthur Lazier, George Rigby).
- Production of polyamides from cyclic amides. No. 419,800. Canadian Industries Ltd. (Wm. Edward Hanford).
- Method of manufacturing furyl vinyl and furyl isopropenyl ketone compound. No. 419,801. Canadian Industries Ltd. (Carl E. Barnes).
- Process for production of omega-amino aliphatic nitriles. No. 419,803. Canadian Industries Ltd. (Geo. Wayne Rigby).
- Preparation of moulding compound by polymerizing together 100 parts of methyl methacrylate and 5-25 parts of compound from group of styrene, vinyl acetate, and methyl acrylate. No. 419,805. Canadian Industries Ltd. (Maurice Leon Macht, David Adams Fletcher).
- Continuous process for the manufacture of acetonitrile by dehydration of the aqueous acetonitrile and a hydrocarbon boiling between 60° and 145° Cent. No. 419,806. Canadian Industries Ltd. (Henry Reginald Clive Pratt).
- Apparatus for introducing air or other gases in a finely divided state into a liquid. No. 419,834. Electro-Chemical Engineering Co. Ltd. (Allan Robert Gibson).
- Process for the production of halogenated polyethenes of improved physical and mechanical properties which comprises mixing at least two halogenated polyethenes of different halogen content, whose halogen contents do not differ by more than 12 per cent, until a homogeneous mixture is obtained. No. 419,848. Imperial Chemical Industries Ltd. (James Robertson Myles, Francis Stephen Bridson-Jones).
- Process for manufacture of diesel fuel and knock stable gasoline by catalytic hydrogenation of a middle oil. No. 419,851. International Hydrogen Patents Co. (Mathias Pier, Ernst Donath).
- Method of improving the yield point of cast magnesium alloys containing 7 to 12 percent aluminum; 0.2 to 4.0 per cent zinc; 0.1 to 1.0 manganese; with total alloying constituents not above 12 percent, by heat-treating such alloys in "ast cast" condition at 100 to 250 degrees Cent. No. 419,857. Magnesium Metal Corp. Ltd. (Alfred Brandt).
- Method of treating cellulosic textiles to remove impurities and surface hairs by means of copper sulfate. No. 419,863. Ridbo Laboratories, Inc. (Eric Owen Ridgeway).
- Process for the manufacture of chromane compounds. No. 419,895. I. G. Farbenindustrie Aktiengesellschaft (Robert Behnisch).

Granted and Published May 2, 1944

- Device for vacuumizing containers. No. 419,902. Herbert Brand.
- Druggist's cabinet design. No. 419,907. Herbert Joseph Hauser.

CHEMICAL INDUSTRIES

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U. S. CHEMICAL PATENTS

- 2-Amino-4-methylhexane and its acid addition salts. No. 2,350,318. Horace Shonle and Ewald Rohrmann to Eli Lilly & Co.
- Manufacture of derivatives of saturated and unsaturated cyclopentano-polyhydrobenzanthracene series, comprising converting an aldehyde of this series into a secondary alcohol, by reaction with an organo metallic compound. No. 2,350,792. Karl Miescher and Albert Wettstein to Ciba Pharmaceutical Products, Inc.
- Therapeutic hesperidin compound of formula $C_{25}H_{40}O_{15}$, COOR wherein R represents a lower alkyl radical. No. 2,350,804. Masaki Ohta.

***Metals, Alloys**

- Refining metals or alloys of lead and tin to remove impurities present in amounts not greatly in excess of amount soluble in a melt formed of the impure metal being refined and will float to surface of said melt. No. 2,348,719. Bernhard Blumenthal to American Smelting & Refining Co.
- Controlling the magnesium content of electrolytes used in electro-winning of manganese containing manganese in the form of manganese sulfate. No. 2,348,742. Charles Mantell and William Hammerquist to Electro Manganese Corp.
- Production of protective layers of oxide on objects made of magnesium or magnesium alloys comprising making said objects the anode in a bath containing an alkali arsenate. No. 2,348,826. Ernst Krause and Ernst Schroder.
- Producing cemented hard metal compositions comprising a carbide substance selected from carbides of boron, titanium, silicon, tantalum, columbium, vanadium, chromium, tungsten and molybdenum as major portion and a considerably lower melting metallic binder phase as minor portion. No. 2,349,052. Joseph Ollier.
- Electrolytic process for coating aluminum and aluminum alloys. No. 2,349,083. Michael Farr, Jr. to The B. & T. Floor Co.
- Recovering finely-divided magnesium and magnesium-base alloy scrap. No. 2,349,190. William Newhams to The Dow Chemical Co.
- Recovering nickel content of garnierite ores which contain iron. No. 2,349,223. Norman Hedley and John Kress to American Cyanamid Co.
- Iron or steel product which has, as an inclusion in noneutectic relation to the iron, a compound, of an element of sulfur, phosphorus, titanium, silicon. No. 2,349,266. James Hartley and Otto Henry to Minerals and Metals Corp.
- Heat treating nickel-chrome-tungsten alloy steels. No. 2,349,319. Arthur Wheeler to General Electric Co.
- Rolling magnesium and its alloys which comprises providing surface of material to be rolled with a resin-like coating. No. 2,349,395. Julius Zublin.
- Apparatus for production of metallic magnesium by reducing magnesium oxide-containing material with aid of reducing agents, capable of furnishing solid reduction products. No. 2,349,408. Harry Davis, Clarita Davis, administratrix, to The Anglo California National Bank of San Francisco as trustee for Reconstruction Finance Corp.
- Method and apparatus for the production of magnesium. No. 2,349,409. Harry Davis, deceased, by Clarita Davis, administratrix, to The Anglo California National Bank of San Francisco as trustee for Reconstruction Finance Corp.
- Recovering values from magnesium ores containing amounts of minerals from ironite, hypersthene, bastite, grunerite, cummingtonite, olivene, serpentine, meerschaum, steatite, enstatite and forsterite. No. 2,349,556. William Kleckner to J. A. McCarthy.
- Apparatus for zinc smelting. No. 2,349,619. George Halfacre to The New Jersey Zinc Co.
- Production of low carbon iron or steel directly from iron ore. No. 2,349,688. Flavius Wood, Jr.
- Art of producing selenium. No. 2,349,697. Nevin Bierly to The American Metal Co., Ltd.
- Treating high-speed steel for hardening. No. 2,349,767. Haig Solakian and Edward Case to Artemas Holden.
- Metal composition for use in forming a sintered metallic bond for abrasive particles consisting of a mixture of chromium, copper and nickel. No. 2,349,825. Joseph Kelleher, one-half to American Optical Co., and one-half to Nevool Bearing Co.
- Electrolyte for anodic polishing of stainless steel, consisting of an aqueous solution containing orthophosphoric acid, sulphuric acid, and fluorescein dissolved in ethyl alcohol. No. 2,349,843. Glenwood Beckwith to The American Steel and Wire Co.
- Workable permanent magnet alloyed composition comprising nickel, aluminum, vanadium, cobalt, copper, and the balance iron. No. 2,349,857. Oscar Finch and John White to Bell Telephone Laboratories, Inc.
- Manufacturing metallic magnesium. No. 2,349,927. Tatsuichi Arimori, Yukio Konishi, Junkichi Eniwaki and Rinnosuke Yoshimura.
- Welding rod consisting of copper and containing tin, nickel and lead. No. 2,349,945. Louis Dodd to Magnus Metal Corp.
- Liquidating and skimming metallurgical apparatus for refining metals and alloys. No. 2,349,972. Thomas Lister to American Smelting and Refining Co.
- Electrodeposition of bright cadmium comprising electrodepositing cadmium from a cadmium cyanide plating solution containing a brown resin. No. 2,350,165. John Hericks, Jr. to The Udyite Corp.
- Recovery of metal from molten oxidizing slag. No. 2,350,225. Patrick Edgar Cavanagh.
- Treating tinned steel scrap containing lead. No. 2,350,918. William Norlander and Robert Alldredge, one-half to Philip Paden.

HIGHWAY SURVEYS FOR TWO PROJECTS ARE COMPLETE NOW

12/27
Surveys have been completed on two proposed state highway projects for the Las Vegas area, and detailed plans and estimates now are being made in the state highway department offices in Carson City, it was stated today by J. M. Murphy, division state highway engineer.

The two projects are for construction of a double highway, with parkway in the center, from Las Vegas to the magnesium plant, and for extension of Charleston boulevard to connect with the Boulder highway. Both are classified as access roads to a defense project.

No time has been set yet to call for bids, pending the completion of the highway designs in Carson City.

Las Vegas Review Journal
December 27, 1941

Road Right of Way Almost Completed

10/30
Right of way for the new four lane highway from the magnesium plant to Las Vegas has been almost entirely arranged for, with the exception of two pieces of property, highway department representatives stated today.

A 125 foot strip owned by Mrs. Mabel Findlayson and A. J. Fisher holdings comprising three-fourths of a mile in one group and 23 lots in another, are still the source of disagreement between the owners and the department, and it may be necessary to file condemnation action to gain the necessary right of way to widen the highway.

Engineers will return the middle of November to complete the entire matter, they stated.

Las Vegas Review Journal
December 30, 1941

ROAD LINK TO UNION PACIFIC FOR MAGNESIUM PLANT IS BEING SIFTED

12/30
Possibility of the construction of highways from salt beds located in San Bernardino county to rail connections with the Basic Magnesium company plant near Las Vegas, loomed today as reports from the California county said that surveys for such roads had been completed.

Cost estimates for the arterials ranged from \$70,000,000 to \$180,000,000, depending on the route and the type of road constructed, County Highway Commissioner Howard L. Way, of San Bernardino, said.

The road survey, requested a week ago by Basic Magnesium, will be submitted to U. S. army engineers. Any highway con-

structed as a result of the survey will be paid for by the federal government, the county has been assured.

Basic Magnesium's plant, to cost \$70,000,000, will be the largest magnesium producer in the world. It will be located between Boulder City and Las Vegas.

Salt Beds Located

Salt is vital to the process of reducing magnesium oxide, Guernsey Frazer, assistant to the project manager for Basic Magnesium, informed the supervisors last Monday in requesting the survey.

Large salt beds near the Avawatz mountains, north and east

over which to move salt to the plant is needed, Frazer said.

Way's survey showed the most direct route, by road and rail, would be by highway from the salt mines to Kelso, via Baker, and by Union Pacific from Kelso to Las Vegas.

173-Mile Haul

This route would entail road construction from the mine to Death Valley junction road, thence to Baker and Kelso. The total distance from the mines to Las Vegas by this route, including the rail line, would be 173 miles, of which the road mileage would be 73.

Other routes proposed in Way's survey include: From the mines to the Death Valley road to Crucero, or from the Death Valley road to Dunn. Both Dunn and Crucero are on the Union Pacific, but the Kelso rail connection would be closer to Las Vegas, the highway commissioner pointed out.

Vital Material

Magnesium is vitally necessary to national defense, primarily because it is almost as strong as steel but only 25 per cent as heavy. Basic Magnesium is part of Defense Plant Corporation, which in turn is part of the O. P. M. The Nevada plant, according to Frazer, will produce 112,000,000 pounds of magnesium per year, or six tons per hour, from 150,000

Plan Four Lane Highway For Las Vegas Section

Design of Road To Magnesium Plant Completed

First Divided Highway In State Planned By Department

Construction of a four-lane highway from Las Vegas to the magnesium plant may be under way within 60 days if President Roosevelt approves the appropriation bill now on his desk providing the necessary funds, highway officials said here this morning.

Design of the highway is practically complete, although the department is still beset with right-of-way difficulties over the Fisher and Finlayson properties and will, in all probability, have to condemn.

45 Foot Parkway

The project will be the first divided highway in Nevada and will carry a 45 foot parkway in the center with cross-overs at intervals to permit vehicles to turn around.

The parkway will be separated from the actual roadway by concrete curbs, and eventually will be beautified after the manner of such routes in other sections of the country.

On either side of the parkway will be a 24 foot strip of high-type paving sufficient to carry two lanes of one-way traffic. It is probable that thru Whitney, the highway will be widened to six lanes, three on either side.

Asks City Aid

Dale Pruett, right of way engineer for the department, appeared before the joint meeting of the city commission and planning board to request that all future permits for building construction from Fourteenth street to Seventeenth on Fremont be contingent on granting an additional five foot right of way on either side, making possible the widening of that area from 80 to 90.

It is planned to bring the four lane route almost to Seventeenth street within the city limits, if the right of way can be secured. There would be a short distance beyond Seventeenth in which the wider highway would curve in on both sides to meet the narrower city street.

Cost of the improvement is now estimated at between \$250,000 and \$500,000.

Las Vegas Review Journal

Important Jobs Being Well Done

11/14
News releases yesterday concerning two projects of importance to the rapid development of this area, indicate that two departments are on their toes, doing everything within their power to meet problems as rapidly as possible.

It is nothing new for the state highway department under Robert A. Allen to anticipate developing traffic conditions and to be there with the proper solution by the time the demand actually arrives. This is the history of Allen's administration, and something we've come to expect.

Considering the extreme difficulty we experienced in getting Boulder Dam highway built, even after the project was actually under way, the manner in which the highway department is meeting the rapidly expanding picture here right now, is most gratifying.

Just as rapidly as federal financing will permit, a four lane, divided highway, will be constructed between Las Vegas and the magnesium plant. It is designed to eliminate the accidents so numerous on "Hell's Highway" of Boulder Dam days. The 45 foot parkway in the center will eliminate entirely the menace of the drunk driver wobbling across the road into the path of cars coming in the opposite direction. With two lanes carrying one-way traffic, there should be plenty of room for every automobile on the road and few accidents except those due to excessive speed which can and will be curbed.

So, to the highway department, congratulations for work already done and the splendid highway that is shortly to meet the extreme traffic conditions along Clark County's main street.

The Federal Housing Authority, whose Nevada executive is Harry Scheeline, is on top of the housing situation, and moving even more rapidly than the highway department in its field.

The present condition in this area is nothing short of tragic. Congestion is at a peak. Every available room, garage, shed and shelter of any kind, is rented out at fancy prices and families with moderate incomes are being gradually pushed out into the street—either that or forced to go without necessities in order to satisfy price-kiting landlords.

There's only one way to meet such a situation—build enough houses to break the bottleneck and bring prices back to normal.

This is the task to which Scheeline and his staff have dedicated their efforts. They have established an office here and in realization of the seriousness of the situation, Scheeline has moved headquarters here to take personal charge.

Yesterday he was able to announce approval of approximately 700 homes for Las Vegas and Boulder City. There are more in the background. It is estimated that perhaps a third of this number will be ready for occupancy within sixty to ninety days after being started. This should serve to materially alleviate the shortage, and the entire program should place the housing situation on TOP of the development, instead of trailing by months.

Scheeline has been working at top speed on the local problem since mid-summer, anticipating the needs of this area, and planning to meet them just as rapidly as possible.

It's extremely fortunate that men of vision, energy and understanding are at the helm of these two important departments. What it means to the development of this area cannot be underestimated.

Las Vegas Review Journal
January 5, 1942

TRAFFIC CONTROL AT MAGNESIUM PLANT IS PLANNED

A plan to control traffic from branch roads in the area of the magnesium plant through stop and go signals will be inaugurated shortly but will be only a temporary measure it was announced today by J. M. Murphy, division state highway engineer.

Through traffic on the Las Vegas-Boulder City highway will continue to have the right-of-way, but the service routes leading on to the highway will be controlled by stop and go signals during the peak hours of shift changes when between 1800 and 2000 cars are on the road, Murphy said.

The signals will be furnished and installed by Basic Magnesium, Inc., as a safety measure at the request of the highway department.

Las Vegas Review Journal
February 13, 1942

BMI HIGHWAY IS GIVEN FINAL O.K.

Plant Highway To Be Started by April 1, Reported

Final Approval Given
To \$400,000 Job
In Washington

Construction of the new highway connecting Las Vegas with Basic Magnesium plant, will be under way by April 1. Division Highway Engineer J. M. Murphy predicted today following receipt of word from Washington that final approval of the \$400,000 project had been announced in the national capital.

The highway will be built parallel to the present thoroughfare from the east city limits to the intersection with the Basic Magnesium turnoff, and is expected to be completed by September 1.

44 Feet Wide

Plans call for a 44 foot wide roadway with two 12 foot traffic lanes and 10 foot shoulders on either side.

Pavement will be plant-mix asphaltic concrete designed to carry the heavy traffic already

rolling over this important highway.

When it is completed, travel will be routed over this highway while the present thoroughfare is reconstructed as a twin for the new road. Then the system will become a four-lane divided highway, with out-going traffic proceeding over one route and incoming traffic over the other.

North of Road

The new project will be built to the north of the present highway with a 40 foot parkway between.

This is the first construction in Nevada under the new defense access highway program, and so far as is known, is the first in the west.

Las Vegas Review Journal
February 16, 1942

Proposed Brucite Road Not Listed Highway Program

The proposed "brucite road" north from the magnesium mines southeast of Fallon to connect with highway U. S. 50 near Westgate cannot now figure in the defense highway program should the measure calling for \$220,000,000 for building strategic and access routes, passed by both houses of congress, be signed by the president, Robert A. Allen, state highway engineer, Saturday told the Fallon Standard.

Application was made by his office to include the north road in the program, said Allen, and both Senator McCarran and Congressman Scrugham have been urging this connection.

"But, because it was not accorded first primary rating, it is not on the list," the state highway engineer reported.

Called Vital Link

When Allen appeared last week before the Lions club of Sparks, he referred to the entire route from Luning past the mines to U. S. 50 near Westgate as a "vital link in the national defense system of highways." Cost from Luning to the mines to handle heavy traffic was placed at \$960,000; from the mines to U. S. 50, \$750,000.

"But," Allen said Saturday, "while the road north has not been allowed on the list for first priorities, the demand for that route is going to develop very fast." The engineer called attention to the many hundreds of employees expected at the mines and the saving of 41 miles in travel if the "brucite" road were built.

Routes listed for first priority under the \$220,000,000 defense highway measure which would bring approximately \$1,790,000 to Nevada, in addition to the mine-Luning highway essential for handling ore to the nearest rail point, said Allen, are stretches of 95 in Clark county, an estimated road to the proposed air base site in Lemmon valley, a portion of 395 near Reno, and links along highways U. S. 50 and U. S. 40.

Las Vegas Review Journal
February 20, 1942

MAGNESIUM PLANT HIGHWAY STARTS ABOUT APRIL 1

Construction of the new highway from Las Vegas to the Basic Magnesium plant will get under way about April 1, it was announced here this morning by Robert A. Allen, state highway engineer.

"We now have all the right of way necessary—plans and specifications have been completed, and we will advertise for bids within the next three weeks," he said.

"This will be a rush job, and we hope to have it finished by mid-summer. It is important that no time be lost, and we are bending every effort to complete the highway in the least possible time," Allen stated.

The new thoroughfare will be built parallel to the present highway, from the east city limits of Las Vegas to the magnesium plant, and will become a unit of a four-lane, divided highway designed to serve the heavy traffic needs of the district.

Allen said that surveys are now being made for another access highway from the magnesium plant intersection with the Boulder highway to the new manganese plant, a distance of seven miles. It is expected this highway also will be built this spring, which would bring pavement to within approximately three miles of Lake Mead.

Magnesium Plant Road Funds Freed

Completion of 4 Lane Highway To Plant Assured

With the release of federal funds in Washington, D. C., today, a four-lane highway between Las Vegas and the magnesium plant was assured and completion date is expected within the next six months, according to information received here from Senator Pat McCarran, Nevada, who was instrumental in obtaining final approval of the expenditure.

The entire project will cost \$418,000, and bids are expected to be advertised in the next few days, according to Division State Highway Engineer J. M. Murphy. He stated that all plans and specifications for the project are completed, and the last obstacle to the construction project has been removed with the release of federal funds needed.

Entire New Road

The four-lane development will start at Fremont and Fourteenth street and lead to a point just beyond the magnesium plant access roads. An entire new road will be constructed from the city limits to the magnesium plant, and this two-lane paved highway will be the first part of the construction program. When that work is completed and the road is thrown open to travel, work will be started on the reconstruction of the first four miles of the present highway, beginning at the city limits.

Between the present two-lane highway and the new proposed highway will be left a 60-foot strip to divide the two routes. With both roads open to travel when the project is complete, there will be one-way traffic on each road, Murphy stated.

To Be Widened

Fremont from Fourteenth street to the city limits will be widened from the present 50-foot width to 90 feet, with a dividing strip to keep the traffic moving one-way on each side, Murphy stated.

Because of the heavy traffic over the route and the strategic importance of the route, work will be rushed on the highway project, Murphy reports.

The reconstruction of the present route from Fourteenth street to a point four miles from the city limits will cost \$136,000.

The projects have been approved by the war department and the bureau of public roads and will be sent here for bids immediately, Senator McCarran reported. Construction is scheduled to get under way in the near future.

BMI Highway Bids Opened April 11

Bids for the construction of the state highway from Fourteenth street to the Basic Magnesium plant, will be opened on April 11 in Carson City, according to word received from R. A. Allen, state highway engineer.

The highway will be 12.48 miles in length and a total of \$418,000 has been allocated for the entire project which calls for the construction of a new road and repair on the existing highway.

PLANT ROAD FUNDS FREED AT CAPITAL

With the release of federal funds in Washington, D. C., Wednesday, a four-lane highway between Las Vegas and the magnesium plant was assured and completion date is expected within the next six months, according to information received here from Senator Pat McCarran, Nevada, who was instrumental in obtaining final approval of the expenditure.

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With both roads open to travel when the project is complete, there will be one-way traffic on each road. 3/27/42

finance last week.

HIGHWAY BIDS

Bids on the highway project between Las Vegas and the Basic Magnesium plant will be opened April 11. The highway will be 12.48 miles in length and the state highway department was allocated \$418,000 for the entire work. 468

Magnesium Plant Highway Approved

Work to Start Soon at Vegas

LAS VEGAS, March 27. — A four-lane highway between Las Vegas and the magnesium plant should be completed within the next six months, according to word received today from Sen. P. A. McCarran. The project will cost about \$418,000, with an entire new road to be built from the city limits to the plant. 468

The four-lane development will start at Fremont and Fourteenth streets. Fremont street will be widened from fifty feet to ninety feet with a dividing strip to keep traffic moving one way on each side, according to J. M. Murphy, division highway engineer.

The projects have been approved by the war department and the bureau of public roads and will be sent here immediately for bids, Senator McCarran said.

U. S. TO FINANCE HIGHWAY FROM SALT DEPOSITS

County Will Build 10-Mile Route From Death Valley to Serve War Industry Plant

Under an agreement by which the federal government will pay the estimated cost of \$65,000, San Bernardino county will immediately construct a 10-mile road out of the south end of Death Valley over which salt for war industries will be transported.

The agreement between the federal works agency and the county was approved yesterday by the board of supervisors.

Under the supervision of Ralph Motherspaw, assistant highway commissioner, the county will construct the highway, using its forces and equipment on a per diem cost, and will maintain the road as a public route into the desolate wastelands north and west of Baker.

ROUTE TO RAILROAD

The Basic Magnesium Inc., operating a giant plant at Las Vegas, Nev., will haul the salt out of the district to a point along the Union Pacific railroad, near Baker, where it will be loaded into cars for shipment to the magnesium plant.

The new road will extend from the salt deposits, long undeveloped because of their inaccessibility, to a point on the state highway south of Shoshone and just six miles south of the Mono-San Bernardino county line, said County Highway Commissioner Howard L. Way, who represented the county in negotiating the agreement for its construction with the federal agency. The road will be surfaced, said Mr. Way, and maintained for travel into Death Valley after the emergency.

ROUTE SURVEYED

Mr. Way conferred with the Basic Magnesium Inc., executives some weeks ago, when the development of the route through San Bernardino county was requested. Mr. Way's engineering forces made a survey of the route and estimated the cost of the project, later submitting it to Engineer C. H. Sweetser of the federal works agency as an access route.

Mr. Way said work would begin on the project immediately, his department setting up a construction camp in the desert. The work will require two months or longer, he said.

Call for Bids on Highway to Basic Magnesium Plant

Project Will Give Four-Lane Road To Expedite Traffic

The Nevada highway department has given notice that bids will be opened on April 11, 1942, for improvement and new construction of 12.48 miles of highway in Clark county. 468

The project extends from Fourteenth Street in Las Vegas to a point about 11.6 miles southeast of Las Vegas—the Basic Magnesium plant. The route is part of the existing Las Vegas-Boulder City road.

Four miles of the present road will be reconstructed, and two new lanes will be added to the road the balance of the distance to Basic Magnesium's plant. Completion of the new project will connect Las Vegas and the magnesium plant with Las Vegas by a four-lane highway.

LOW BIDDERS

Wallace and Wallace Construction company of Las Vegas was the low bidder on construction of 12 and a half miles of highway between Las Vegas and the Basic Magnesium refining plant on the Las Vegas-Boulder City road, it was announced Saturday afternoon by the highway department. Wallace and Wallace bid \$509,666.51 on the project. 468

Bureau Asks Federal Aid For Mine To Market Roads

The state bureau of war minerals production today laid before federal government officials a plan for the immediate development of mine to market roads that would bring California's vitally needed war ores into the nation's mills and smelters.

Bruce McDonell, bureau chief proposed to the Public Roads Administration and United States Army Engineers that the state bureau act as an advance agent for the federal government in determining worthwhile mining properties requiring road facilities, planning the required roadways, and forwarding such recommendations to the federal agencies which recently were granted a multimillion dollar appropriation for mine to market road development.

200 Claims Affected

T. Antoinette Ryan, bureau geologist, estimated construction of and improvement upon 100 California roads for distances ranging from one to thirty miles would open up to immediate production more than 200 California chrome, magnesite, quicksilver, tungsten, manganese, copper, lead and zinc properties.

"In many cases," she said, "much needed minerals for war production are being kept from market only by the lack of roads. The ore is actually mined, ready for shipment, but there is no satisfactory way of getting it to market."

During last week alone the bureau received nearly 200 requests from small mining operators who have properties in or near produc-

Brucite Highway Work Is Ordered

Contractors' bids for the construction of 18.58 miles of highway between Luning and Brucite will be opened by the state highway commission at 1:30 p. m., April 9, according to word received here today.

The section of the roadway, a vital defense artery, to be constructed extends from a point 14.5 miles northeast of Luning in Mineral county to Brucite in Nye county. Brucite is the site of Basic Magnesium's new calcining plant and near the deposits of magnesite.

Under terms of the call for bids, the minimum wages to be paid by the contractor are: 75 cents an hour for unskilled labor, 87½ cents an hour for intermediate grade labor, and \$1.25 an hour for skilled workers. The reemployment agency at Fallon has been designated as the primary agency and the reemployment office at Tonopah has been selected as the secondary agency to prepare the employment lists for the contract.

Basic-Las Vegas Road Bids Opened

Two Offers Taken Under Advisement

The board of highway directors this forenoon opened bids for improvement and construction of 12.48 miles of road giving the new Basic Magnesium, Inc. plant connection with Las Vegas, but took the two offers received under advisement until Monday.

The low bid received was by Wallace & Wallace of Las Vegas in the amount of \$509,666.51: The Dodge Construction Co. of Fallon bid \$555,555.50. 468

LAS VEGAS, NEV. JOURNAL
CIR. 5,173
FEBRUARY 27, 1942

Sheriff To Enforce State Traffic Laws

Government Insistent That Precautions Be Taken By State and Local Officials

It was announced by Sheriff Gene Ward today that arrangements had been made to patrol and strictly enforce all state traffic laws and ordinances on the principal arterials in Clark county. It was especially printed out that highways leading to defense plants were becoming congested and that flagrant violations of safe driving practices were causing a rapidly mounting accident rate which in the past few months has caused several deaths and great personal damage.

The patrolmen will work out of the Clark county sheriff's office and will be especially vigilant on the infractions of the state motor vehicle acts, which embrace defective lights, Nevada license plates, Nevada drivers' licenses and all other items in connection with safe driving. It is especially called to the attention of the motoring public that due to the congestion of Clark county's highways, and in some cases the poor condition of road surfaces, driving conditions are most hazardous and great caution must be exercised at all times. Therefore charges of reckless driving will be imposed upon those driving at excessive speeds, unwarranted cutting in and out of traffic and driving against the traffic on the wrong side of the highway. In the past there has been continual violations of crossing over the yellow double line. This will be watched closely.

The state highway department has increased their safety devices upon the major highways in this vicinity. Within the past week a regular stop and go traffic signal has been installed at the main access road leading into the Basic Magnesium plant.

The sheriff's office pointed out that such steps had become necessary due to the insistence of the government and its various agencies in operation in this locality. Full cooperation of federal, state, county and city officials has been assured and a drive is now under way to put into effect and carry out this program.

Captain Tom Bellis, engineer in charge of traffic and safety at the Basic Magnesium plant, has stated that full cooperation will be given this program both within and without the plant.

The program as outlined has become necessary after a careful study by government and state officials of the extremely rapid growth due to defense preparations and placing the country on a wartime basis. There are few places in the United States that have a problem of general welfare and public safety to handle such as exists in Clark county.

SAN BERNARDINO, CALIF. SUN
CIR. 13,576
MARCH 14, 1942

U. S. Will Finance Development of Highways Near Military Installations

RECHE CANYON ROAD PROJECT NOT APPROVED

U. S. Rejects Suggested Link and River Bridge as Access Route Works, Board Informed

The federal government has rejected two proposed military access road projects, the extension of the highway through Reche canyon to the March field-Camp Haan district and the construction of a bridge across the Santa Ana river south of Rialto, according to a report to the county board of supervisors yesterday by the board's chairman, C. E. Grier.

A series of other requested highway projects submitted by San Bernardino county, however, was tentatively approved by engineers. These projects include the development of routes to serve the army air corps supply depot on East Third street, a quartermaster supply depot being installed in the district and the salt deposits in the desert hills north and west of Baker which are to be developed by the Basic Magnesium Inc., to operate a gigantic plant near Las Vegas, Nev.

EAST-WEST ROUTE

Under the program, the government would finance the widening and resurfacing of East Third street, the extension of Fourth street and work on Mill street, extending from the air depot site to a point west of the San Bernardino city limits. The Mill creek project would provide another east-west travel route, linking the air depot site with highways to the west of the city.

The supervisors had proposed the extension of the Reche canyon road to the south, across the range of hills separating the San Bernardino valley and the Moreno, in which lies both March field and Camp Haan, as an access route to serve the military forces.

The extension of Riverside avenue south from Rialto to the Santa Ana river and thence connecting with the extension of Main street in Riverside was likewise proposed by the board as a military access project to relieve troop traffic on Lacadena drive and other cross-valley routes.

SAN BERNARDINO, CALIF. TELEGRAM, CIR. 3,254
MARCH 14, 1942

RECHE CANYON ROAD PROJECT NOT APPROVED

U. S. Rejects Suggested Link and River Bridge as Access Route Works, Board Informed

OTHER JOBS ARE ACCEPTED

Series of Highways to New Air Corps, Quartermaster Depots And Ore Fields Likely

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Fresno, Cal., Bee
CIR. 47,121
MARCH 14, 1942

40 Mile Speed Limit Urged By Roosevelt

Letters To Governors Propose Regulations For Frequent Tire Checking

HELP BOOM TOWNS

California War Industries, Communities Will Get Revised Quota Aid

WASHINGTON, March 14.—(U.P.)—President Roosevelt proposed today in letters to state governors that speed limits of forty miles an hour be established throughout the nation to conserve rubber.

Urging "federal-state cooperation in the war effort," the president also suggested governors promulgate regulations "requiring frequent checking of tires to insure their repair or, where possible, retreading at the proper time."

"I would greatly appreciate your cooperation," the president wrote, "in an effort to achieve these objectives throughout the country."

The Far Eastern situation makes conservation of rubber "very necessary for the successful prosecution of the war effort," he said.

Most Rubber Is 'On The Wheels'
Roosevelt noted estimates that a considerable part of the nation's rubber stockpile "is on the wheels of the more than 30,000,000 motor vehicles of the country." Conservation efforts by individual motorists would make their tires last longer, he added.

If such conservation is undertaken, the president continued, "tires will last much longer, cars will run much farther and civilian life will be less disturbed because of lack of sufficient transportation facilities."

He noted tires last longer when automobiles are driven at limited rates of speed.

The president said the OPA's tire rationing program has been "a marked success" and has "met with ready acceptance throughout the United States."

Quota Revisions Considered
It was revealed state and federal tire rationing administrators are considering quota revisions which would care for needs of war booming communities and still would conserve vitally needed rubber.

While new tires are available only to "essential" civilians, industrial or commercial users, OPA is seeking to distribute them to obtain the best contribution to war production.

Aid Coast Lumber Concerns
The OPA disclosed it already has made a special allocation to Pacific Coast lumber concerns from the national reserve of tires, a special pool for emergency adjustments between states and territories.

The lumber concerns' industrial tractors are not registered as automobiles and thus were not included in the original basis used for establishing the tire quotas. The industry in California, Oregon and Washington has been expanded to meet wartime demands for their products.

The OPA also is making plans to take care of seasonal demands for trucking concerns and farmers who may wish to take their goods to market. Special certificates are available, in limited quantities, to take care of these emergency cases.

San Diego Gets Special Help
Among communities receiving special consideration are the eastern industrial centers and such special boom towns as Washington, D. C., and San Diego.

State administrators are making comparable adjustments between counties. For example, Inyo County, Calif., has had its quota for tires increased because the expansion of sulphur and magnesium mines called for more truck facilities than originally were available.

Stock Piles Insufficient
Accumulated stock piles at outbreak of the war and the limited imports from the Dutch East Indies since that time will not last a year under normal conditions, OPA officials said.

Price Administrator Leon Henderson recently told congress that very little rubber will be available for civilian uses. He estimated 1,000,000 automobiles will be kept off the highways this Summer because no tires are available as replacements.

N. Y. Importer Disagrees
Elliott E. Simpson, executive of a New York importing and exporting firm, contended yesterday Henderson's figures are "incomprehensible" and that the administrator evidenced an "apparent lack of knowledge" about the rubber supplies.

Simpson said sufficient stocks are on hand in his hemisphere to meet civilian and war requirements and that, by proper development of new rubber growing methods, "the American nations are in a position to make themselves completely independent of the rest of the world."

A senate agriculture subcommittee today began an investigation of synthetic rubber production.

Secretary of Commerce Jesse Jones has supported construction of synthetic plants, on the ground they would add substantially to the nation's rubber resources by the middle of next year. He said stocks on hand should last until such plants are in relatively full operation.

Henderson contends it will be a "miracle" if synthetic plants contribute 300,000 tons of synthetic rubber next year and 600,000 tons in 1944.

This year, such plants will contribute only 25,000 tons against 1941 imports of 700,000 tons, it is estimated.

In Rio De Janeiro Henderson said today he expects to spend several days there in connection with problems of Brazilian raw materials for the United States. Henderson is expected to confer with high government officials and business men.

Gillette Heads Committee
Senator Guy M. Gillette, Democrat, Iowa, today was appointed chairman of a senate agriculture subcommittee to investigate methods of producing more alcohol from grains and increasing production of synthetic rubber.

Senator Burton K. Wheeler, Democrat, Montana, was appointed vice chairman of the subcommittee. Other members are Senators Elmer Thomas, Democrat, Oklahoma; Charles L. McNary, Republican, Oregon, and George W. Norris, Independent, Nebraska.

Some senators contend the sugar shortage can be relieved by making more alcohol from grain. Much sugar now goes into industrial alcohol used in explosives.

CALIENTE, NEV. HERALD
CIR. 372
MARCH 5, 1942

MAGNESIUM PLANT HIGHWAY STARTS ABOUT APRIL 1ST

Construction of the new highway from Las Vegas to the Basic Magnesium plant will get under way about April 1, it is announced by Robert A. Allen, state highway engineer.

"We now have all the right of way necessary—plans and specifications have been completed, and we will advertise for bids within the next three weeks," he said.

The new thoroughfare will be built parallel to the present highway, from the east city limits of Las Vegas to the magnesium plant, and will become a unit of a four-lane, divided highway designed to serve the heavy traffic needs of the district.

Allen said that surveys are now being made for another access highway from the magnesium plant intersection with the Boulder highway to the new manganese plant, a distance of seven miles. It is expected this highway also will be built this spring, which would bring pavement to within approximately three miles of Lake Mead.

LAS VEGAS, NEV. JOURNAL
CIR. 5,173
ANUARY 5, 1942

TRAFFIC CONTROL AT MAGNESIUM PLANT IS PLANNED

A plan to control traffic from branch roads in the area of the magnesium plant through stop and go signals will be inaugurated shortly but will be only a temporary measure it was announced today by J. M. Murphy, division state highway engineer.

Through traffic on the Las Vegas-Boulder City highway will continue to have the right-of-way, but the service routes leading on to the highway will be controlled by stop and go signals during the peak hours of shift changes when between 1800 and 2000 cars are on the road, Murphy said.

The signals will be furnished and installed by Basic Magnesium, Inc., as a safety measure at the request of the highway department.

U. S. TO FINANCE HIGHWAY FROM SALT DEPOSITS

County Will Build 10-Mile Route
From Death Valley to Serve
War Industry Plant

ESTIMATED COST \$65,000

Work on Project Classified as
Emergency Will Be Launched
Immediately Under Pact

Under an agreement by which the federal government will pay the estimated cost of \$65,000, San Bernardino county will immediately construct a 10-mile road out of the south end of Death Valley over which salt for war industries will be transported.

The agreement between the federal works agency and the county was approved today by the board of supervisors.

Under the supervision of Ralph Motherspaw, assistant highway commissioner, the county will construct the highway, using its forces and equipment on a per diem cost, and will maintain the road as a public route into the desolate wastelands north and west of Baker.

ROUTE TO RAILROAD

The Basic Magnesium Inc., operating a giant plant at Las Vegas, Nev., will haul the salt out of the district to a point along the Union Pacific railroad, near Baker, where it will be loaded into cars for shipment to the magnesium plant.

The new road will extend from the salt deposits, long undeveloped because of their inaccessibility, to a point on the state highway south of Shoshone and just six miles south of the Mono-San Bernardino county line, said County Highway Commissioner Howard L. Way, who represented the county in negotiating the agreement for its construction with the federal agency. The road will be surfaced, said Mr. Way, and maintained for travel into Death Valley after the emergency.

ROUTE SURVEYED

Mr. Way conferred with the Basic Magnesium Inc., executives some weeks ago, when the development of the route through San Bernardino county was requested. Mr. Way's engineering forces made a survey of the route and estimated the cost of the project, later submitting it to Engineer C. H. Sweetser of the federal works agency as an access route.

Mr. Way said work would begin on the project immediately, his department setting up a construction camp in the desert. The work will require two months or longer, he said.

Las Vegas Review Journal
April 11, 1942

Wallace, Wallace Low on Road Bid

CARSON CITY, Apr. 11 (UP)—Wallace and Wallace company, of Las Vegas, was low bidder on the highway to be constructed to the magnesium plant, it was announced today by the state highway department.

Bids opened here for the road from Fourteenth street to a point 11.6 miles southeast of Las Vegas, showed Wallace and Wallace with an estimate of \$509,666.51 while Dodge Brothers, of Fallon, the only other bidder, was \$555,555.55.

The job is over a distance of 12.48 miles.

The bids must be approved by Maury Maverick, director of industry for the WPB, and it is hoped the contract can be awarded sometime next week.

Highway Fund Situation Said Relieved

468
CARSON CITY, (UP)—Threatened curtailment of funds for Nevada highways has been considerably lessened by legislation passed last week by congress, State Engineer Robert Allen said today.

Amendments adopted to earlier proposals which would have taken financial support for highways partially from the state have insured that no interference will be made with state collection of gasoline taxes and property taxes, Allen said.

Granting of favorable priority

Road Construction Outlook Improved

468
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Granting of favorable priority ratings for materials has given the go-ahead signal for at least four highway projects in the state.

Allen said that construction will probably start soon on three access roads in the state, all certified by the war department. These include a four-lane highway connecting Basic Magnesium, Inc. plant with Las Vegas, 12 miles; two sections of connecting road between Brucite and Luning, magnesium ore shipping point, 32 miles; reconstruction of a portion of US 40 east of Battle Mountain, 9.44 miles.

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New Proposals Insure Road Upkeep

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way connecting Basic Magnesium, Inc., plant with Las Vegas, 12 miles; two sections of connecting road between Brucite and Luning, magnesium ore shipping point, 32 miles; reconstruction of a portion of US Highway 40 east of Battle Mountain, 9.44 miles.

Magnesium Plant Road Plans Told

Plans for the construction of the new highway to the Basic Magnesium plant have been outlined, it was revealed today from Carson City, and work probably will get under way in the immediate future.

The highway department, according to officials, plans to start work at the magnesium plant end of the road and grade westward. The three mile stretch from the plant to Midway will be graded and gravelled first and traffic turned onto the sub-grade before it is oiled.

In this manner it is hoped some of the congestion will be eliminated as many of the workmen live either at Midway or Whitney and the flow of traffic from there on to Las Vegas, while heavy, is not the peak load, officials said.

Plan New Patrol On Boulder Road

Doubling of the number of patrolmen on the Las Vegas-Boulder City highway, which is termed one of the worst in the nation in the point of accidents, was the solution found by local and county traffic officers and interested citizens who were called together last night by District Attorney Roland H. Wiley to discuss the problem of highway safety.

The district attorney conferred by telephone with Governor E. P. Carville today, requesting two more state patrolmen, in addition to the two now employed, and the governor pledged his support in the matter, Wiley reports. Definite plans will be announced as soon as a conference on the matter is held between the governor and State Highway Engineer Bob Allen.

It is expected that a patrolman will be on constant duty on the road, and "positive and immediate steps will be taken to stop reckless driving on the highway," Wiley stated.

Ira J. Earl, chairman of the Clark county board of commissioners, reported that the county has ordered a large number of signs for erection along the Boulder highway and they will be installed as soon as they are ready.

About 40 persons attended the traffic meeting last night.

Work Started On New Highway

Actual work on the new two-lane highway, which will parallel the present Las Vegas - magnesium plant route, has been started by Wallace and Wallace contractors. For the past two weeks crews have been engaged in grading and leveling of the road, and work will start immediately on culvert work, according to J. M. Murphy, division state highway engineer.

At present 30 men are employed on the job, and more will be added as the project moves forward, Murphy reports. Buildings on the north side of the road at Whitney have been moved back to make way for the new project, and a new post-office building has been constructed by Mr. and Mrs. John Bunch.

It is expected that the preliminary work and the oiling of the new 11-mile road will be completed in about 60 days, Murphy reports. Then traffic will be turned onto the new road and the present highway will be closed for reconstruction. At that time Fremont street will be widened at the entrance to the highway.

When the new highway is complete and the present road is rebuilt, the east-bound vehicles will travel on the present road, and the west bound traffic will travel the new road. A center strip will divide the two routes.

The large number of automobile accidents occurring on the Las Vegas-Boulder City highway points to a problem that may confront this area when the Lemmon Valley air base project gets fully under way.

The thoroughfare between Las Vegas and the Basic Magnesium development has been described as one of the most hazardous in the nation, due primarily to the recklessness of motorists using it and the inability of the two state patrolmen stationed there to police it adequately.

Governor Carville this week was reported to have agreed to support the request of Clark county officials that the patrol force in that area be doubled. With the patrolmen occupied with other duties in behalf of the state public service commission, with drastic decreases in revenue from state gasoline taxes in sight, this problem of proper policing of Highway 395 from Reno north—and of the extension of Alameda avenue north, if that plan materializes—will be necessary during the construction and operation of the Lemmon Valley base.

HIGHLY IMPORTANT TO FALLON AREA

NO MORE important news to the Fallon area has been released for a long time than the announcement that a plan has been worked out between the state highway department and the U. S. bureau of public roads to provide for the improvement of the road which connects Gabbs Valley with U. S. 50 about fifty miles east of Fallon.

This road, which is to be oil-surfaced, will bring more than 40 miles closer to Fallon the Gabbs Valley industrial area where more than 800 men are employed by Macdonald Engineering Co. and Basic Magnesium, developing deposits of magnesite and brucite and preparing to process the ore to produce strategic metal.

Not only will the road mean easier access to the camp for suppliers from Fallon and other points, but it will mean quick time between the camp and Fallon for workers and their families there who will come here to trade, for recreation, and hospitalization.

Other benefits will accrue here too, by reason of the improved road, which will serve the Broken Hills and Baxter Mine districts which not only develop considerable freight for loading at Fallon, but are important customers of this trading center.

With this road built and in use, and an airport constructed, this community should begin to taste some of the prosperity which has come to other communities with defense and war spending—and there's no denying the fact that with non-defense business heavily curtailed, Fallon needs a "shot in the arm" to revive morale.

SPOKANE COUNTY ASKS FEDERAL AID FOR ROADS

One of Largest Projects Would Be \$405,000 Sullivan Highway

Access road development in Spokane county may be resumed soon, according to C. F. Griggs, Spokane county engineer.

County commissioners have sent in application for federal access road money both for the improvement and expanding of present roads and for construction of new highways. The great developments in Spokane county for the war effort have made action imperative and surveys and routes are receiving attention now, Griggs said.

One of the larger projects is the improvement of Sullivan road, connecting Trent and the Apple way east of the valley aluminum rolling mill, for which \$405,000 has been asked in federal aid. Other roads new or to be enlarged, will be access roads to the magnesium plant north of the city, one to extend from Francis and the other road from Mead; one and possibly two to the aluminum reduction plant; the old Medical Lake road, which will connect the Galena air depot with Geiger field and the city limits; the road from Geiger field to Fort George Wright, and a new road two miles long bordering the air depot on the east.

Road Project To Be Rushed, Said

Bids for the construction of the new highway to the magnesium plant will be advertised in the next week, it was revealed by Robert A. Allen, state highway engineer, and actual work on the job is expected to be started before April 1.

"This is an emergency job," Allen said, "and we're going to rush it as fast as possible. We'll give the contractors about 10 days to figure the job, after the bids are advertised, and then we'll award the contract. We want to get this project done as fast as possible."

It Might Work Out

We suggested here the other day that arrangements be made to clear the streets in this area of scrap metal—mostly nails, spikes and such—in the interest of tire conservation. This followed the announcement that Carson City had already inaugurated such a campaign through use of the big magnet the state highway department has used in various sections from time to time. Not only would such a campaign save tires, but it would collect a surprising amount of scrap metal, badly needed right now. Probabilities are the highway magnet would be a long time getting here. But there is such an outfit in operation at the magnesium plant. Maybe it would be possible to borrow or rent it a day each week for use on Las Vegas streets and alleys with extremely beneficial results for all concerned.

Nevada Highways Open to All Kinds Of War Traffic

RENO, June 4 (Special)—The laws and regulations of Nevada place absolutely no barriers to free movement into and through Nevada of troops or materials of any kind for use in the nation's war effort, Highway Engineer Robert A. Allen said yesterday. This was brought out at a recent meeting in Washington, called by President Roosevelt to clear barriers against uninterrupted and unhampered transportation by railroad, highway and air of all kinds of machinery, equipment, supplies and units of the armed forces. Nevada's load limits are high enough, Allen said, to permit the movement on the highways of practically any piece of mobile equipment. This state does not require reloading at the border or the breaking down of heavy loads into smaller tonnages as some states do. Allen said that under existing conditions state officers and laws do not interfere with war-essential traffic either across the state or into defense areas such as Las Vegas, Brucite or Lemmon Val-

Automobile Stamp Crisis Approaches

All Motor Vehicles Must Display Stamp by July First; No Time Extension.

Federal motor-vehicle use tax stamps, covering the 1942-43 fiscal year, went on sale Wednesday last at the Las Vegas post office and the branch post office at the Air Gunnery School, it was announced by Postmaster Garside.

By July 1, all motor vehicles must display the 1½ inch by 2 inch postal red insignia bearing the \$5 price mark on its gummed face. Internal revenue agents will launch investigation of cars without stamps shortly after the July 1 deadline.

Space is provided on the back of the \$5 stamp for the license number, type of car and serial number. The insignia may be displayed in the lower right hand corner of the windshield.

Warning that there will be no extension of time in the purchasing of the stamp, governmental instructions to sellers point out that motorists who have stored their cars for the duration need not purchase a stamp, nor will there be a rebate forthcoming in case a motorist obtains a stamp and then cannot get tires or gasoline to operate the vehicle.

Begin Construction On New Flight Strips

Construction has been started on the first of a number of flight strips to be developed under the joint auspices of the Army Air Forces and the Public Roads Administration as auxiliary landing fields for military aircraft. The first strip is located on the Atlantic seaboard, and, like other fields, is being built by the Public Roads Administration and the state highway departments. Surveys have revealed that a flight strip capable of handling the biggest bombers can be built at 1-20th the cost of a large air base. Congress last December 17 made a \$5,000,000 fund available for flight strips.

FROM WHERE I SIT ^{5/28} By A. E. CAHLAN

Proposed gasoline rationing still ranks next to the latest war news in interest among the American people. Plans are still going ahead to put the entire nation on short gas after July first, although the Oregon-Washington rationing, scheduled for this week, has been postponed.

Gasoline will be parceled out in accordance with individual needs. The plan now being perfected is something like this:

The average civilian who can get to work by bus or street car, or who can walk or double up with his neighbors, will get enough gas to drive 20 to 40 miles a week—just enough to exercise car and tires.

All business users will be tightened down sharply after July, will be required to demonstrate a basic need for their services. Retail deliveries will be questioned—some cut down or out. Even some food deliveries will be curtailed.

War workers who MUST have gas to get to work will get it, but even many of them will be pressed to shift to public vehicles.

This still sounds like a made-in-the-east program. To restrict western motorists to 20 to 40 miles a week, is to tell him he can't use his car at all. Maximum wouldn't allow for one round trip—Boulder City to Las Vegas—Charleston would be out entirely for those who have been used to commuting—would be a once-a-month privilege, offering little relief from the hot weather for the thousands who have been wont to flock there throughout the summer.

In challenging the gas rationing program, Wyoming's Senator O'Mahoney charges it is one of those things to be expected when Congress delegates its authority in such matters to provincial bureaucrats who are unfamiliar with conditions over all the nation.

Taking automobiles away from people in the populous east means only that they'll have to reach their favorite beach or summer resort by train, street car, or interurban instead of driving their own car. In the west it means they won't get there at all.

If rationing is solely for the purpose of forcing Mr. Average Motorist to conserve his tires, it would seem very, very smart if it were postponed until Septem-

ber when the need for transportation to get relief from prolonged spells of hot weather will be over.

Considering the usual perverseness of the weather, this would be the year when the thermometer gets up there and stays for a few weeks, because nobody can escape. We have had comparatively mild summers, these last few years, and if this one runs true to form, there would be nothing to worry about. But you can't bet on the weather.

All truck operators will go under government regulations June 1 as hinted here some time ago. Load limits will be regulated according to the size of the tires. Capacity loads (full trucks) will be mandatory on outgoing trips. Three-quarters full will be the minimum requirement for return trips. Duplicating and overlapping services will be sharply restricted. This will affect Las Vegas importantly, for most freight comes in, little goes out.

There's a great responsibility on higher-ups in the rationing program to differentiate between plans that are necessary for the war effort and those that represent attempts to force reforms by use of the rationing club. Many left-wingers want to use rationing to reform the distribution system. So far, they have made little headway at the top.

Employers are being quietly urged to prepare a system of records for a withholding tax of ten per cent from the salaries and wages of all employees. This will come along in November—after elections.

Barracks for war plant workers are being pushed. Priorities for these will be high on the list. Except in communities where new factories are expected to be permanent, the government is opposed to construction of new houses because of materials shortages, will provide quarters only for single persons—no more family dwellings.

This policy will not affect the residences already allocated to Las Vegas, of which nearly 1,000 remain to be built. It will affect any additional construction. Priorities will come through for "dormitories" where apartment houses and multiple family units are out.

Intercity Routes Of Bus Lines Are On Wartime Rules

Companies Ordered to Pool Services on Many Routes

WASHINGTON, June 9 (UP)—The office of defense transportation, in a sweeping order effective July 1, today placed intercity bus operations throughout the country under wartime regulations, cancelling all express service and discontinuing routes to places of amusement.

The order also discontinues existing schedules which do not come up to certain efficiency standards and calls on bus companies to pool their services over competitive routes.

Routes Defined

The order defines intercity service as routes operating outside of a 15 mile limit of a city and schedules on which the average fare is more than 35 cents.

Schedules operated primarily for transporting workers to and from their jobs are not subject to the regulations. Another exception is for buses serving military and naval establishments.

Intercity bus service may not be operated "for the primary purpose of supplying transportation to or from a golf course, athletic field, race track, theater, dancing pavilion, or other place conducted primarily for the purpose of amusement or entertainment."

A spokesman for the ODT explained that this provision applied also to beaches, but added that the order would not necessarily eliminate service to seashore resorts. He explained that if a bus company was operating a certain number of schedules to a seashore resort during the winter, it would probably be permitted to continue the same number of schedules through the summer.

No Extension

The order further provides that no bus route may be extended after July 1 without special permission of the ODT.

It prohibits the operation of more than one round trip a day over any route where previous experience shows that the average load in both directions will be less than 40 per cent of the seating capacity.

Three Kids Mine Road is Started

A proposed new road from the Las Vegas-Boulder City highway to the Three Kids Mine, where a big manganese mine and plant development is under way, has been approved by the United States army as a defense project, it was revealed here today by J. M. Murphy, division state highway engineer.

The proposed road would be five and one-half miles in length and would take off from the junction of the main access road of the Basic Magnesium, Inc., development and lead north to Vegas Wash and the manganese mine.

The cost of the highway project is estimated at about \$100,000.

Next step in the program will be the designation of funds for the construction, and advertising of bids for the contract. It is expected that the bids will be advertised within the next month or two and that it will take about three months to build the paved road, Murphy reports.

A big plant will be constructed at the site of the mine in Vegas Wash, only about four miles from Lake Mead. Until the plant is complete, ore will be hauled by truck to the Las Vegas-Boulder City branch of the Union Pacific railroad and will be loaded at Royson, the spur of the Basic Magnesium, Inc.

The construction of the proposed highway to the mining property will leave only four miles of unpaved road from the mine to a road built by the park service, which leads to the shores of Lake Mead in Vegas Wash. This will bring boating, fishing, and swimming closer to residents of Las Vegas.

A Glaring Inequality

One of the inequalities of the transportation order with regard to truck loads in inter-community hauling, is pointed out by Harley A. Harmon, manager of the Nevada Motor Transport Association in a recent comment on a Review-Journal editorial covering this point.

Calling attention to the fact that the effective date of the new restrictions has been advanced to July 1, Harmon suggests that this one situation is manifestly unfair and should be corrected.

Private and contract carriers are required to have a 75 per cent return load, but while the common carrier is expected to follow the same rule if he can, he is expressly authorized to return partially loaded or empty if no freight is available.

This provision takes care of salt trucks returning to Death Valley from Basic Magnesium and ore trucks going back to Gabbs Valley, since the company doing the hauling is classed as a common carrier.

The office of defense transportation is apparently trying to turn to common carriers a large portion of the freight hitherto hauled in private trucks or by contract carriers. The idea is to thus force up the load factor of the common carriers' trucks on the theory that: "common carriers are the servants of the public by law," and, accordingly, they are given more flexibility in order that they may render common carrier service.

Generally speaking, the idea may be a good one, but it leaves the trucks with a peculiar problem in Nevada.

While there is a considerable number of certified common carriers performing freight and express service within the state, usually on scheduled runs, there are also about seventy operators holding statewide contract carrier permits. These contract carriers move a heavy proportion of the tonnage transported within the state.

In actual practice, most of them are doing a common carrier business, but under the state law they are contract carriers only, and as such can't claim common carrier status in order to get the benefit of the common carriers' exemption from the return load rule.

Unless these carriers can obtain some specific relief, they'll be out of business when the order goes into effect, although they're really entitled to the common carrier status before the ODT.

This is another instance where war emergency measures are shaped by individuals entirely unfamiliar with conditions in other parts of the country and have apparently made no effort to reconcile practices in the populous east with those in the sparsely populated west.

There are many sections of Nevada dependent entirely on truck transportation for all shipments of freight, supplies and materials coming in. If this transportation is hamstrung, these communities will not be served.

There is NO place in the eastern states not served by railroads, and most of them are served by two or three in addition to several through truck lines.

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L V Review Journal
Sept 24 1942

Alaska-Canada Road N

To Be Completed About December 1 Officials state

By Ruel S. Moore
United Press Staff Correspondent

WASHINGTON, Sept. 24 (UP)—The Canadian-Alaskan military highway, a vital link in Alaskan defenses and a supply line for the series of air bases stretching across Canada, will be ready for use about December 1, several months ahead of schedule, Secretary of War Henry L. Stimson announced today.

U. S. army engineers, who have been building the road since March, now are planning to have

traffic moving over its 1,600 miles by December 1 and continue until April 1, 1943, when spring thaws probably will make it unusable for heavy traffic for two months.

Good Road

Engineers originally planned a rough "pioneer" road to be completed in a year. It has turned out to a well-graded, well-drained truck highway for practically its entire length, many long stretches of which will afford two-way traffic.

The highway begins at Dawson Creek, British Columbia, north of Edmonton, and extends northwest to Whitehorse, Yukon, and then westward across the Alaskan boundary to Fairbanks.

Known as the "Alcan Highway," it will connect with the railway and highway systems of the United States at Dawson Creek, and provide direct motor connections with Alaska. It also will serve to carry supplies to several important military airfields which heretofore have had to depend on the air for supplies.

Engineers' Job

Construction of the road as a military project, by agreement between the United States and Canada, was carried out by U. S. army engineers under the direction of Major General Eugene Reynolds, chief of engineers.

Stimson said the engineer troops braved such difficulties as 35 degrees below zero weather when tent pegs could not be driven into the ground and 90 degree heat when they had to work with gloves and nets to keep off mosquitoes and other insects.

The new northwest service command, announced September 10 to take charge of army highway and railway building activities in western Canada and Alaska, with headquarters at White Horse, will administer highway affairs.

The army is planning to use and maintain the road throughout the winter months when it will be frozen. Plans call for construction of rest camps for personnel of truck convoys, barracks for engineer maintenance troops, and weather observation and telephone facilities.

Three Factors

Three main factors contributed to the speed in construction.

First, building was initiated at various points simultaneously, by transporting crews and equipment to strategic locations in March, before the spring break-up of ice and snow made trails and rivers impassable.

Second, aerial surveys and stereoscopic study of aerial photographs were used along with ground surveys carried out by crews with pack-horse and dog-train.

Third, use of bulldozers and other heavy equipment overcame many obstacles by sheer force. The machines plowed through spruce, jackpine and aspen almost like cornfields. Saw-mills on the site cut up timbers to be used for bridges, trestles and other structures.

PLANNING BOARD URGES BACKING OF BUS SERVICE PLAN

The joint city-county planning board recommended last night that the city and county commissioners back the applications of any reliable transportation concern which will provide suitable bus service between Las Vegas, Boulder City and the magnesium plant on a basis of a 25 cent round trip fare from city to plant.

The planning board took the position that transportation is perhaps the most vital problem now confronting the workers at the plant, and that it must be solved satisfactorily if the job is to proceed as it should.

It was pointed out that if private cars are used to transport workers back and forth every day, with an average of four workers to a car, combined mileage of the vehicles thus engaged would be 27,000 each day.

Use of bus transportation, figuring 60 passengers to a bus, would require only 1,500 miles of travel daily.

"The saving in rubber should be quite obvious," Colonel L. Deming Tilton, of the U. S. Regional Planning Board, told the planners in commenting on the proposed action.

The 25 cent round trip fare has been recommended by the Central Labor Council which has been fighting the transportation battle for months.

Two concerns are interested in providing the service to the plant on this basis, and one of the two is preparing to submit an application for the necessary certificate, the planning board was advised.

Under the program recommended by the planners, any application submitted to the public service commission, which meets the needs as outlined, would receive the endorsement of the city and county commissions.

L V Review Journal
Sept 25 1942

Bids Called for Three Kids Road

A call for bids on the proposed Three Kids road leading from the Boulder highway a distance of 5.61 miles has been issued by Robert A. Allen, state highway engineer, of Carson City.

Interested contractors will be required to submit their sealed proposals before 2 o'clock on October 15. This is the second time that bids have been called on this project. The first time there were no bidders. The road will lead to the Three Kids manganese mine property now being developed.

Davis Dam Highway

Construction of the Davis Dam is about to get under way. At present the only highway connection is from Kingman, Arizona.

When the project was first decided upon, Las Vegas, Boulder City and Searchlight were all very much concerned about a Nevada route. The highway department completed its survey for a connection with route 95 south of Searchlight, and all plans were made for an early start of construction.

The war changed the picture completely so far as highway funds are concerned. Now, the only roadways to be built must qualify as access roads important to the war effort.

The Davis Dam highway is a border-line project. Latest information is that it might be fitted into the program—might be approved as an access highway. We are advised that a concerted effort on the part of the congressional delegation to place the facts before the proper Washington board, might result in release of the necessary funds.

This means that every organization in the county interested in the completion of the new highway should urge Nevada senators and congressman to get busy. This is a vital route to this area and if the Davis Dam is important enough to the war effort to warrant construction at a time when most other projects have been postponed for the duration, necessary approaches most certainly are to be similarly considered.

It isn't sensible to leave this important project isolated except for one lone highway which might be destroyed overnight, leaving no alternate at all.

L V Age Oct 2 1942

Davis Dam Highway Need Is Stressed

Searchlight People Renew Demand for Action on the Searchlight-Bullshead Road

Dr. R. L. Fenlon and E. Middleton, representing the people of Searchlight and generally of the southern portion of Clark county, appeared before the Chamber of Commerce at its Tuesday meeting to make another plea for action to bring about construction of a highway connecting Searchlight and Las Vegas with Bullshead Canyon on the Colorado River, site of the Davis Dam.

It was pointed out by Dr. Fenlon that an investment of at least \$48,000,000 is about to be made in building another great dam on the Colorado River which is the boundary between Mohave county, Arizona, and Clark county, Nevada. That Arizona has already built a very passable highway connecting the dam site with Kingman and consequently practically all the preliminary business and hiring of men for the job and purchase of supplies goes to the Arizona business interests.

About a year ago the board of county commissioners of Clark county evinced considerable interest in the problem of connecting the dam site with Searchlight and Las Vegas. They put on some of the county road machinery and a crew of men and bladed a more or less passable dirt road from a point on the highway south of Searchlight, to the dam site. This road was not such as to be usable for ordinary business traffic and it was not approved by the state highway engineer because it has grades steeper than the six percent grades considered practicable for state highways.

Dr. Middleton reported that he recently accompanied a party of engineers over the proposed route to the river and that the only thing which prevented the establishment of union labor hiring headquarters on the Nevada side of the river is the absence of a connecting highway.

Frank Gusewelle declared that the Searchlight people have been demanding a road to Bullshead Canyon for years. He said that the expenditure of \$48,000,000 on the Davis dam project means a tremendous amount of money, perhaps 75 per cent of the whole, would be spent in Clark county if the site of the work is made accessible by a highway on this side of the river. Mr. Middleton commented in reply by saying that the top men connected with the job say:

"Get a road and you will get the business. The people of Nevada are asleep."

Jim Cashman declared that every organization in Las Vegas should get busy and inform the Nevada delegation in congress of the necessity of a highway to the dam site.

The matter was referred to Chamber of Commerce committee on Highways with the request that they take whatever action is necessary.

RENO, NEV. CAZETTE
No. 12371
SEPTEMBER 19, 1942

Road Required To Aid Output Of Manganese

Black Diablo Mine Notable Producer Of Alloy Metal

Doubling the output of manganese ore at the Black Diablo mine, twenty-one miles south of Golconda in Pershing county, after the reconstruction of ten miles of road to the property, is being considered following a field investigation trip of the road late last week by William H. Smith of the bureau of public roads administration and A. R. Weiss, engineer for the United States grazing service, the Star reported.

Unless the road can be improved before winter, it was pointed out that production will be limited, as great difficulty was faced last winter in trucking the ore from the mine to Golconda for shipment.

Operations are being carried on by the Golconda Mining Co. and at the present time a carload of ore is being shipped daily.

Shipments are being made both over Southern Pacific and Western Pacific railroads to the Columbia Steel Corp., at Ironton, near Provo, Utah, and the Metals Reserve stockpile at Salt Lake City.

Twelve men are employed at the mine and include nine miners and three truck drivers. Operations are under the supervision of Hollis E. Chatwin.

Smith and Weiss made several field trips to Humboldt county during their visit to Winnemucca relative to the construction of roads to mines in this area in conjunction with the government program to aid mining operations to increase production.

The roads must be certified by the Bureau of Mines and reports are to be sent to the field agency in Washington, D. C., for the approval of the WPB. Smith makes his headquarters in San Francisco, while Weiss resides in Reno.

Bids to Be Opened On 3 Kids Road

Bids will be opened on July 13 on construction of the Three Kids Mine road, and it is expected that work will be started about the first of August, it was announced today by Robert A. Allen of Carson City, state highway engineer.

The new road will take off from the Boulder highway at a point opposite the magnesium plant's main access road. The construction will be of oil-gravel surface similar to the Nelson highway and will be four and one-half miles in length. It is planned that the pavement will be 24 feet in width and that the roadbed, including shoulders, will be 36 feet in width.

The new route will provide access for the new manganese ore development at the Three Kids property in Vegas Wash.

BATTLE MOUNTAIN, NEV. SCOUT
Ch. 1,173
JUNE 25, 1942

Manganese Mine Road Designated Defense Project

The Review-Journal reports that a proposed new road from the Las Vegas-Boulder City highway to the Three Kids mine, where a big manganese mine and plant development is under way, has been approved by the United States army as a defense project, it has been revealed by J. M. Murphy, division state highway engineer.

The proposed road would be five and one-half miles in length and would take off from the junction of the main access road of the Basic Magnesium, Inc., development and lead north to Vegas wash and the manganese mine.

L V Review Journal
Sept 21 1942

Blue Diamond Road Improved

Following a request of a delegation from the Blue Diamond district, the county board of commissioners today approved the grading of the county road in that district. Work on the road will start tomorrow.

No sealed bids were submitted for building two additional rooms at the Clark county health department unit, but at the meeting, Chris Rasmussen, contractor, offered to do the construction at cost, plus 10 per cent. This bid was accepted by the board, subject to the approval of the state board of finance for an emergency loan of \$2,500. James Fleming, architect, stated that materials are available to the construction.

Mrs. Stella Fleming was instructed to investigate a request of a family here to assist financially in sending a child to an institution for the deaf.

The relief office requested the purchase of an oil burner. The board authorized the purchase of a burner from Western Heating at a price of \$53.00 plus a \$10.00 installation charge.

A request for an extension telephone by the relief office was approved by the board, providing one can be obtained. Further action will be taken on this at the next meeting, when costs of the extension will be presented.

A motion was made by Ira Earl, chairman of the board, to increase the salary of Mrs. Fleming from \$75.00 a month to \$100.00 a month. The motion was seconded by Earl Davidson and was approved unanimously by the board.

The next meeting of the county board will be held on September 25.

Alaska Highway to Be Ready For Army Use About December 1

'Alcan,' America's New 1,600-Mile 'Burma Road' Through Virgin Wilderness, Constitutes an Engineering Feat of First Magnitude.

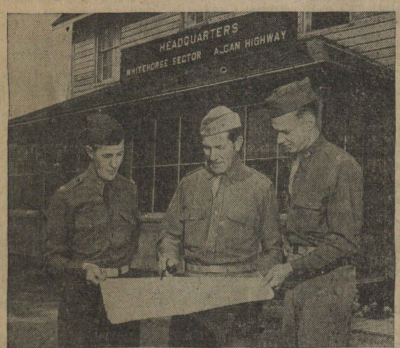
Several months ahead of schedule, the Canadian-Alaskan Military highway, which has been under construction by the United States army engineers since last March, will be ready for army use early this winter, it was announced by the war department recently.

The engineers expect to finish the pioneer road about December 1, 1942. Plans are now being made for winter traffic over the complete route of approximately 1,600 miles between that date and April 1, 1943, the period during which the highway and the rivers of the region it traverses will be frozen. During the months of April and May it is believed the road will be unsuitable for heavy traffic owing to thaws and excessive moisture following the break-up of winter.

Although originally contemplated as a rough "pioneer" road, to be

Major Gen. Eugene Reybold, chief of engineers. The work is being performed by engineer officers and enlisted personnel of the United States Army.

Northwest Service Command. On September 10, 1942, the war department announced the establishment of the Northwest Service Command, in charge of army highway and railroad building activities, and supply maintenance services in western Canada and Alaska, with headquarters at Whitehorse, Yukon Territory, Canada, Brig. Gen.



The men behind the wheel at the Whitehorse sector, Alcan highway. Left to right, Major Frank A. Pett, (C. E.) topographic officer; Brig. Gen. W. H. Hoge, (C. E.) commanding officer, and Major Eugene J. Stann, (C. E.) executive officer.

completed in one year, the Alcan highway as it is now being constructed by the corps of engineers is a well-graded, well-drained truck road for practically its entire length and will afford two-way traffic over many long stretches.

The highway begins at Dawson



Manpower gets busy as these U. S. army engineers build bridges that connect up with the Alcan highway.

Creek, British Columbia, just north of Edmonton, pursues a northwesterly course to Whitehorse, in Yukon Territory, then swings west across the Alaskan boundary and thence to Fairbanks.

A Military Supply Route.

The Alcan highway will function as an important military supply route. Connecting with the railway and highway systems of the United States and southern Canada at Dawson Creek, its southern terminus, the pioneer route provides not only an uninterrupted motor highway to Alaska, but serves as a feeder road to several important military airfields in Canada that have hitherto had to depend upon air transport for all their supplies. The latter may now be trucked in overland.

The construction of the pioneer road is a militarized project, authorized by joint agreement between Canada and the United States and carried out under the direction of

Rough and Ready



Typical engineer working for Uncle Sam in the Yukon territories.

The first of these was the procedure of initiating construction at various points along the route at the same time, by transporting crews and equipment to strategic locations in March, before the spring break-up of ice and snow made trails and rivers impassable.

The second was the employment of aerial surveys, followed by stereoscopic analysis of aerial photographs and the time-tested and traditional engineer method of ground reconnaissance on foot, with pack-horse and dog-train.

The third was the use of bulldozers, tractors and other types of heavy equipment, without which the record for speed and semi-permanent construction could not have been achieved. The primary road was actually established by the powerful bulldozers, which plowed through the forests of native spruce, jackpine and aspen, as it through cornfields, uprooting and pushing trees literally off a 100-foot cut.

Timbers for the construction of bridges, trestles and other structures were felled by the troops and processed by sawmills on the site. Perils for crossing the many turbulent creeks and streams were improved of rafts and pontoons. At one major crossing a large scow was built from forest lumber capable of transporting equipment weighing 40 tons.

Extremes of Heat and Cold.

During March the troops battled bitter winds and temperatures as low as 35 degrees below zero, when it was impossible to drive a tent-pole into the frozen ground. During July and August they sweated under a heat of more than 80 degrees, and were forced to wear goggles and net helmets to protect themselves from the swarms of mosquitoes, flies and insect pests. In wet weather they slugged through bottomless mud; in dry weather portions of the road were shrouded in clouds of alluvial dust so fine that no mesh could exclude it.

Through it all, however, according to official reports from the field, the morale of the men remained high and the job has gone forward at a rate which will bring the road to completion well in advance of the most optimistic estimate. The engineers report that the threats of muskox proved wholly unfounded. Muskox, a bog mosed studded with sleds, has proved to be a minor problem. Most of it has been successfully killed and that which was unavoidable has been overcome with corrodor roads. In one particular section of 60 miles in length, reported to consist principally of muskox, only four miles of it were encountered.

VEGAS WASH ROAD APPROVED, WORK TO START SHORTLY

Plans have been approved and construction is expected to start soon on a road from the Las Vegas-Boulder City highway to the Three Kids property of the Mangnese Ore company in Vegas Wash. It was revealed here today. The new highway will lead from the main access road of the Basic Magnesium, Inc., at the junction with the highway, north to the mangnese property and will provide a direct road from the ore property to the Boulder City branch of the Union Pacific railroad.

The Mangnese Ore company has a spur track near Royson on property owned by BMI, and it is anticipated that a great deal of heavy freight will be hauled over the road to and from the spur.

The proposed highway will be 26 feet wide and will be hard surfaced. It will be approximately six miles in length. The road in all probability will be built by the United States forest service road construction crews now working in southern Utah. The project will be built for the public roads administration under the supervision of the Nevada state highway department with funds secured by the Nevada state highway from the federal road market appropriation. The state highway department has run all the surveys and has prepared engineering data under the direction of J. M. Murphy, district state highway engineer, and his assistant, W. O. Wright.

It is expected that the proposed road upon completion will be extended from the Three Kids property to the present Lake Mead shore road. Such a connection would permit patrol of the water line of the lake and give access to the pumping plant and intake at the lake.

Senator-elect James G. Scruggs of Nevada has succeeded in obtaining an appropriation of more than \$60,000 for development of recreation facilities on the lake in Vegas Wash. Included will be bath house, showers, barbecue pits, picnic grounds, and boating facilities. It is planned that this project will be completed next summer.

The new city planned would cut the distance between Las Vegas and Lake Mead and would give residents at Basic Townsite a lakeside recreational area.

County Mines Require Roads

State Asked To Join In Project To Help West Side Development

The new mangnese and magnesite mines in the Coast Range Mountains will require a number of new roads, according to plans made by the Stanislaus County Board of Supervisors. Estimated cost of the road development is about \$100,000, and the Public Road Administration, a federal agency, is being asked by the board and mining engineers, interested in financing the project.

A survey has been made by engineers which showed the prospective roads include thirty-four and one half miles, and more than one half this mileage is in Stanislaus County, with the balance in Santa Clara and Alameda Counties.

The counties concerned, if the federal funds are forthcoming, will be expected to furnish the necessary supervision and to loan the necessary road equipment for the work, and to maintain the roads, to be built of gravel and substantial enough to stand heavy loads, upon their completion.

According to County Surveyor George Maconber, who presented the supervisor with a detailed report on the roads projected, said they are anxious to facilitate the handling of ores to plants and shipping points. A large plant, he said, is now in the course of construction at the entrance of Del Puerto Canyon, to handle mangnese ore in the making of dry storage batteries. It is being constructed by the General Dry Battery Company.

A group of men, representing the mining concerns operating in the Coast Range Mountains, urged the project, in order that it may be completed before winter, and pointed out considerable work already had been done by them.

Maconber said mining operations also are going forward for silver and copper, and pictured operations for mangnese and magnesite as on an increasingly important basis.

Paterson, jubilant over the prosperity the mines are bringing to his city, had a big celebration the past week.

L.V.R.J. 1/8/43

GABBS MAGNESIUM ROAD IS STARTED BY STATE HIGHWAY

FALLON, Jan. 8.—Construction of the 36-mile highway between the magnesium mines at Gabbs valley and highway U. S. 50 near Westgate is now under way, it was announced yesterday by George P. Coleman, highway department foreman at Fallon.

The job is in charge of the state highway department maintenance crew division number five, Coleman added. It is a force account—no contract. A camp has been established along the south end of the route where the first construction work has started, Coleman said.

Funds for the project have been authorized by the war department on the basis of costs at \$3,500 a mile through the state highway department of Nevada. Equipment from a road between Tonopah and the air base there is being moved to the Gabbs valley job.

The new road is said to be required largely as war program primarily for movement of fluor-spar from the Baxter mines about midway along the route, also for carrying in supplies to the magnesium mines. This route will save 80 miles of round-trip travel compared with the present route by way of Hawthorne and Luning.

L.V.R.J. 12/30/42

Highway Paving To Start Shortly

Paving work on the reconstruction of part of the Las Vegas-Boulder City highway is expected to start next week and to be completed about a month later, it was reported today by J. M. Murphy, division state highway engineer.

The paving will start on Fremont at Fourteenth street and extend to a point four miles east of Las Vegas. This is part of the road built at the beginning of construction of Boulder Dam and is being reconstructed to eliminate rough spots.

Work has been completed on the parallel highway leading from Las Vegas to the entrance to the Basic Magnesium, Inc., plant, a distance of 15 miles.

When the construction is all completed, there will be two two-lane highways leading from Las Vegas to the magnesium plant.

ALASKA HIGHWAY

Second only to us in importance to the Panama Canal will be the completion for use of the Alaska highway on December 1.

According to Secretary of War Stimson, it will be completed a month ahead of schedule.

This highway is another signal triumph for American ingenuity, American individual enterprise and the American way, for although the Government has built this highway, the engineering and the machinery necessary to construct it are INDIVIDUAL and FREE-ENTERPRISE in origin.

Just how important this 1600-mile highway is to us in our war with Japan is illustrated in these new facts gathered by the Associated Press:

"This highway, beginning at Dawson Creek, British Columbia, runs northwest to Whitehorse, Yukon Territory, and then crosses the Alaskan boundary, terminating at Fairbanks. It connects with the rail and highway systems of Southern Canada and the United States at Dawson Creek, and not only provides a motor highway to Alaska but serves also a feeder route for various military air fields which previously had to depend on air transport alone for all supplies."

This highway will also seal—we hope for all time—the friendship and constantly growing unity between the United States and Canada.

A view of the "shots" of this epic undertaking in current newsmagazines, where we see the great obstacles that have been overcome, must send the blood of all Americans up to the exaltation point.

The free road to Alaska is the ROAD TO JAPAN—and to victory.

L.V.R.J. 1/9/43

NEVADA HIGHWAY WORK IN 1943 TO BE MAINTENANCE

CARSON CITY, Nev., Jan. 9 (UP)—Nevada's 1943 highway program will be limited almost entirely to maintenance work, Robert A. Allen, state highway engineer said in releasing his department's annual budget today. Allen said \$780,844 will be spent on maintenance in the state's 17 counties, but added if any construction is found essential to the war effort it will be undertaken.

The budget also will provide \$53,204 for excess snow removal and flood damage with \$65,000 set aside for administrative costs. The budget calls for a total of \$900,000.

The amounts budgeted for the various counties: Churchill, \$49,136.78; Clark, \$125,324.69; Douglas, \$29,998; Elko, \$95,513.80; Esmeralda, \$49,093; Eureka, \$17,738; Humboldt, \$25,811.50; Lander, \$32,666.65; Lincoln, \$49,171.80; Lyon, \$35,926; Mineral, \$32,050; Nye, \$69,930.74; Ormsby, \$10,520.53; Pershing, \$13,933.76; Storey, \$3,986; Washoe, \$83,336.80; and White Pine, \$53,742.51.

Allen said while no federal funds have been allotted Nevada for 1943 a balance of \$1,352,738.66 remains on hands from previous grants.

L.V.R.J. 1/19/43

Three Kids' Road Work Is To Start By January 23

A United States forestry service construction crew is en route to Las Vegas to start work on the Three Kids mine road, it was revealed here today by officials.

It was expected that the crew would start moving dirt sometime around January 23, and it probably will be completed, clear to the lake within 120 days.

The crew which is coming to this area is completely equipped, carrying its own housing, commissary and road building equipment.

Surveys, profiles and other data has been completed on the extension of the road from the mine to the lake, and it is expected that the matter of financing the extension will be worked out between the Nevada state highway and the forestry service at Washington.

It is hoped that funds will be available for the extension of the road to the lake in time to allow the forestry service crew to go right through and complete the entire job, officials said.

Alcan Highway Will Help

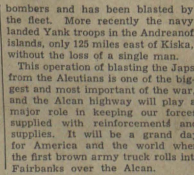
Alaska is our first line of defense against our war with Japan, and its strategic importance to the safety of continental United States can hardly be overestimated.

Up to this time this vast wilderness outpost has been reached by only two main routes, air and water. The Alcan highway will provide a third, and possibly the most important, route to this strategic area. It will enable soldiers and armored equipment to reach Fair-

Oust Japs From Aleutians

bombers and has been blasted by the fleet. More recently the navy landed Yank troops in the Andreanof Islands, only 125 miles east of Kiska, without the loss of a single man.

This operation of blasting the Japs from the Aleutians is one of the biggest and most important of the war, and the Alcan highway will play a major role in keeping our forces supplied with reinforcements and supplies. It will be a grand way for America and the world when the first brown army truck rolls into the island of Kiska by heavy U. S.



Heavy construction equipment proves its weight in gold when called upon to break through virgin territory.

Road to be Built Between Highway 50 and Gabbs Valley

468 Magnesium Mines Will be Reached By New Route

Link will Save
Forty Miles on
One-Way Trip

FALLON, Nov. 18.—A camp has been set up with all necessary road-working machinery on the ground north of Gabbs valley for an early start on a thirty-three-mile stretch of roadway between the magnesium mines and highway US 50 near Westgate, it was announced Tuesday by Robert A. Allen, state highway engineer.

This job will not be advertised for bids, Allen said. Instead, it will be a force account under supervision of the highway department with members of maintenance crews and other workers to be hired to handle the construction. Machinery belonging to the highway department will be used.

Allen said that after the crews of highway department workers have completed the roadway serving the Tonopah airport, the Gabbs valley-Westgate road will have the top priority to be rushed through to completion. It should be started within a few days, he added.

The first work will be to get out gravel with which to cover the flat at the south end. North of the flat the road will follow near a wash thence over the low summit to highway US 50 where gravel is abundant.

A total of \$77,000 has been allowed for building this connecting link, Allen explained. Oil surfacing will await warmer weather next spring, but it was indicated that grading and graveling should be completed long before the winter has passed.

This connection, when completed, will save forty miles on the one-way drive from either Reno or Fallon to the magnesium mines in Gabbs valley. The present roadway is practically impassable.

Its construction has been sought by officials of the magnesium mines and the Fallon and Reno chambers of commerce for more than a year. Funds for the project were denied by the war department which now controls federal funds for highway building.

At a conference in Washington early this summer between Allen and war department and federal bureau of public roads officials, Allen secured a commitment that funds would be allowed for building the connection. The highway department followed up with a final survey, plans and cost estimated.

Late during the summer H. T. Mudd, chief of the fluorspar-magnesite division of the war production board became concerned over an outlet from the Baxter fluorspar mines about half way between Westgate and Gabbs valley. He urged early construction as vital to the war program, since fluorspar is now greatly needed in manufacture of steel.

Allen said this week that he believed Mudd's active interest in this roadway had helped bring about release of funds for its construction.

L.V.R.J. 1/22/43

Three Kids Road Project To Start

A forest service road crew arrived in Las Vegas this morning and will start work on the Three Kids road the first of the week, it was announced this morning by Jack McNutt, forest ranger in this area.

Art Potter, veteran forest service construction engineer for the job, with Del I. Scherer as purchasing agent and Ralph A. Reed as construction foreman. Scherer will establish headquarters in McNutt's office in the federal building.

There will be between 35 and 40 men employed on the job which will connect the BMI road with the manganese properties at the Three Kids mine.

The forest service equipment which will be used was conveyed from Idaho.

The crew which is operating here recently completed a mineral access road of 85 miles from Cascade, Idaho, to Stibnite mine and more recently worked on a lumber road out of Council, Idaho, in the Weiser national forest.

THE MINING JOURNAL, Phoenix, Arizona, proposes to publish the following item of news in an early issue. Is it accurately stated? If not, please give us the correct facts. Additional information will be appreciated.

Another access road project to get approval under the war program is the construction of a 36-mile road between the Basic Magnesium, Inc., mines in Gabbs Valley north of Luning, Nevada, and U. S. Highway 50 near Westgate out of Fallon. Construction is under way on a force, not contract account, with the state highway department in charge. The basis of costs is \$3,500 a mile. This route will save 80 miles of round-trip travel compared with the present route by way of Hawthorne and Luning.

REPLY IS NECESSARY

THE MINING JOURNAL

L.V.R.J. 2/12/43

Highway Barrier Injunction Is Dissolved Here

A motion was granted in Clark county district court yesterday to dissolve an injunction against the state highway department obtained by a group of owners of property on Fremont to prevent the construction of center strip barriers. District Judge George E. Marshall granted the motion of Attorney General Allan Bible on the grounds that the complaint failed to state a case for equitable relief.

Roland H. Wiley, attorney for the property owners, was granted time to and including February 17 in which to amend the complaint. Bible stated in court that State Highway Engineer Robert A. Allen pledged that no barriers would be erected within the city limits until after that date.

L.V.R.J. 2/11/43

Center Strip Road Debate Reviewed

The problem of a center-strip parkway on Fremont from Fourteenth street to the city limits east of town at the junction with the Boulder highway was being reviewed in the Clark county district court today before District Judge George E. Marshall, who recently granted a temporary injunction against the state highway department following the filing of a suit by Roland H. Wiley, attorney for a group of Las Vegas property owners.

Attorney General Alan Bible of Carson City, appearing on behalf of the highway department, this morning moved for a dissolution of the injunction. He cited points of law in support of his contention that the complaint failed to state sufficient facts to show special injury and that the jurisdiction over streets, highways, and avenues is granted by law to the state highway department.

Wiley held that the case involves "equity" and that the act of the legislature setting forth highway route five uses the term "to Las Vegas" not "through" as termed for other state routes in Nevada.

District Judge Marshall took the matter under advisement until 2:30 o'clock this afternoon.

The state highway department, which has widened and reconstructed Fremont from Fourteenth street to the city limits had planned to put a center parkway down the street, and property owners are protesting on the grounds that this would impair the value of future business locations along Fremont.

L.V. AGE 2/1/43

Highway Plans Are Studied By Judge

Fremont Street Center Strip
Injunction Suit Before The
District Court

The proceeding whereby property owners along east Fremont street seek to restrain permanently the state highway department from creating a dividing space between the east and west traffic lanes, was under way yesterday in the district court with Judge George E. Marshall presiding.

Attorney General Alan Bible, representing the highway department is seeking to have the temporary restraining order set aside and Roland Wiley appeared for the property owners.

Among the officials of the State Highway Department who came from Carson City in the interest of the state were Robert A. Allen, state highway engineer; George R. Egan, structural engineer; Ralph Ottini, assistant right of way engineer and W. T. Holcomb, assistant highway engineer.

The court set two-thirty this afternoon for rendering a decision.

OHIO PUBLIC WORKS
COLUMBUS O.
2/43

Good Roads Increase Supply Of Minerals

METALS are vital in modern war. They rank with food and clothing.

The most important metal is steel. United States steel production in 1943 will approach twice the combined output of the Axis nations.

It will be surprising to those who have not investigated to learn how many minerals enter into the war program. Included in the list are magnesium, aluminum, manganese, chromium, vanadium, lead, zinc, antimony, cadmium, titanium, nickel, beryllium, bismuth, platinum, tungsten, molybdenum, tin, copper and mercury. Many of these minerals must be imported from abroad, but in many other cases mines have been opened up in the United States or production increased in existing mines. It will also be surprising to the uninitiated to learn how largely highway transportation has been utilized in developing and increasing the production of needed ores in the United States. Good roads have strongly augmented the effect of improvements in mechanical contrivances and chemical processes. The improvement of these roads has made it possible for mines that otherwise would be unable to stand the prohibitive cost of old-fashioned transportation to haul their ores to mills and reduction plants at costs that are comparatively economical.

The advent of good roads and the heavy-duty truck has reduced the cost of transportation of ores to milling plants to such a degree that many properties which were formerly unable to have their ore treated are now within reach of economical production. Ores that once cost, by the old team and freight wagon, \$5 to \$10 a ton and sometimes more for haulage are now being delivered over greater distances much faster and at a fraction of the cost of two or three decades ago.



CARSON CITY, Feb. 6—Appointment of Nevada's Senator James G. Scrugham as chairman of the mining sub-committee of the senate special small business committee will be greeted with elation by the west's mining men.

Always a friend of the mining industry, Scrugham's knowledge of the game goes far beyond the scope of legislation. He is thoroughly conversant with the problems of the prospector as well as the large-scale operator, and whenever time permits he journeys to the hills to inspect a likely prospect.

The senator was in the northern part of the state a few hours this week and then left for Goodsprings to confer with officials on a delay in ore purchases. He will leave immediately for Washington, but is expected to return to the state soon in connection with his duties as head of the mining sub-committee.

Salamagundi is in receipt of the 1943 edition of the Congressional Directory, which contains biographical sketches of the members of congress in addition to other pertinent details on government agencies.

Representative Maurice J. Sullivan, who sent the directory, occupies 11 lines in the biographical section, the same number held by Senator James G. Scrugham. Senator Pat McCarran's sketch consumes 15 lines. The senators and representatives write their own biographies for the directory, and it appears that the Nevada delegation is the acme of modesty.

Not so with Senator Bennett Champ Clark of Missouri, who takes up a page and a half and 37 lines to inform the limited readers of his career.

The one we like the best, however, is the senator from Pennsylvania. He says, simply and in one line: "Joseph F. Guffey, Democrat, Pittsburgh, Pennsylvania, unmarried."

A quiet movement is afoot in Clark county to have a cut-off built at a point four miles from Miller's in Nye county to a point about 16 miles north of Goldfield, on U. S. route 95.

The fact that the projected road is now under construction is not the interesting part of the story; the underlying motives lies in the fact that under such a proposal the city of Tonopah would be by-passed.

Proponents of the new road—they say it may be built with federal funds under the access road program—have said that the new route will effect a travel saving of five miles, as well as reducing the grade from a 900 to a 100 foot climb. They further say that the contemplated road will eliminate the present hazards facing trucks hauling strategic ores from Gabbs Valley and other northern points.

It's not often that we get the opportunity to rib our good friend Al Cahlan, particularly when this column appears each week in Cahlan's Las Vegas Review-Journal. But a bobble in Nevada's second largest newspaper occurred a week ago and is too good to let pass without comment.

In his "From Where I Sit" column of January 19 Al was bragging about southern Nevada's balmy weather, strengthening his build-up with a description of two American Beauty roses that were plucked from a bush in a Las Vegas yard. "They don't believe it when you tell folks in the frozen north this goes on," Al bragged.

The pay-off was found on page one of the same edition of the paper in a headline which said: MERCURY PLUNGES TO TEN ABOVE FOR MOST FRIGID NIGHT

TEMPE, ARIZ. NEWS
CH. 330
FEBRUARY 17, 1943

Will Build Roads To Arizona's War Minerals

Nine roads in Arizona giving access to sources of vanadium, copper, manganese, lead, zinc, asbestos and timber, have received approval, or are under construction, under a plan to speed up the production of critical war materials in western mining areas, Henry S. Wright, district manager of the War Production Board, announced today. The Arizona roads total 141.5 miles, constructed at a cost of \$240,400. The most recent project, a 13-mile road improvement to make possible development of a copper mine, was given approval January 7. Mr. Wright said.

Construction of the roads is made possible by a Defense Highway Act of 1941 amendment which provides \$10,000,000 for the construction, maintenance and improvement of access roads to raw material sources when certified to the Federal Works Administration by the chairman of the War Production Board. Most of this sum, it is pointed out, already has been allocated to provide more than 3,000 miles of roads in 218 projects throughout the nation. Approval of approximately \$4,200,000 in access roads in the six western states of Arizona, California, Idaho, Nevada, Oregon and Washington, was announced today by the WPB regional office. The access roads will reach 111 remote deposits of scarce war minerals, according to the regional WPB mining division, in charge of expediting the program to aid western mineral developments for the nation's war effort. The roads, in addition to making critical ore stockpiles available to war industries, will open the way to many virgin timber stands in the western states.

Although 14 of the roads approved in the Far West have been completed, construction of most is still underway and work on some of

the more recently sanctioned projects will not commence until weather conditions permit, regional WPB officials said. California chrome, copper, talc, tungsten, mercury, manganese, lead, zinc, calcite, and timber will flow to industry over 44 roads, covering 780 miles and costing \$1,529,590. Seven of these roads have been completed. Certification has been made of 18 Idaho roads costing \$759,530 and totaling 352 miles, to open up wilderness mineral and timber wealth. Some of the nation's richest mines, producing tungsten, lead, zinc, copper, manganese, and valuable timber lands can at last be developed commercially.

Sixteen Nevada projects include a road approved January 7, 1943, to open up a vitally needed tin deposit, heretofore commercially undeveloped. War minerals for industry will be hauled over other roads to ~~magnesium~~ copper, tungsten, lead, zinc and manganese deposits. Total Nevada mileage is 261.9 to be constructed at an estimated cost of \$494,629.

In Oregon 227.4 miles of road costing \$747,825 and involving 18 projects, have won approval, with timber the chief objective. Chrome, mercury, zinc, and even nickel will be transported over mining roads. Expenditures of \$498,259 have been approved for 66.46 miles of roads in six projects for the state of Washington, over which timber, copper, magnesium, and nickel ores will be hauled.

Arizona mining men wishing to obtain further details concerning the access roads should make application through the mining division of the War Production Board in Phoenix. Establishment of the mining division will be completed within two weeks.

Arizona mining men wishing to obtain further details concerning the access roads should make application through the mining division of the War Production Board in Phoenix. Establishment of the mining division will be completed within two weeks.

L.V.R.J. 2/25/43

Funds For Access Roads Granted

The state of Nevada has an allotment of \$91,850, made available by the war production board for the opening of access roads to now inaccessible timber and mineral lands, according to an announcement made today by the United States forest service.

One project which has been approved for construction in Nevada is the Three Kids mine road near Las Vegas, which will facilitate the production of manganese, it was stated.

In order to aid in the cutting of fifteen billion board feet of lumber as well as facilitate the production of war materials, the forest service has been requested to construct or improve a total of 97 access roads, many of them in the wildest mountain country of the west.

Seven of the new roads already have been completed. They will provide access to mining operations for the production of chrome, tungsten or other strategic metals, and to stands of timber which previously could not be logged because of inaccessibility or lack of adequate transportation facilities. Most of the roads are in rough, mountainous country, presenting difficult problems of construction even for simple, low standard roads, it was stated.

The 97 road projects, mostly in or near national forests, have been approved by WPB and funds amounting to \$2,694,963 have been allotted by the public roads administration. These include 33 timber access roads totaling 558 miles, and 64 access mine roads totaling 652 miles. The allotments by states are: Alabama \$17,200; Arizona, \$66,300; California, \$661,345; Colorado, \$77,500; Idaho, \$486,730; Minnesota, \$42,320; Montana, \$195,943; Nevada, \$91,850; New Mexico, \$160,300; Oregon, \$463,175; Utah, \$17,400; Washington, \$414,900.

L.V.R.J. 2/25/43

Three Kids Road Program Rushed

Plans for the proposed highway connecting the Three Kids mine road, now under construction, with Lake Mead, are being rushed to completion in the Carson City office of the state highway department, it was learned this morning.

As soon as the plans are finished, and an estimate of cost made up, Senator James G. Scrugham hopes to obtain an appropriation to cover the project, which is approximately three miles in length.

The road would be built for the purpose of making possible a continuous patrol of the vital water pipe-line from the lake to the Basic Magnesium plant, but would also give residents of that area a direct route to the lake for recreational purposes.

If funds are available in time, the forest service construction forces, now building the road from the Boulder highway at the BMI intersection to the Three Kids mine, will continue right on to the lake. This road is expected to be completed in April.

L.V.R.J. 2/19/43

State Highway Department Gets Clean Bill Today

CARSON CITY, Nev., Feb. 19. (U.P.)—The legislative committee appointed by the 1941 legislature to continue that body's study of the state highway department today reported it could find nothing radically wrong with the present set-up of that state office.

Only two members of the original committee are now serving in the 1943 legislature—Assembly Speaker Denver Dickerson, democrat, Ormsby, and Senator A. V. Tallman, republican, Humboldt.

The committee said it was felt much of the criticism of the highway department "has been directed at the highway engineer, who has been the victim of cen-

sure that should have been placed elsewhere."

"Although the situation does not exist today, there has been the practice on the part of the highway board of directors to use the highway engineer as a buffer for disgruntled job seekers," the report stated.

The committee suggested the state highway engineer be appointed for a definite term, instead of retained on a "day to day basis at the pleasure of the highway board."

Referring to criticism of secondary roads, the committee said it found all secondary roads built during the last biennium certified as acceptable to the public roads administration.

Alleged inequalities in salaries of highway department workers, subject of much previous criticism, has been worked out satisfactorily to all concerned, the committee reported.

MINING JR'L
PHOENIX ARIZ.
2/28/43

Another major access road project approved under the war program is the construction of a 36-mile road between the Basic Magnesium, Inc., mines in Gabbs Valley north of Luning, Nevada, and U. S. Highway 50 near Westgate out of Fallon. Construction is under way on a force, not contract account, with the state highway department in charge. The basis of costs is \$3,500 a mile. This route will save 80 miles of round-trip travel compared with the present route by way of Hawthorne and Luning.

MAR 3 1943

MINE TO MARKET ROADS BACK WAR EFFORT

By CHARLES M. UPHAM

Engineer-Director

American Road Builders' Association

United States steel production in 1943 will approach twice the combined output of the Axis nations. This is encouraging news, since steel is the backbone of our war effort. Back of this stepped-up steel production will be greatly stimulated mining operations, as 123,931,000 tons of iron ore, 27,432,000 tons of limestone and 88,173,000 tons of coal will be required to produce the estimated 97,000,000 tons of steel.

These facts give added significance to the report which has just reached my desk from the U.S. Bureau of Mines covering the first year of its intensified war program. It reports continued gains during the past 12 months in its two-fold assignment of conserving manpower, equipment and the nation's mineral wealth while speeding up the metallurgical processes which are now being used to tap reserves of low-grade ores, more than doubled the output of helium, ductility of materials essential to victory—coal, metals, minerals, helium and petroleum. It has perfected metal-charted millions of tons of critical, essential and strategic ores and launched programs to make secure the uninterrupted output of mines, smelters, quarries, coke ovens and other facilities of the mineral industries.

Outstanding among its achievements was the exploration work which increased by more than 32,000,000 tons the estimated reserves of chromite, manganese, mercury, iron ore, tungsten, nickel, bauxite and high-alumina clay—the raw materials for tanks, planes, ships, guns and other weapons of modern warfare. As these mining operations increased in volume and scope, the mine-to-market roads on which this multi-billion-dollar industry depends for the swift flow of its products also gained new importance.

Five months ago the bureau reorganized and streamlined its operating structure, placing still greater emphasis on exploratory work, metallurgical research and other special laboratory projects inaugurated for the war. As a result, 95 separate war minerals projects involving exploration and metallurgical testing have been launched in 25 states and Alaska for 31 different minerals. These projects are co-ordinated with the bureau's vast system of experiment stations, pilot plants and laboratories. In the past year estimated reserves of iron ore have been increased by approximately 15,000,000 tons; those of chromite by 2,000,000 tons; those of low-grade nickel, 6,000,000, and those of bauxite and high-alumina clay for aluminum, nearly 8,000,000 tons. Since 1939, when the bureau embarked on its search for war materials, the estimated reserves of commercial or near-commercial grade

ores have been increased by more than 56,000,000 tons.

Mineral products vital to the war effort include magnesium, aluminum, manganese, chromium, cobalt, vanadium, lithium chloride, lead, zinc, antimony, cadmium, titanium, nickel, beryllium, tantalum, bismuth, platinum, tungsten, molybdenum, tin, strontium, copper, mercury, flourspar, graphite, iron and talc. Metallurgists and chemists have worked throughout the year on the job of

finding new methods of recovering these war materials from complex minerals and improving existing processes so that every ounce of metal can be recovered.

Augmenting the many mechanical improvements and chemical processes is the system of roads that nearly every mining area now has. The improvement of these roads has made it possible for mines that otherwise would be unable to stand the prohibitive cost of old-fashion-

(Continued on Page 50)



9 WAYS BETTER
FOR SUB-DRAINAGE

DICKEY Vitrified Clay Skip-Pipe is the first major improvement in drainage pipe design in many years. It has 9 major advantages: 1. It cannot rust, corrode or disintegrate. 2. It is available for immediate delivery. No priorities. 3. It conserves metals. 4. It is low in cost. 5. Choking or clogging is virtually impossible, even under abnormal conditions. 6. It is economical to lay. Can be used with vitrified clay pipe and fittings. 7. Because of low head take-off, it starts flowing before other types of pipe and continues to discharge after other pipes have ceased. 8. When flowing at capacity, discharge is equal to full round pipe. 9. The corrugated cradle is self-scouring.

W. S. DICKEY CLAY MFG. CO.

KANSAS CITY, MO. BIRMINGHAM, ALA. TEXARKANA, TEX.-ARK. CHATTANOOGA, TENN. SAN ANTONIO, TEX.

If It's Made of Clay It's Good . . . If It's Made by Dickey It's Better

SEND TODAY
FOR FULL
DETAILSRight-of-Way Is
Accepted By City

Plans for the development of Charleston Boulevard into a main arterial to divert some of the heavy traffic off Fremont, moved a step further last evening when the city board accepted an offer from property owners for right-of-way land for the widening of the street.

A total of 78 per cent of the land between the Huntridge addition and the junction of Charleston and Fremont, has offered land on the south side of the street for expansion purposes and the city board last night agreed to accept the offer. Further offers are expected and the way cleared for an extra wide boulevard.

The development of Charleston into a main arterial has been approved by the planning board and is expected to be started as soon as practical.

L.V.R.J. 3/15/43

McCarran Urges
Highway Plans for
Post War Era

A post-war highway construction and improvement program involving expenditure of at least a billion dollars annually, for each of the three years immediately following the present war, was advocated last week by Senator Pat McCarran in Washington, D. C.

Such a program was proposed by representatives of the American Association of State Highway Officials at a hearing before the senate post offices and post roads committee last week.

"This program is essentially and urgently important," Senator McCarran said. "We should not let ourselves be caught at the end of the war, as we were in 1933, with vast unemployment for which no remedy is immediately available."

"A program of highway construction on a scale large enough to be a material factor in solving the post-war employment

Street Extension,
Widening Okeyed
By City Board

Looking forward to extensive developments in Las Vegas when the war is over, the city board last night adopted a recommendation of the city planning commission for extension and widening of four streets, which would become main arteries of traffic in the community.

The proposal was presented to the board by C. G. Petrie, planning engineer, who showed a new master map of the city and explained that the proposed street projects would provide new traffic routes within the community.

The plans call for the following future developments:

1. Extension of Maryland Parkway (Twelfth street) north and south through the city, with a 30-foot setback to be established by ordinance on the present platted 80 feet, between Charleston boulevard and Mesquite street, and north of Mesquite street through the site of the new proposed war housing

project. Petrie reported that the federal public housing authority in collaboration with the planning commission has adopted this proposal. He explained that the federal public housing is planning to construct about 136 houses near the Kelso-Turner Terrace tract and that the proposed Twelfth street extension would take a gentle curve around the Terrace tract, through the new proposed project and extend down the hill to the future site of the new Clark County Hospital.

2. Relief of traffic on Fremont by opening Bruce street in the east section of town, north to Stewart street and Stewart street westerly to the present platted width of 80 feet; suggested right-of-way acquisition of 80 feet on both streets including Bruce street southerly to Charleston boulevard.

3. Extension and improvement of Oakey boulevard from the west boundary of the Huntridge tract westerly to connect with New York street at the east boundary of the Meadows addition. This will provide access in a proposed through or arterial street.

4. Extension of Bonanza Road easterly from North Main street to the east city limits.

The city board instructed Petrie and Harlan Brown, city engineer, to proceed with plans to acquire right-of-way along the proposed street extensions and widening.

problem can be undertaken only with a minimum of about two years of advanced planning.

"Unless plans for this expanded highway program get under way in the near future, we may well find ourselves at the end of the war with the program still hanging up in the air; with millions of dollars to spend for highway work and the immediately incidental relief of unemployment, and with hundreds of worthy projects on which the money should be spent, but with no way to spend it because specific programs have not been approved, rights of way have not been acquired, and detailed plans and specifications have not been prepared."

Road funds allotted to Nevada which would be kept available for the duration of the war, and made available for post-war planning, under this bill, include \$239,465 in regular federal aid funds, \$215,677 in federal aid secondary road funds, and \$196,930 allotted for grade-crossing construction and improvement, a total of \$652,072.

The program embodied in this bill was endorsed by the American Association of state highway officials on March 4, and a first draft of the bill was prepared by the association, Senator McCarran pointed out.

A World Record

Where does sense end and nonsense begin? One might well ask that question about the rules and regulations that apply to buying and selling by American merchants.

How can the average storekeeper find the time to read and digest the rules and regulations that apply to ten-thousand-and-one items that his shelves and counters contain?

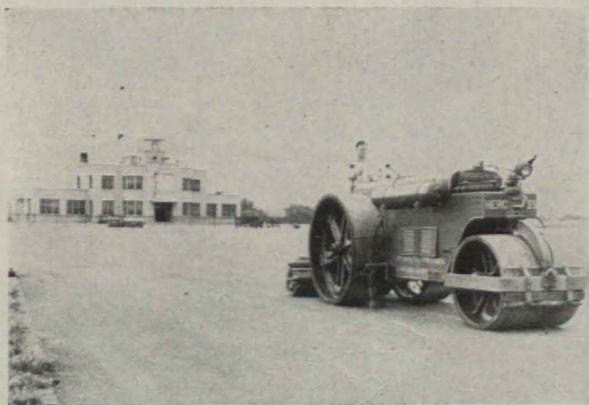
The marvel is that they have been able to adjust themselves and at the same time furnish the customers uninterrupted service.

No branch of business or industry has cooperated more closely with the government in its anti-inflation plans than have the local merchants, but the service they render the people is largely taken for granted, like air and water.

When industries building battleships and planes and cannon are in the spotlight and getting the flags and citations for doing war work, it is only fair to speak a word in behalf of the local merchants who render an indispensable service to every war worker who takes it for granted the store will have what he wants when he wants it.

The headaches behind the counters of the local merchants are many today, and they get no medals for doing the most remarkable merchandising job at the lowest turnover profit the world has ever seen.

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QUINN R. BARTON, INC. Jacksonville	ROAD BUILDERS EQUIP. CO. Memphis
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CONTRACTORS SERVICE, INC. Charlotte	BROOKS EQUIPMENT & MFG. CO. Knoxville
ORANGE STATE MOTOR CO., INC. Tampa	R. S. ARMSTRONG & BRO. CO. Atlanta
TRACTOR & EQUIPMENT CO., Birmingham	

J. W. Robinson of Utah Heads House Roads Committee

Congressman J. W. Robinson of Utah was today named as chairman of the House Roads Committee. A member of this committee since 1933, he succeeds Oklahoma Representative Wilburn Cartwright.

A native of Coalville, Utah, Congressman Robinson was graduated from the Brigham Young University in 1908 and received the degree of J.D. from the University of Chicago in 1912. He taught school for a number of years, being principal of the Uinta Academy at Vernal and the Wasatch High School at Heber and later a member of the University of Utah board of regents. During the World War he served as food administrator for Utah county and was county attorney from 1918 to 1921. He was elected to Congress for the first time in 1932 and has been re-elected to each succeeding Congress.

The new chairman is well known to members of the highway profession and industry because of his frequent appearances at conventions and meetings of the American Road Builders' Association. Commenting upon his new assignment, ARBA Engineer-Director Charles M. Upham declared, "Congressman Robinson is one of the nation's foremost authorities on roads and road building. He has a genuine interest in road problems in all sections of the country and has made a thorough study of laws and regulations affecting highways, roads and trails of all types. During his ten years on the House Roads Committee he has helped to draft and pass a great deal of legislation that has been of significant benefit to the national highway system."—H.I.S.

MINE TO MARKET ROADS BACK WAR EFFORT

(Continued from Page 47)

ioned transportation to haul their ores to mills and reduction plants at costs that are comparatively economical.

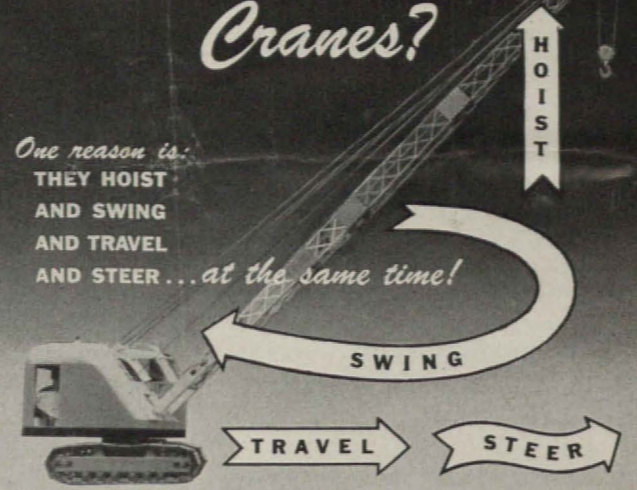
The advent of good roads and the heavy-duty truck has reduced the cost of transportation of ores to milling plants to such a degree that many properties which were formerly unable to have their ore treated are now within reach of economical production. Ores that once cost, by the old team and freight wagon, \$5 to \$10 a ton and sometimes more for haulage, are now being delivered over greater distances much faster and at a fraction of the cost of two or three decades ago.

Credit for this improvement, which is now important to war production and will continue to benefit the mine owners after the war, belongs to the co-operation of the state and county highway departments, which recognized the benefits of this road construction, plus the perfection of road-building equipment which permits the making of these roads at nominal cost into heretofore inaccessible areas. The mining industry, especially that portion of it which comprises the small developing properties, is as certainly dependent on the lowered costs of transportation as it is upon the more economical methods of ore treatment.

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Road Work at BMI To Start Shortly

Work will start next week on permanent roads within the Basic Magnesium, Inc., plant, it was announced today. More than 35,000 tons of asphaltic concrete will be poured, during 50 working days allowed for completion of this phase of the job.

Approximately 12 miles of permanent roads will be paved. The McNeil Construction company utilities department, under George Wilson, will prepare the sub-grade, and the firm of Gibbons and Reed, sub-contractors will lay the asphaltic concrete.

For the most part, the temporary roads now in use will be

made into permanent roads, but some new lanes will be chosen. The width of the roads will vary from 22 to 40 feet, according to the necessities of the location.

DENVER MINING RECORD & MACHINERY JOURNAL

"For over 50 years the leading mining newspaper of the nation. Published every Saturday."

1829 Champa St., Denver, Colorado

MAR 18 1943

MINE ROADS ARE BEING BUILT TO WESTERN MINES

Reno, Nev. — Sixteen new Nevada mine road projects include a road to open up a tin property which heretofore has not been developed commercially. Total new U. S. road mileage in Nevada is 261.9 to be constructed at an estimated cost of \$494,629.

Oregon will have 227.4 miles of access roads involving 18 projects and costing \$747,825. Chrome, mercury, zinc and nickel will be hauled over the Oregon roads altho timber is the main objective.

Timber, copper, magnesium and nickel ores will be transported over six Washington roads comprising 66.46 miles and costing \$498,259.

4 Road Projects Being Studied In Las Vegas Area

Four proposed highway construction projects in the area of Las Vegas were investigated here yesterday by L. E. Miller of the U. S. engineer's office, W. A. Smith of the public roads administration, and J. M. Murphy, division state highway engineer.

The first project, which it is probable may be undertaken shortly, would be the extension of the road now under construction from the Las Vegas-Boulder City highway to the Three-Kids mine so that this would connect with the highway which runs from Hemenway Wash to Vegas Wash along the shore of Lake Mead. The present project calls for a paved surface to the Three Kids mine, with work to be finished about May 1. Much of the grading and preliminary work is already completed and some of the surface is ready for the oiled paving, it is reported. Only four miles of additional construction would be required to complete the link, which would serve as an access for Basic Magnesium, Inc., to its pumping station, intake, and pipe line from Lake Mead to the plant.

The three projects on which studies have just been started and were visited yesterday by the officials of the government and state are:

1. A proposed cut-off from the Las Vegas army gunnery school (on highway 91 north of Las Vegas) to connect with the Tonopah highway, which would be of value to the movement of military personnel and equipment.

2. Extension of the Tonopah highway (beginning at a point on the wide curve near the west outskirts of Westside) and following roughly along the old Las Vegas-Tonopah railroad grade to connect with Charleston boulevard west of the Union Pacific railroad tracks. This would give a direct connection between the Tonopah highway and the Boulder highway, via Charleston boulevard.

3. Opening and widening of Charleston boulevard from the Boulder highway to connect with the proposed take-off from the Tonopah highway.

If found feasible and approved, these projects would be constructed by the federal government, it was reported.

Will Pave Streets In Basic Enclosure

More than twelve miles of paved streets within the Basic Magnesium plant inclosure will be surfaced with asphalt, the work to begin next week.

McNeill Construction Company will do the grading under George Wilson of the utilities department. The surfacing will be done by Gibbons & Reed, contractors who will place something like 35,000 tons of asphalt on the job.

3 Kids-Lake Mead Road Link Given Federal Approval

After a determined battle lasting several weeks, Senator James G. Scrugham was finally successful in gaining approval of the War Production Board for immediate consideration of the three miles of highway between the Three Kids Mine and Lake Mead, he wired this morning.

The project had been rejected several times, but the Nevada senator kept up the fight until victory crowned his efforts this morning at a special meeting of the WPB.

Plans have been completed for the project, J. M. Murphy, division highway engineer stated, and everything is in readiness to proceed.

The forest service construction crew which is completing the highway from Basic to the Three Kids property, has been given authority to go ahead with the new unit and will start at once.

The sum of \$60,000 has been set aside for the three mile stretch which will connect with the park service highway from Boulder Beach, and when finished will complete the loop from highway 95 to Boulder City, Lake Mead, Vegas Wash and back to 95.

Three Kids Road to Lake Is Approved

Through the efforts of Senator James G. Scrugham and after considerable trouble and previous rejection, the "Facilities Review" board of the War Production Board at a special meeting Tuesday, approved the extension of the road from the "Three Kids" manganese mine, to Lake Mead through the National Park Service area.

This important addition to the Clark county highway system is most important. It will not only give Basic Magnesium, Inc., and the manganese people easy access to all parts of the great pipeline which brings water to both companies, but it will enable quick service to the great pumps at the intake at the lake.

In addition to these important features, the new highway, when completed, will provide the shortest route from Las Vegas to Lake Mead and open a fine area of lake and mountain to the general public.

KELTY

Basic Magnesium Now World's Record Producer

Financial Editor

With Army approval, announcement has been made that the plant of Basic Magnesium, Inc., near Las Vegas, is now the world's largest producer, operating at 85 per cent of capacity. According

to the Iron Age, one of the difficulties has been the long haul of ore from Luning, Nev., clear to Ogden, Utah, and then back to Las Vegas. An alternate route is being considered which would save approximately 1000 miles of rail transportation. Construction of a link in the Tonopah and Goldfield Railroad, now owned by a wrecking company, would connect Las Vegas with Tonopah, giving direct access to the Luning ore deposit. The link likewise would serve military installations east of the mountains. Consideration also is being given truck transportation, although this would involve several million dollars of highway construction, as well as requiring manufacture of the vehicles. Besides, it would be a tremendous trucking job.



CARL S. KELTY

here simply drew in hundreds of small firms as subcontractors, and themselves became largely assembly plants for parts and components produced in smaller shops throughout this area."

The extent to which conversion had been made to war industry was indicated when the Smaller War Plants Corporation received only 163 replies to a broadcast letter addressed to 4956 Southern California plants offering assistance. Any kind of shop that can make anything will be encouraged to seek war employment.

The current Saturday Evening Post publishes the first of several articles by Boyden Sparkes, "Mock-Up of the Future," in which the author discusses the astonishing things U. S. industrialists are planning for U. S. users in that vague period known as "after the war." Production for war has taught industry many things and the public eventually will be beneficiary. An investigator finds many clues to the new devices being planned, and Mr. Sparkes remarks there are literally thousands.

Improved manufacturing means reduced costs, and many things are certain to find wider markets. The author tells of a plan where brass formerly was made into plumbing fixtures. Today there are new special purpose automatic tools changing brass rods into machine fixtures for some Army or Navy job. After marveling at the speed of the operation the merchandise man asked a question. It is a question that concerns factory managers everywhere today:

"Are you going to keep these tools working after the war?" "How could I?" exclaimed the proprietor. "They would produce more fittings in a week than I could sell in a year!"

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The sum of \$60,000 has been set aside for the three mile stretch which will connect with the park service highway from Boulder Beach, and when finished will complete the loop from highway 95 to Boulder City, Lake Mead, Vegas Wash and back to 95.

Specifications call for a 26 foot roadway with 22 feet of oil surfacing, Murphy said.

In addition to this project, Scrugham secured approval some months ago of the expenditure of \$67,000 to install necessary recreational facilities in the Vegas Wash area, and its expected that with the completion of the road, bathing beaches, boat landings etc., will be put in immediately.

About 90 per cent of qualified small manufacturers in Southern California are now in some phase of war production, according to War Production Board estimate. Watt Moreland, WPB production services chief here, said recently:

"Unlike Detroit which already had an enormous peacetime auto industry, Southern California had no vast civilian plants to remodel. That meant there were no shutdowns while production lines were rebuilt.

"Instead the airplane plants which formed the bulk of industry

Scrugham Secures Funds for Highways

Washington, D. C., June 30—The Federal Aid Highway Act for the fiscal year 1944 was unanimously passed by the Senate last week together with several amendments thereto proposed by Senator James G. Scrugham who had charge of the bill on the floor.

For the State of Nevada the sums of \$675,000 and \$162,000, which otherwise would have been reverted on June 30th, are again made available. The sum of \$655,000 is again authorized to be matched by the State as in previous years. \$35,000,000 is provided for mine access roads which is a \$25,000,000 increase over the present amount allotted. To cover possible damages incurred by trucking of magnesite from Gabbs Valley to the Las Vegas plant of Basic Magnesium and similar unusual wear on roads, the provision is made that the State shall be (Continued on Page Four)

Scrugham Secures Funds for Highways

(Continued from Page One) reimbursed for damage done to Federal Aid roads and to secondary and feeder roads in the maintenance of highways, especially for damage through Navy and Army maneuvers or in hauling of supplies and materials for contractors on government work. Additional features of the Senate Highway bill are allowances for reimbursement for damage done by storms and floods. It is provided that the appropriations authorized in the Senate Highway bill cannot be suspended or canceled by any agency or official other than the Commissioner of Public Roads.

The bill now goes to conference with the House of Representatives for agreement on the Scrugham amendments before final Congressional approval is had.

LABOR NEWS

RENO NEV.
4/9/43

PAVING STARTED AT BMI PLANT

LAS VEGAS, Nev.—Work was begun this week on the 12 miles of streets within the enclosure of the Basic Magnesium plant near here.

The McNeill construction company started to grade the roads under George Wilson of the utilities department and surfacing is being done by Gibbons and Reed, contractors, who will lay approximately 53,000 tons of asphalt on the job.

Chamber Considers Highway Short Cut

Connection Between Highway 91 and Basic Magnesium Plant Under Consideration

Las Vegas Chamber of Commerce at its meeting Tuesday was again confronted by a tentative proposal to build a short-cut highway to connect highway 91 this side of the Sloan quarry with the plant at Basic Magnesium.

Objection to this construction is based upon the desire of many to compel all traffic from California over highway 91 bound for Boulder City or Basic Magnesium, to pass through Las Vegas.

It was reported by the committee on highways composed of R. J. Kaltenborn, chairman, and Messrs. Petrie, Down, Cahlan and Bates as members, that they had telephoned to State Highway Engineer Bob Allen and that he would be in Las Vegas within a few days to discuss the matter.

Frank Groves, director of the committee on fish and game, discussed a bill sponsored by Senator Pat McCarran, regarding means for reducing the wild-life population of certain areas when necessary. It was pointed out that in some areas deer and other game starve because the range is overstocked. He suggested a federal agency made up of stockmen, forest and grazing services to constitute an advisory committee.

Rev. C. H. Sloan expressed himself as against giving the federal government any further control, but suggested that such measures might be taken as a temporary expedient.

C. P. Squires suggested that the matter be discussed with Senator McCarran when he is here next month.

James A. Fleming expressed the opinion that the qualifying phrase "when necessary" is sufficient protection.

Lloyd Tritle suggested that Mr. Groves draw up recommendations to submit to Senator McCarran when he arrives.

Al Riddle, chairman of the committee on publicity said his committee will make a report on the arch dedication at the airport next week.

Ira Goldring suggested that a beginning be made at once for the community chest drive next November.

Charleston Boulevard Work To Cost Two Million

Improvement of Charleston Boulevard, including the connection from the Tonopah highway, through to the present intersection with Fremont, will be a \$2,000,000 project, it was revealed here today by R. A. Allen, state highway engineer.

Plans have been completed, the funds are expected to be made available shortly, and early construction depends entirely on securing the required right-of-way, Allen said.

Approval of the project and allocation of funds come as a necessary access road to a war industry, Allen explained, and the route is designed to carry the big ore trucks making the daily trip from Gabbs Valley to the magnesium plant.

There will be 24 of these trucks passing through Las Vegas each day, Allen stated, and until the Charleston project is completed, they will come into town by way of Bonanza Road, through the Westside underpass into North Main Street, south on Main to Fremont and then out Fremont

to the Boulder Highway. These trucks are 70 feet long and are expected to provide quite a traffic problem in the downtown area until the Charleston route is opened.

Plans for the new development call for its leaving the present Tonopah highway near Twin Lakes and proceeding to Charleston by one of several routes now under investigation by highway engineers. The routing, Allen said, will be in full harmony with reasonable long-range planning and every precaution will be taken not to interfere with the master street plan or the possibilities of development of any of the areas traversed or served.

The highway will pass under the Union Pacific Railroad's right-of-way on Charleston with a four-lane underpass, Allen said.

As to the proposed connection from Basic Magnesium to Highway 91 near Sloan, no information will be available on that until completion of an investigation by Major Hershey of the U. S. army transport corps to

Tonopah Highway Link Site May Be Moved To West

The highway connection from Tonopah highway to Charleston boulevard may be moved west approximately three-fourths of a mile to get in the clear on right of way, State Highway Engineer R. A. Allen advised Mayor E. W. Cragin this noon.

The city has undertaken the task of providing right of way for the improvement and has run into difficulty in several spots, it was stated, but by moving the highway a short distance to the west, it will be necessary to deal with only three owners, all of whom have signified their willingness to cooperate by granting the necessary right of way.

Dale Pruett, right of way engineer for the highway department, is still making an effort to straighten the situation out so the route previously chosen can be followed.

Allen indicated, however, that because of the urgency of the improvement as an artery of travel for the magnesium ore trucks feeding BMI, it will be necessary to shift the approach in order to get construction under way.

For the project now ready, right of way already deeded, from the county hospital to the Colony Club, will allow the highway department to proceed at once, it was stated.

determine whether it is necessary to facilitate the movement of magnesium to war industries or supplies in to the BMI plant.

This survey will be made in the near future, Allen said.

The highway engineer was in session with the city planning board this afternoon to discuss the Charleston development.

Endicott Reports on Life at the Front

Major William H. Endicott, recently returned from the European Theater of Operations, has plenty of colorful stories to tell—stories which prove that truth is stranger than fiction.

Many of them can't be printed until after the war, but there are some which tell no secrets. For instance, the Major tells about one ball-turret gunner he met in England.

On the outside of his turret the young sergeant had painted in yellow letters: "I'm the Best Damn Gunner in the World—IF I get some practice."

Practice Constantly "Believe me," the Major says, "those gunners over there really adhere to those words. Each man is allotted a certain amount of ammunition for his own use. And whenever he gets an off-hour he has a busman's holiday—brushing up on gunnery!"

According to Major Endicott, combat gunners regard their weapons almost with reverence. They pamper their guns, sing to them, even take them to bed with them!

portation to the train, and from then on they're on their own. The USO and the Red Cross are doing a remarkable job for the men in England, according to the Major.

Morale is excellent, as is usually the case in combat outfits. It received another boost just before Major Endicott returned when the new armored flight suits began making their appearance among combat crews. "Those suits will do wonders for the mental attitude of our gunners," he claims.

However, Major Endicott can find no fault with Yank gunners. "Those men have a mind of their own. They just won't quit. That's not saying that gunners from other nations aren't courageous, but our boys have their own special brand of guts."

When a crew goes up for a mission, the members keep up a constant chatter—like a baseball team—until the going gets hot. Usually there is one man in the crew who bolsters the morale of the others.

Major Endicott tells about the been cut approximately 37 per cent.

"The balance of the engineering staff, which will be further reduced as the army calls for such trained personnel, is being used on advanced planning of the highway system. It is our desire to have complete plans and specifications ready on as many jobs as we can get out, so that when the war is over, we will have worthwhile work for returned soldiers, work that will be of benefit to the traveling public and will represent a substantial gain to our investment in highways."

"In the post-war period with such plans and specifications available for immediate starting of work, we should be able to extend our highway system and build it to a standard to meet the travel needs of our public."

"We hope our traveling public of the present heeds in every respect the national speed limit of 35 miles per hour. By so doing, it can travel longer on its tires, can carry on its business over a longer period and help us to maintain its facilities so that its travel can be more easily made. This demands the cooperation of everyone—our highway people and our traveling public."

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Nevada Highways Cost \$63,000,000, Engineer Reports

RENO, Sept. 28 (Special)—The state of Nevada's improved highway system represents an investment of \$63,000,000, Robert A. Allen, state highway engineer, reported recently. The investment, Allen said, has been built up through the period starting with the last war and continuing into the present conflict.

Nevada highways have been constructed, he said, by the use of federal aid funds, from bond issues and gasoline, plate license and common carrier taxes.

"We have no outstanding indebtedness against our highway system and it seems to be good business for us to continue to live within our revenues from gasoline taxes and other special automobile taxes which, by constitutional amendment, have been set aside for the construction, maintenance and operation of the highway system," Allen said.

"Of course, these funds will continue to be curtailed for the duration because of gas rationing, rubber shortage and the necessary curtailment of tourist travel and kindred activities, the curtailment of which is necessary for us to devote all of our time to the winning of the war."

"We hope to be able to maintain the road system at as high a standard as possible, and to the satisfaction of our traveling public during wartime. Much more of our funds will necessarily have to be spent for maintenance work than in past years when we were able to get federal aid for rebuilding certain stretches of road when the maintenance costs for the upkeep of the same became too high. Since all federal funds for construction and reconstruction have been frozen for the duration we, of course, cannot expect any special consideration for any mileage of rebuilding off the so-called "strategic network" which, in our state, is made up of U. S. 40, U. S. 91, and U. S. 395.

"It is necessary to have the specific approval of the war department, the navy department and the war production board even to get construction initiated on the strategic network."

"Forces of the highway department for its maintenance work have only been cut approximately 18 per cent, while the so-called white-collar or engineering and clerical staff have been cut approximately 37 per cent."

"The balance of the engineering staff, which will be further reduced as the army calls for such trained personnel, is being used on advanced planning of the highway system. It is our desire to have complete plans and specifications ready on as many jobs as we can get out, so that when the war is over, we will have worthwhile work for returned soldiers, work that will be of benefit to the traveling public and will represent a substantial gain to our investment in highways."

"In the post-war period with such plans and specifications available for immediate starting of work, we should be able to extend our highway system and build it to a standard to meet the travel needs of our public."

"We hope our traveling public of the present heeds in every respect the national speed limit of 35 miles per hour. By so doing, it can travel longer on its tires, can carry on its business over a longer period and help us to maintain its facilities so that its travel can be more easily made. This demands the cooperation of everyone—our highway people and our traveling public."

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Mail Bag—

Amesbury, Massachusetts
October 20, 1943

The Editor,
Review-Journal,
Las Vegas, Nevada.

SUBJECT: Proposed railroad from Las Vegas to Goldfield Dear Sir:

I hope you will find space for these lines from a new resident of Las Vegas who is temporarily exiled in the "cool" northeast.

The reports are not yet all in as to the advisability or otherwise of completing the far western network of railroads by installing a line from Goldfield to Las Vegas.

Many Las Vegas have already expressed themselves and perhaps I may add a few worthwhile thoughts.

After considering all remarks seen or heard to date, I support the idea without hedging—I am for it. Those who are against building the road have an equal right to be heard but when they say the presently proposed road should not be built because a somewhat similar line failed to do well 30 years ago, I call their thinking invalid. How many of the fine hotels and auto camps of present day Las Vegas would have been justified 30 years ago? Boulder dam would have been considered a white elephant. Las Vegas has changed—will further change and grow—let us look to and speculate on the future!

Even if the odds were three to one against the new railway being a success, I would still be for building it.

Since when have Americans required a guarantee as to the success of a venture before taking a chance? Doesn't every new storekeeper or farmer breaking new land, face the possibility that his venture may fail? What is the cost? Five million? Twelve million?

The new railway idea deserves a break—the money that could be lost is limited but the amount of possible gain to southern Nevada and the southwest, if the venture succeeds, is immeasurable.

Semper fidelis,
Frank E. Gowen
5, Hillside Avenue

L. V. R. Journal
10-25-43

Charleston Cutoff Is Given Approval

The Charleston Boulevard cutoff from Tonopah highway to East Fremont street has been approved for immediate construction by the war production board, Senator James G. Scrugham wired Basic Magnesium officials this morning.

Because of protests which had gone in against construction of the road, highway officials were not certain as to whether final approval would be forthcoming or not.

Bids will be called for immediately upon issuance of a preference rating by the WPB and this is expected to come through shortly.

Charleston Boulevard Improvement Will Be \$2,000,000 Project

Improvement of Charleston Boulevard, including the connection from the Tonopah highway through to the present intersection with Fremont, will be a \$2,000,000 project, it was revealed here Thursday, July 29, by R. A. Allen, state highway engineer.

Plans have been completed, the funds are expected to be made available shortly, and early construction depends entirely on securing the required right-of-way, Allen said.

Approval of the project and allocation of funds come as a necessary access road to a war industry, Allen explained, and the route is designed to carry the big ore trucks making the daily trip from Gabbs Valley to the magnesium plant.

There will be 24 of these trucks passing through Las Vegas each day, Allen stated, and until the Charleston project is completed, they will come into town by way of Bonanza Road, through the Westside underpass into North Main Street, south on Main to Fremont and then out Fremont to the Boulder Highway.

These trucks are 70 feet long and are expected to provide quite a traffic problem in the downtown area until the Charleston route is opened.

Plans for the new development call for its leaving the present Tonopah highway near Twin Lakes and proceeding to Charleston by one of several routes now under investigation by highway engineers. The routing, Allen said, will be in full harmony with reasonable long-range planning and every precaution will be taken not to interfere with the master street plan or the possibilities of development of any of the areas traversed or served.

The highway will pass under the Union Pacific Railroad's right-of-way on Charleston with a four-lane underpass, Allen said.

2 New Highways Are Open Now

CARSON CITY, Nev., Aug. 19 (UP)—Two new highways which will speed up war industry travel in Nevada are now complete and open for traffic, Robert Allen, state highway engineer, announced today.

The route from Gabbs Valley to Reno has been shortened 33 miles as a result of the completion of the 66-mile highway from Luning to Brucite and to highway U. S. 50.

Allen said the highway project cost \$750,000 and serves a new community of 2,500 employed in the quarry and reduction plant of Basic Magnesium, the Sierra Manganese quarries and Basic Refractories.

Another highway which serves a new community and has just been completed runs from Basic Magnesium near Las Vegas to the Three Kids manganese plant and thence to Lake Mead.

The modern high speed road, which cost \$150,000, is 15 miles in length and gives service to the Manganese Ore company in getting concentrates from the mine to market.

The work on the highway was started in December of last year.

Will Advertise For New Highway Bids

Bids for construction of the new highway which will connect the Bonanza Road near Twin Lakes Farm with the Boulder Highway via Charleston Blvd., will be called for before the first of October. The plans call for a 100-foot highway with underpasses beneath the U. P. railroad, South Main and South Fifth streets. But for the present the construction will be limited to a 24 foot paved center with 10-foot shoulders on each side. Condemnation proceedings may be required before the entire right of way can be obtained but it is thought that work will be started on the project shortly after the first of October. The new highway will join Charleston Blvd. about one block west of the County Hospital.

Tonopah Highway Link Site May Be Moved To West

The highway connection from Tonopah highway to Charleston boulevard may be moved west approximately three-fourths of a mile to get in the clear on right of way, State Highway Engineer R. A. Allen advised Mayor E. W. Cragin this noon.

The city has undertaken the task of providing right of way for the improvement and has run into difficulty in several spots, it was stated, but by moving the highway a short distance to the west, it will be necessary to deal with only three owners, all of whom have signified their willingness to cooperate by granting the necessary right of way.

Dale Pruett, right of way engineer for the highway department, is still making an effort to straighten the situation out so the route previously chosen can be followed.

Allen indicated, however, that because of the urgency of the improvement as an artery of travel for the magnesium ore trucks feeding BMI, it will be necessary to shift the approach in order to get construction under way.

For the project now ready, right of way already deeded, from the county hospital to the Colony Club, will allow the highway department to proceed at once, it was stated.

Condemnation For Right-Of-Way Of Road Is Ordered

The Las Vegas city commission this morning instructed City Attorney Louis Wiener, Jr., to institute condemnation proceedings to obtain the right-of-way necessary to build the new highway across the block immediately west of the county hospital between Rose street and Tonopah Drive.

The city planning board originally recommended that the county purchase the entire block to provide parking space for the new hospital, but the probability the hospital will have to be moved to another site cancelled this plan.

Mayor Cragin said the city had decided to proceed with condemnation proceedings because of the urgency of getting right-of-way and inability of the owners to agree on a reasonable price.

The property to be condemned is on the sweeping curve which will connect the road from Tonopah highway near Lorenzi's with Charleston boulevard.

Gibbons, Reed Bid On Underpass Low

Gibbons & Reed contracting firm was low bidder on the pedestrian underpass which will be constructed under the highway near BMI.

Two bids were submitted—Gibbons and Reed for \$7,592 and Dodge Construction company for \$8,888.88.

Award of the contract will not be made until approval is obtained from the public roads administration because the bid is slightly higher than the amount allocated for construction.

"It is necessary to have the specific approval of the war department, the navy department and the war production board even to get construction initiated on the strategic network."

"Forces of the highway department for its maintenance work have only been cut approximately 18 per cent, while the so-called white-collar or engineering and clerical staff have

Motorists to Basic to Get Break: Charleston Highway Gets U. S. Funds

Motorists in general, and workmen at the B. M. I. in especial, yesterday had given a sigh of relief over word that the Government had just officially approved a project to shorten the highway connection between the Twin Lakes section and Basic.

Congressman Maurice J. Sullivan had telegraphed Mayor Ernest W. Cragin: "I am pleased to advise of approval by Public Roads Administration and War Production Board of Charleston-B.M.I. connection."

Originally the connection between the highway leading from the far-flung parts of Las Vegas along the Union Pacific to Charleston, thence on Charleston into the heart of the city and on to Basic, had been planned for a double highway.

For the war, however, it will remain a single two-lane road, improved with macadam. After

the war it is to be spread into a two-lane road each way.

Purpose of the new connection is to eliminate the bottleneck now created by so much traffic over the Clark street underpass.

With the improvement of the Twin Lakes-Charleston connection an effort is being made to secure either an overpass or an underpass at the U. P. crossing.

A survey had shown that 1300 cars a day pass the present crossing, much of it war traffic. The railroad, too, is improving the section by addition of a third track.

Because the work is in line with war transportation, it is expected that it will be rushed through now that the Government has approved expenditure of federal funds.

The project has been promoted by joint cooperation of city, state and federal governments. It will be a through highway without boulevard stops.

L.V.R. Journal
11-2-43

Tuesday, November 2, 1943

Charleston Cutoff Bids to Be Opened

Bids will be opened in Carson City on November 15 for construction of the Charleston cutoff connecting the Tonopah and Magnesium highways by way of Charleston boulevard, it was announced today by Robert A. Allen, state highway engineer.

Construction will get under way, it is expected, early in December.

L.V.R. Journal
11-2-43

30 Miles of Road Built in Area

Approximately 30 miles of road were completed recently by the Searchlight grazing district, United States grazing service, according to A. W. Magleby, district grazer. This road is located in the north central portion of the district in the Bunker peak area on Clover mountain.

The road was constructed primarily for the use and benefit of the cattlemen in that area. It connects their winter and summer grazing areas. Their cattle graze on the Clover mountain during the summer period and on the Tule desert during the winter period.

Previous to the construction of this road it was necessary for the cattlemen to travel a distance of 150 miles from their summer to winter grazing areas.

This road is not only beneficial to the stockmen, but is a definite asset to the general public, Magleby said. It is now possible to get equipment, materials and supplies into this undeveloped area for future range improvement projects including stock water developments, range reseeding, erosion control and fire protection. It makes available to the public a vast scenic area, timber resources, including saw timber, juniper posts, and fire wood. It makes it possible to develop the great resources in the area and road connects with a state road at Barclay, Nevada, or Acoma, Nevada, shipping points on the Union Pacific railroad. Many hunters are using this road during the present hunting season.

L. V. Tribune
11-14-43

HOSPITAL, HIGHWAY IN DISPUTE

Two governmental agencies were still involved yesterday in a dispute over the right-of-way for the new Charles street improvement and construction of a half-million dollar General Hospital extension that had threatened for a time to tie up awarding of bids for the street work.

Bids for the Federal Government-sponsored widening of the street were to have been closed tomorrow, with an award given soon thereafter by Robert A. Allen, state highway engineer.

The highway improvement had been designed to speed traffic of Basic workers to the B. M. I. road, eliminating the bottleneck of the Clark underpass. For the duration the road is to be single lane each way, but after the war is to be expanded to 70 feet in width.

The 70-foot expansion would have put the highway to within a few feet of the new General Hospital, eliminating any lawn or grounds in front and bringing a protest from the hospital officials.

An alternative grant of 30 feet in the rear of the proposed hospital had been offered by the City Planning Commission, at a meeting attended by protestors, so that the hospital could be moved back from the highway. The feet is to come from the city's abandonment of a street in the rear.

Meantime the Federal Government has approved the half-million dollar expenditure for new General Hospital buildings as a wartime medical measure. Construction will soon be opened to contractors' bids.

L. Vegas Age
11-19-43

Charleston Blvd. Contract Awarded

Dodge Construction Company was awarded the contract for the Charleston Boulevard cut-off in this city, on their bid of \$112,333.33. There were five other bidders.

The work, it is announced, will begin immediately and will be completed within 150 days. The object of the improvement is to provide more satisfactory passage through Las Vegas of the giant trucking units bringing material from mGabbas Valley to the plant of Basic Magnesium, Inc.

L.V.R. Journal
11-27-43

Charleston Job To Start Monday

Construction of the Charleston cut-off connecting the Tonopah and BMI highways by way of Charleston boulevard, will be started Monday morning, according to W. O. Wright, division highway engineer.

Contract was awarded last week to Dodge Construction company and equipment is being moved in to start next week.

The section from the Tonopah highway to Charleston will be the first portion of the new roadway to be built, Wright indicated.

L. V. Tribune
11-28-43

Charleston Street Widening to Start Early This Week

Everybody quiescent, if not happy, work will start early this week on the first stretch of the new Charleston short cut to B. M. I. as a war measure to speed Basic workers to and from work.

Objections had been raised by General Hospital, whose proposed new Government-approved buildings would have been one foot from the right-of-way for the highway, and by other property owners along the road. Meetings of the hospital board and the city's planning commission had ironed out most of the troubles by granting the hospital more land at the rear of its present property.

Equipment is to be moved to the road Monday, and work started by the Dodge Construction Company at once.

L.V.R. Journal
12-3-43

RIGHT-OF-WAY GRANTED

Another step toward obtaining the complete right-of-way for the new highway construction from Bonanza Road to Charleston boulevard was taken by the board of city commissioners of Las Vegas yesterday, when the members voted to accept a deed to certain property held by the Union Pacific Railroad company. In return the city will release the old road running through railroad property now in use.

Charleston Road Job Depends on Hospital Board

Bids for construction of the Charleston cut-off from the Tonopah highway to East Fremont avenue were opened in Carson City today, but State Engineer R. A. Allen said the contract would not be awarded until the county hospital board deeded the right of way in front of that property.

Allen said the matter had not been cleared up as yet, although he had assurance from the federal works agency, which is advancing the funds for the hospital construction, that there would be no objection to moving the structure back sufficiently to permit deeding the state the right of way necessary for the highway.

The highway engineer said the hospital board was still holding out, and that there had been no indication as yet as to when a decision might be reached.

Dodge Construction company of Fallon was low bidder on the project with a figure of \$112,303.63. Five other bids were submitted ranging upward to \$148,000.

L.V.R. Journal
11-20-43

Charleston Road Cut-Off Will Be Begun Right Away

Construction of Charleston cut-off from the Tonopah highway to East Fremont Street by way of Charleston Boulevard, will get under way immediately, it was announced today by State Highway Engineer R. A. Allen who arrived in Las Vegas last evening for two day stay.

Controversy over the right-of-way in front of the county hospital will not interfere with the project Allen said.

"If the city is unable to provide the full width right-of-way in that sector, we will build the highway to either side of the property, and leave the gap in front of the hospital until such time as the right of way is available," Allen said.

"We feel the continued operation of the magnesium plant should be the number one concern of us all, and we will not allow anything to delay the construction of this highway and thus endanger the operation at BMI," the highway engineer declared.

"Cheaper cost of the raw material laid down at the plant is one of the factors that will insure continuance of the plant, and this short cut is a vital unit in that program," he pointed out.

Contract for construction of the cut-off has been let to Dodge Construction company of Fallon, and work will start at once, Allen said.

L.V.R. Journal
12-15-43

Snow Blocks Road To Lee Canyon Via Deer Creek

Snow in the Charleston mountains makes necessary the use of the Tonopah highway entrance to Lee Canyon and not across the Deer Creek road, according to a report made today by Ranger Arnold Hanson.

Persons intending to go to Deer Creek to get Christmas trees must be prepared with chains for their cars and water-proofed footwear, as about six to eight inches of snow is on the ground where the tree cutting will be permitted, it was stated. The cutting will be allowed on December 18 and 19. Today was the last day in which permits could be obtained for cutting of Christmas trees. Altogether about 400 trees will be cut, it was stated.

L.V.R. Journal
12-29-43

Charleston Road Realty Is Active

Real estate activity in the area along Charleston Boulevard opposite the County General Hospital, was indicated last evening at the regular meeting of the city-county planning board.

An amended plat for the "Scotch Eighty" tract, owned by L. G. McNeil, was approved by the board, providing for extending streets in a portion of the area and dedicating others, in order that deeds might be issued to several recent purchasers.

A new plat for the Ellis tract, lying along the south side of Charleston opposite the hospital, was accepted by the board, dividing the 20 acres into 2.5-acre units, and providing for necessary streets. This tract will be placed on the market shortly, it was indicated.

L. V. Tribune
1-5-44

Road Contractors Pushing Work on Charleston Street

Workmen of the Dodge Construction Company, Fallon road contractors, continued yesterday to push the rewidening of Charleston street from the Tonopah highway east toward the Boulder road in the Government-sponsored program to widen the road and speed traffic to Basic Magnesium's war work.

Over the holidays Charleston from Fifth street east to Hunt-ridge had been scraped by the contractors preparatory to pushing the street through to the Basic road, but the rains had rutted the freshly scraped highway badly and delayed further work.

Despite much heavier traffic, railway worker accidents during World War II are only a third as numerous as in World War I.

L.V.R. Journal
1-7-44

Charleston Job Held By Weather

Construction of the new highway project along Charleston boulevard has been retarded considerably by the recent unseasonable rains, Division Engineer Otis Wright said today.

Difficulty in moving the heavy equipment in the soft, muddy ground, has forced the contractor to change his base of operations, and slowed down the progress of the job.

Wright said the base course of gravel is now being put down along Charleston and that the section from Tenth street to the County Hospital should be open for travel by the latter part of next week.

Wright said it was impossible to predict at this time when the highway will be completed over its entire length.

L.V.R. Journal
2-9-44

Vegas, to Denver Road Program Is Proposed

Construction of a 500-mile, high-speed, four-lane highway providing a direct connection from Las Vegas to Denver, Colorado, was urged in Los Angeles today by George E. Cranmer, Denver's manager of improvements and parks, according to the United Press.

Cranmer was in conference with officials of the Automobile Club of Southern California, the chamber of commerce, and other civic groups seeking to get their support to include such a highway in the U. S. Bureau of Public Roads postwar building program.

Connect Here

The direct roadway would connect here with the Las Vegas-Los Angeles highway, traversing southern Utah for the major portion of the route.

Lack of such a highway has forced the armed forces to make all important movements by train, Cranmer said, because there are "only a few oiled cow paths."

"The road would provide the most direct route to Chicago, fountainhead of much of south-

L.V.R. Journal
2-22-44

Charleston Road Done in April

The Charleston highway, now under construction, will be completed and ready for travel about April first, Roy Cram, representing Dodge Construction company, contractors, stated this morning.

The final coat of gravel is being placed now, and it is expected the paving will be started about March 15, requiring two weeks to complete.

Las Vegas AGE
2-27-44

Expect to Finish Highway in April

Roy Cram, who represents the Dodge Construction Company, the contractors doing the work on the Charleston highway, has stated that the highway will be completed by the first of April. The last coat of gravel is now being spread and work will be started on the paving March 15. It will take two weeks to complete the job, it is stated.

ern California's tourist trade," Cranmer emphasized. Cranmer said the highway would develop "untapped interim country including southern Utah" and bring speedy shipment of Colorado beef to growing southern California markets.

SAN BERNARDINO, CALIF.
TELEGRAM, Cl. 3, 292
FEBRUARY 7, 1944

County to Build Road to Desert Mine

Construction of an access road to the Nevada Magnesite Co. mine near Hodge was approved today by the board of supervisors.

Under the agreement with the federal bureau of roads, the government will pay the cost of building a four and one-half mile road from the Hodge-Hinkley thoroughfare to the mine. The road will cost approximately \$16,000.

The county highway department will perform the work and be reimbursed by the government.

CHARLESTON BOULEVARD

The opening and paving of Charleston Boulevard is an important feature in the development of Las Vegas.

For many years (at least since my old friend J. C. Fisher in 1911 bought a section of land along the north line of which the new pavement runs) we have had visions of some day seeing a fine avenue made of that street, so long but a mark through the brush.

Fisher had a vision, in which I had the pleasure of participating, that some day Las Vegas would be one of the important cities of the inter-mountain west. He has kept for all these thirty-three years his acreage practically intact and the march of time has fully justified his wisdom and courage.

By the way, J. C., why not come up and participate in our Tenth Annual Helladorado?

Editorials and Features

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Post-War Highway Construction Here

Two Clark county projects are included in the post-war highway program recently announced by R. A. Allen, state highway engineer. They are, construction of an overpass above the Union Pacific tracks on Charleston Boulevard in Las Vegas and realignment and surfacing of the section of highway 91 from Crystal, 32 miles northeast of Las Vegas to Glendale.

Both projects are of importance in the post-war picture, when travel into this area resumes its normal volume.

The Charleston structure was proposed at the same time the Westside underpass was built. At the time it was not considered necessary. It was but a few months until the need became quite apparent and then the funds were no longer available. Since that time, traffic has increased tremendously on the highway, especially since the completion of the new thoroughfare which provides an alternate route through Las Vegas from west to east.

There are times when as many as 100 cars are held up when freight trains block this crossing during hours of peak traffic, and a grade separation is badly needed at the moment.

It is fortunate, however, it wasn't built when originally planned for the design at the time would have been as inadequate to handle the traffic as the present crossing is.

The section of highway 91 from Crystal to Glendale is the one unit that was NOT rebuilt just before the war started, and is badly in need of reconstruction. That this will be one of the first projects undertaken in the post war period is of importance to this area because it's necessary.

Perhaps the most interesting phase of the program is the proposal for elevation of the Southern Pacific railroad tracks through the city of Reno.

As is the case in most northern Nevada communities which developed with the construction of the railroad, Reno originally grew up around the tracks. With the development of automobile traffic, the railroad yards became quite a problem and actually hindered development of much of the business section.

The solution proposed is one that has proven satisfactory in many similarly situated cities, and is certainly needed in Reno. The cost will be approximately \$2,000,000, which, while considerable, is worth it, considering the magnitude of the improvement.

Mine Access Road Program Outlined

CARSON CITY, July 24 (UP)—Nevada will have 162.75 miles of access roads to its mines, constructed at a cost of \$260,675 when the current program is completed, U. S. Senator James G. Scrugham advised state officials here today.

Scrugham's report showed nine projects, involving 104 miles of roadway, already have been completed under the program inaugurated in October, 1942.

Three other roads are well on the way to completion, it was said. They are the 35-mile stretch from North Battle Mountain to Ivanhoe, which is 97 per cent completed; the 12.5 mile Antelope-Superior road on which 48.8 per cent of the work has been done and the 10.6 mile Bristol project which is 71.1 per cent complete.

IMPROVEMENT OF HIGHWAYS IS PLANNED

\$4,450,000 Pegged For Postwar Roads

Plans for 130 miles of new highway and improvements costing \$4,450,000 for southern Nevada were announced by Robert A. Allen, state highway engineer.

These postwar plans, Allen said, hinge on proposed federal legislation which would give Nevada approximately \$5,000,000 a year for three years. This sum would be supplemented by approximately \$900,000 from state automobile and gas tax funds and used for rebuilding obsolete highways and for new construction.

The most expensive of the projects planned will be the relocation and rebuilding of U. S. 91 from the Nevada-Arizona state line to and across the Mormon mesa down to the west slope of Mormon mesa, Allen said. Since the highway will be over a new line, it will involve grading, structures and resurfacing averaging \$50,000 a mile, or approximately \$2,000,000.

Other southern Nevada postwar projects for which plans are complete will be the rebuilding of the Crystal-Glendale link of U. S. 91 extending about 30 miles; a 20-mile section from Basic Magnesium, Inc., toward Boulder City; correction of the entrance to Clark Avenue underpass in Las Vegas from U. S. 91 and construction of a new structure to separate grades on Charleston Boulevard, Las Vegas, and the improving of 40 miles of U. S. 95 extending north from Las Vegas toward Goldfield.

3 Las Vegas Highway Jobs Are Scheduled

Correction of the entrance to Las Vegas' Clark Underpass from United States Highway 91 and construction of a new structure to separate grades on Charleston boulevard here were provided at a cost of \$600,000 among postwar highway plans in Nevada, Robert A. Allen, state highway engineer, said in Carson City yesterday.

Another Las Vegas project would be the improving of 40 miles on U. S. Highway 95 extending north from Las Vegas toward Goldfield.

Postwar plans for the state provide for construction of 130 miles of highways in southern Nevada at a total cost of \$4,450,000.

Allen said plans hinge on proposed federal legislation which would give Nevada \$5,000,000 a year for three years. This sum would be supplemented by \$900,000 from state automobile and gas tax funds and used for rebuilding obsolete highways and new construction.

Plans for a 20-mile section from Basic Magnesium toward Boulder City to cost about \$600,000 are being prepared and will be ready for use in the immediate postwar period.

The most expensive of the projects planned will be the relocation and rebuilding of U. S. 91 from the Nevada-Arizona state line to and across the Mormon Mesa down to the west slope of Mormon Mesa. This highway will involve grading, structures and resurfacing averaging \$50,000 a mile or approximately \$2,000,000.

Study of routes through Las Vegas and tentative plans to improve certain entrances to the city are also under way by the highway department, Allen said.

Rebuilding of Highway Basic to Boulder Included in Postwar Plans of State Department, Says Allen

Plans for rebuilding the "section" of highway "from Basic Magnesium toward Boulder City," are included in plans being prepared by the State Highway department in preparation for Nevada highway work in the "immediate postwar period," according to word received by the Boulder City News from Robert A. Allen, state highway engineer.

"If the federal government passes the legislation embodied in 4915, the state of Nevada will get approximately five million dollars a year for three years," Allen said in a recent news release.

"With that money, it proposes to rebuild the old and obsolete sections along the highways in Nevada.

"The first venture on rebuilding will be to complete the Crystal-Glendale link of U. S. 91, with a type of construction similar to that extending from Las Vegas south and from Las Vegas north toward Crystal Junction. The plans for that link are complete. The right of way has been procured, and with the advent of federal money we could advertise for bids on that job within approximately thirty days.

"We are preparing plans on the section from Basic Magnesium toward Boulder City and will have those plans ready and on the shelf for use in the immediate postwar period.

"We are studying relocation and rebuilding of U. S. 91 from the Nevada-Arizona state line to and across Mormon Mesa down to the west slope of Mormon Mesa.

"We are studying the routes of travel through Las Vegas town, and hope to improve certain entrances to the town that prove

most feasible to serve the traveling public. This study has not progressed far enough yet to give much information, but when it has, it is our intention to consult with the planning board and the city commissioners of Las Vegas before final acceptance of the plan is recommended.

"We intend to correct the entrance to the Clark avenue underpass from U. S. 91, and to build a new structure to separate the grades on Charleston boulevard.

"We also plan improvements on U. S. 95 extending north from Las Vegas toward Goldfield."

"As to estimates of cost," Allen stated in his letter, "we cannot give any information as we have not progressed far enough, nor do we know at any time until after a contract is let what the cost will be. Our estimates, as made at this time, would be so phoney when compared to the postwar period that they would be absolutely unusable."

Allen did not indicate the distance contemplated for rebuilding of state highway between Henderson and Boulder City.

140 Miles of Mine Access Roads Completed in Nev.

One hundred and four miles of mine access roads, covering nine projects, have been completed in Nevada from October 1, 1942 to July 1, 1944, according to a report received today from Senator J. G. Scrugham, who returned to the nation's capital about two weeks ago.

130 Miles of Highway Pledged To Southern Nevada After War

Post-war plans for improvement and new construction of 130 miles of highways in southern Nevada, costing \$4,450,000, were announced today by Robert A. Allen, state highway engineer.

Allen said plans hinge on proposed federal legislation which would give Nevada approximately \$5,000,000 a year for three years. This sum would be supplemented by approximately \$900,000 from state automobile and gas tax funds and used for rebuilding obsolete highways and new construction.

First of the southern Nevada post-war projects for which plans are complete will be the rebuilding of the Crystal-Glendale link of U. S. 91 extending about 30 miles. Cost was estimated at \$25,000 a mile or approximately \$750,000. Right of way has been procured and with advent of the federal money the job would be started in 30 days, Allen said.

Plans for a 20-mile section from Basic Magnesium, Inc., toward Boulder City, to cost about \$600,000, are being prepared and

will be ready for use in the immediate post-war period.

The most expensive of the projects planned will be the relocation and rebuilding of U. S. 91 from the Nevada-Arizona state line to and across the Mormon mesa down to the west slope of Mormon mesa, the state highway engineer said. This highway will be over the new line and will involve grading, structures and resurfacing averaging \$50,000 a mile, or approximately \$2,000,000.

Correction of the entrance to Clark avenue underpass in Las Vegas, from U. S. 91 to separate grades on Charleston boulevard, Las Vegas, was provided for at an approximate cost of \$600,000. Another project costing \$500,000 would be the improving of 40 miles on U. S. 95 extending north from Las Vegas toward Goldfield.

Study of routes through Las Vegas and tentative plans to improve certain entrances to the city are also under way by the highway department.

Nevada Highway to Davis Damsite To Be Sought, C. C. Group to Visit

Efforts to procure construction of a satisfactory highway to the Bullshead dam site from the Nevada side of the Colorado river were discussed at yesterday's meeting of the Boulder City chamber of commerce.

Work on Davis dam, originally called Bullshead, will be continued eventually, it has been pointed out, and will call for transportation and access by highway.

Arizona has built a road, which is now ready for oiling, but Nevada's efforts have been limited to the blazing of a simple one-way road which might be made into a highway.

Twenty miles or so of road will give access by highway from the Searchlight-Needles paved highway, it was stated at a recent C.E.D. meeting held in Las Vegas, at which this matter was discussed.

A committee of Boulder City and Las Vegas citizens will make the trip over the ground soon to become more familiar with it, it was determined.

Business Heads Plan Study of River Highway

By MATTIE GIASSON

Business men from Las Vegas and Boulder City, interested in development of a highway connection with Bullshead (Davis) dam in the Colorado river below Boulder dam, will make a trip there Friday morning to investigate the amount of work necessary to provide a passable road.

The tour is planned as a project of the Committee for Economic Development of which Otto Underhill is chairman. Officials of the chambers of commerce of Las Vegas and Boulder City and BMI heads are also concerned, and representatives of those organizations will join the caravan.

It is the plan of the group to leave Las Vegas early in the morning. (Please turn to Page 12)

Business Heads Plan Study of River Highway

(Continued from Page 1)

ing, and meet the Boulder City and BMI contingent at Railroad Pass, from where they will continue to the damsites.

Construction of Bullshead dam was started in the fall of 1944, but stopped a few months later by order of the War Production board due to shortage of strategic materials. Utah Construction company held the contract for this \$40,000,000 project, and headquarters for the firm and the U. S. Bureau of Reclamation was at Kingman, Ariz. The construction workers' townsite was set up on the Arizona side of the river.

Bullshead dam has a high priority rating, and it is believed that construction will begin immediately after the European war is over, though there is a possibility that it might be started even earlier.

The proposed highway connection is construction and improvement of a desert road which cuts to the east of U. S. No. 95 at a point approximately 20 miles south of Searchlight. When a study is made of the amount of work necessary, recommendations will be made to the State Highway department.

Those who have indicated their intentions to make the trip include Otto Underhill, James Cashman, Howard Hoover and J. M. Murphy of Las Vegas; Frank Case of BMI, and J. M. Higgins of Boulder City. It is expected that other representatives of Boulder City interests will join the trek.

Nevada To Get \$5,837,000 Each Year from U. S. for Highways for 3 Years

The state of Nevada will receive \$5,837,000 for each three successive post-war fiscal years for construction of federal and highway systems, farm to market roads, and urban highways, provided legislation as reported by the senate post offices and post roads committee is passed by the congress, according to word received today from Senator Scrugham.

The senate bill is \$947,000 more than the amount carried by the house bill of \$4,890,000, according to the Nevada senator, who is a member of the post offices and post roads committee.

The apportionment of the funds under the provisions of the senate measure allots \$3,188,000 for the federal aid highway system; \$2,551,000 for farm to market roads, and \$98,000 for urban highways.

In addition to the \$5,837,000 Nevada would receive \$455,025 under the terms of the senate measure, S-2105, as the approximate apportionment between states of forest highway funds.

Senator Scrugham stated that the bill will accomplish the following purposes:

Meet the urgent need for development of a highway program, which, after the war, will overcome deficiencies in the road system; enable the states to make full progress in meeting the complex problems which must be solved in advance if the post-war program is to be soundly planned; and preserve intact the principle of federal aid by allocating funds among states by formula, matched by state funds, and administered by the public roads administration in a coordinate relationship with the states.

Federal Funds for Nevada Roads

Serious blow to Nevada industry is the announcement by the War Production Board in Washington ordering the production of magnesium to stop by January 1, 1945 at Masic Magnesium at Henderson, is reported from Las Vegas.

The four units now in operation at the world's largest magnesium plant will continue to produce until October 1, after which a gradual curtailment will be in effect until the closing deadline.

The plant cost the government \$130,000,000 and at its peak employed 11,000 men. When all ten units of the plant were in operation 5,600 men were required. At present 2,800 workers are employed at the plant.

Nevada Highways to Get Huge Federal Aid Fund

The state of Nevada will receive \$5,387,000 for each of three successive post-war fiscal years for construction of federal aid highway systems, farm to market roads, and urban highways, provided legislation as reported by the senate post office and post roads committee is passed by the congress, according to word received today by Senator Scrugham.

The Nevada senator, who is a member of the post offices and post roads committee, stated that the senate bill is \$947,000 more than the amount carried by the house bill of \$4,890,000.

The apportionment of the funds under the provisions of the senate measure allots \$3,188,000 for the federal aid highway system; \$2,551,000 for farm to market roads, and \$98,900,000 for urban highways.

In addition to the \$5,387,000 Nevada should receive \$455,000 under the terms of the senate measure, S-2105, as the approximate apportionment between states of forest highway funds.

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development of a highway program, which after the war, will overcome deficiencies in the road system; enable the states to make full progress in meeting the complex problems which must be solved in advance if the post war program is to be soundly planned; and preserve intact the principle of federal aid by allocating funds among states by formula, matched by state funds, and administered by the public roads administration in a coordinate relationship with the states.

It will also encourage the continuance of competitive bidding on highway construction; establish a definite classification of road systems; aid materially in the employment situation after the war, and authorize for the three post war years the amount of funds to be received from the federal government by the states for highway purposes.

REVIEW-JOURNAL

Monday, September 18, 1944

Nevada Highway Networks to Receive Governmental Funds

CARSON CITY, Nev., Sept. 18 (UP) — Federal funds totaling \$4,250,000 will be available to Nevada for improvement of its highway system in the three-year period immediately following cessation of hostilities, Robert A. Allen, state highway engineer said today.

Allen explained the money will come to Nevada as a result of passage by the national congress of a post-war highway measure.

Under terms of the measure it will be possible for the highway department, acting in conjunction with the city of Reno to eliminate hazardous grade crossings in the state's metropolis, Allen said.

Not until the measure finally came up for passage did it seem possible the grade separation would be possible. Under terms of the measure as presented on the floor of the senate Nevada would have been able to have used only \$68,000 of its funds for elimination of grade crossings.

An amendment offered by Nevada's senior senator, Patrick A. McCarren, which was passed, made it possible for other portions of the fund to be used in the grade separation program, it was explained. Allen said McCarren, who recently was renominated for his third term, flew back to Washington from Nevada, at the request of Senator Carl Hayden, democrat, Arizona, who is known as the "father of highway legislation."

In Washington, Allen said, McCarren, teaming with James G. Scrugham, Nevada's junior senator, worked "long and hard to assure the highway bill as finally passed was favorable to the west."

Shortly before the measure

went to a vote on the floor McCarren telephoned Allen and asked whether the amendment he proposed to submit would be suitable to Nevada.

Allen placed his okay on the amendment and its passage resulted.

Until Hayden telegraphed McCarren to return to Washington, Allen said, "things looked bad for the west" under the measure.

L. V. TRIBUNE

November 23, 1944

McCall, Wiener Draft Model Paving Plan

City Manager Charles C. McCall and Attorney Louis Wiener, Jr., were instructed to draw up model ordinances to designate assessment districts for street improvement at a meeting of the city commission yesterday, and work is expected to start within the next few weeks.

The paving district includes the area bounded by South Fifth street, East Fremont street, Fourteenth street and Charleston boulevard. The work will be done on a street to street basis, and it is reported that many of the residents of various blocks already have their assessments in escrow so the work can be started as soon as legal aspects of the situation is clarified.

Davis Dam Road

For several years the necessity of a paved highway to connect the Davis Dam project in Bullshead Canyon with the highway system in Clark county has been recognized. However, with the abandonment of the work for the duration of the war, the necessity was lost to sight.

Now we are anticipating the resumption of work on the dam construction and the importance of a connecting highway to afford the means whereby Las Vegas businessmen can reach the site and at the same time permit the workers who so desire to visit the communities on the west side of the river, becomes again a serious and pressing problem.

The building of proper connecting routes on the Nevada side will add millions of dollars to the business we will enjoy during the years of Davis Dam construction. It is one of those things which we can accomplish if we make the proper effort. Also it is one of those things which, if we neglect it, will mean irreparable loss and annoyance.

Chairman Howard Hoover of the chamber of commerce committee on highways recently made a report on the subject. He should have the hearty support of the community in pressing his campaign.

REVIEW JOURNAL

11-10-44

New Paving Plan Advocated

Abutting property owners on one street and on two streets and three alleys will pay for paving into a fund, which will then go to the contractor, without involving the city in the account, according to a plan advanced by George H. Rittenhouse, city engineer. The plan is reported to Charles C. McCall in the October report from the engineer's office. Asphalt concrete will be laid on the following streets and alleys:

Ninth, between Gass and Bonnevill; Third Place south of Charleston boulevard; alley between Fremont and Ogden, from Third to Fourth street; alley between First and Second, north from Carson avenue; alley between First and Second north from Carson.

The department reports work in identifying points of record for purpose of reconstructing street structure in the subdivisions of Bucks, Fairview, Pioneer Heights, Hawkins and Wardle.

REVIEW JOURNAL

1-10-45

Road Upkeep Fund Allotted

A total of \$118,060 in highway funds has been allocated to Clark county for maintenance work in the area, it was revealed today by a report released by Robert A. Allen, state highway engineer. Of the total, \$96,760 has been earmarked for general maintenance, \$5,000 for specific maintenance and \$16,300 for the reserve fund used for excess snow removal and flood control.

No construction work will be done during the coming year, Allen said.

B. C. NEWS

1-9-45

Clark Co. Highway Maintenance Budget \$118,060 for Fiscal Year

The state highway program for 1945 provides only for maintenance, it was stated yesterday by Robert A. Allen, state highway engineer, in announcing the budget for the fiscal year ending June 30.

Clark county, with a mileage of 339.52, is allotted \$118,060 in the budget, distributed as follows:

General maintenance, \$96,760; specific maintenance, \$5,000; reserve fund—excess snow removal and flood control, \$16,300.

Highest in the budget is Elko county, with 424.83 miles of highway and \$119,833.60 allotted for maintenance. Clark county is second, and well above all other counties of the state with the exception of Nye, which receives \$103,645.70.

The total amount budgeted for 3086.07 miles of Nevada highways is \$900,000.

At the same time State Engineer Allen called attention to the passage in December of the federal aid highway act authorizing appropriation of 500 million dollars a year for three successive postwar years. Nevada's share of this is estimated at \$4,891,000, of which \$61,000 may be used in urban areas or cities of not less than 5000 population.

But none of this can be used until appropriated, he warns, and it cannot be appropriated until the end of the war.

Highways Won't By-Pass Cities

Belt-line highways of the post war era will not by-pass any Nevada cities, State Highway Engineer R. A. Allen promised the city-county planning board at a special meeting yesterday.

Allen was present to discuss the highway department's program for the improvement of city arterial thoroughfares, which was recently completed and presented to the board in detail with maps and traffic surveys projected into the period following the war.

Allen's pledge was forthcoming in discussion of a proposed straight line highway from Apex on route 91 fifteen miles north of Las Vegas to a point on the same highway 13 miles south, passing approximately four miles east of the city.

This route was discussed in the general plan as a possible post-war development, but Allen's forthright declaration eliminated any consideration by the planning commission which had previously taken a similar stand in opposition to the proposal.

High-light of the planning, which includes widening of all the main arteries through the city, is a 300 foot route leaving highway 91 near the Red Rooster on the south, passing through town by way of Bruce Street now the eastern boundary of the Mayfair addition, and swinging back into 91 at the north boundary of North Las Vegas.

Designated a "distribution through route" this highway would be built in accordance with federal standards, requiring a 300 foot

right of way and pavement designed to meet the traffic needs.

This proposal was the subject of much discussion and approval by the planning board was laid over for further study.

The remainder of the program was accorded the official okeh of the board and calls for the widening and additional paving of:

Main Street throughout its entire length. Fifth Street throughout its entire length. Charleston from the Tonopah Highway to the east city limits.

Construction of a new route along the north city limits, leaving the Tonopah highway at the golf-course turn-off, following the city limits past Westside, under the Union Pacific tracks, crossing North Main and North Fifth streets in the vicinity of Five Points, and connecting with the proposed east-side distribution through route."

The plan calls for increasing pavement widths on all these thoroughfares to a minimum of 60 feet and wherever possible to 70 feet. Construction, as planned, would be in sections to provide additional pavement width to meet growing traffic requirements.

The entire program is tentative, but approval by the city will mean that surveys will be started as soon as men and funds are available. The plan is to have all these projects ready to go, right of way acquired and plans completed, when the post-war highway program is authorized by the federal government, Allen promised the board.

REVIEW JOURNAL

1-18-45

Rights of Way On Hiways In Vegas Sifted By Board

The city and county planning board, at a meeting held Wednesday afternoon in the city commissioner's chambers in the War Memorial building, recommended the establishment of protective regulations for needed rights of way on major highways planned for the future in the Las Vegas area.

The new regulations, recommended by the planning board, deal with building lines and setbacks, and includes five major routes in the area.

The first route considered is on Main street and includes this street from the north city limits to the intersection with South Fifth street. The plan calls for a highway ranging from 80 to 100 feet in width.

Route two is Fremont avenue from Main to East Charleston, and prepares for a roadway of from 80 to 90 feet.

Route three is Fifth street, from the north city limits to the south city limits and prepares for a roadway of from 80 to 100 feet in width.

Bonanza road is included in route four and calls for a roadway of 80 feet wide from the underpass to the intersection with Charleston Boulevard.

The fifth is Charleston Boulevard from the north city limits to the east city limits. This calls for a roadway of from 100 to 150 feet in width.

The establishment of building setbacks on all five routes will prevent encroachment of buildings and other structures which might cause the cost of right-of-way acquisition to become prohibitive.

All of the main roads through Las Vegas provide for a four lane highway and each is designed to carry the type of traffic which has been proven, through a co-operative survey with the state highway department, common to the route established.

All of the highways are tied in to the preliminary report for advance planning for the Las Vegas area, and is projected 10 to 20 years into the future.

There are provisions for improvement where such development becomes necessary in the meantime, G. C. Petrie, planning engineer reports.

Maxwell Kelch, new member of the planning board who replaced A. H. Harrington, resigned, sat at his first meeting Wednesday afternoon.

Nevada Road Obligation Put At \$2,605,000

CARSON CITY, Nov. 24.—(AP) Robert A. Allen, state highway engineer, today said Nevada has its obligation of \$2,605,000 to match the federal government's proposed \$14,670,000 apportionment for a three-year postwar highway program in the state.

Federal funds for the proposed highway development may be provided by congressional act under either Senate Bill 2105, which has passed the senate, or House of Representatives bill 4915, according to Allen. He said action was expected today on the house bill.

The highway engineer denied allegations by opponents to the highway measures that Nevada would "go \$400,000 in debt over the three-year period" under the proposed plan. He said:

"The highway department not only can meet the proposed matching obligation but would have a substantial balance. No special gas tax or appropriation from the state would be necessary."

Allen said in Nevada the highway plan would provide employment immediately after the war. The state's primary highway system would be "brought up to modern standards" and a new 23-mile road from Pioche, Nev., to the Utah-Nevada line would be built.

In addition, a substantial mileage of new highways to serve agricultural areas also would be built.

REVIEW JOURNAL

1-11-45

Short-Cut To LVAAF Probed

Improvement of a short-cut route from the BMI highway to the Las Vegas Gunnery School is being investigated this afternoon by Chairman Ira J. Earl of the board of commissioners; A. C. Grant, manager for the Clark county housing authority, and representatives of the army.

There are 400 families residing in Victory Village at the present time, the heads of which have to make the trip back and forth to the gunnery school daily, it is pointed out. The present route is through the city of Las Vegas.

The proposed cut-off would leave the highway at Whitney and head almost straight across the valley to the gunnery school. A portion of this route is already partially constructed, the Vegas Rock & Sand company having built a truck road from Whitney to the Winterwood Ranch during the early days of BMI.

There is also a dirt road leading east from the gunnery school in the direction of the Winterwood ranch which could be tied in with only a little construction.

The army has requested the county to improve this route which would be approximately eight miles shorter than the roundabout route now followed, and it is probable it will be graveled and oiled if the cost is within the limits of the county highway budget.

REVIEW JOURNAL
2-6-45

Allen Discloses Road Projects

Reconstruction of North Main street from Fremont through North Las Vegas, and South Fifth street from Garces to the south city limits, are two of the projects included in the highway construction program for the first year regular work is resumed after the war, it was announced here yesterday by State Highway Engineer R. A. Allen.

The renewal of construction is tentatively set for 1946, and depends entirely on the war situation, Allen said. Present indications are that the program can go ahead when the German phase of the war is over, though there is a possibility it will be held up until Japan is knocked out of the conflict, he declared. The highway program will be dated to fit whatever contingency may arise.

Both North Main and South Fifth will be widened to provide pavement sufficient to carry four traffic lanes of 12 feet each and two parking lanes of eight feet each, for a total pavement width of 64 feet. Total cost of these two projects is estimated at \$284,000.

Also included in the program of the first biennium is reconstruction and widening of the 14.53 miles on highway 91 from Crystal to Glendale, cost \$720,000.

In the secondary road classification for the first biennium is included Nelson to Eldorado Canyon, 3.7 miles, \$111,000; U. S. 91 to Sloan, 1.8 miles \$20,000; Paradise Valley to Las Vegas, 7.7 miles \$92,000; U. S. 95 toward Bullshead Dam, 10 miles, \$150,000.

Included also in the 1946-47 program is the grade separation structure which will carry Charleston Boulevard over or under the Union Pacific railroad tracks in Las Vegas. Estimated cost \$146,000.

Projects programmed for the second biennium following resumption of construction, are: east slope of Mormon Mesa to the Nevada-Arizona line, 14.70 miles, \$736,000; Las Vegas to 6 miles south on highway 91, 6 miles, \$330,000.

Secondary program: From 10 miles east of U. S. 95 to Bullshead Dam, 9 miles, \$180,090; Saturday to Goodsprings, 12.7 miles, \$190,000; Blue Diamond west toward Fahrump, 16 miles, \$187,000. Approaches to Charleston Boulevard grade separation in Las Vegas, \$46,000.

Third biennium; West end of Mormon Mesa to East end of Mormon Mesa highway 91, 15.4 miles, \$450,000; BMI to Boulder City, 10.34 miles, \$310,000.

Secondary program: 16 miles west of Blue Diamond to Clark-

Nye County line, 22 miles \$331,000, spur to Chiquita Mine 2.4 miles \$29,000.

Allen stressed the fact that these were all tentative, depending on the conclusion of the war and other factors which might require shifts in the order of construction.

L. V. TRIBUNE
2-21-45

Allen Attacks Free Measure On Highways

CARSON CITY, Feb. 20. (AP) — Robert A. Allen, state highway engineer, said here "It would be extremely disastrous for the highway program of the state" if legislation as contemplated in the Free resolution is adopted by the federal government ceding to Nevada all of the public lands in the state.

"Should the land in question be disposed of by the state, the legislature would be called upon to appropriate at least \$4,800,000 a year to carry on the highway program."

Allen said the percentage of unappropriated and unreserved public lands in Nevada, together with non-taxable Indian lands, is 65.37 of the total land area or approximately 45,937,000 acres.

The present highway bill carries for Nevada a total federal appropriation of \$4,850,523 annually for three years to be matched with state funds on highway construction at the ratio of \$2.68 per cent federal and 17.32 state. Total participation for the state at this ratio amounts to \$1,016,099 annually.

In the event all public lands in Nevada were disposed of it would become necessary for the state to match federal funds on a 50-50 basis, or \$4,850,523 annually, according to the state highway engineer. This would result in an annual loss of \$3,834,424, if advantage were taken of the total available federal money. Since the present appropriation to the state is for three years, the loss would be \$11,503,272 for the 3-year period.

Allen estimated that sale of present public lands—45,937,000 acres at \$1.25 an acre — would bring in revenue of \$57,421,250. Since the state's tax rate approximates 60 cents, state income from taxation on this property would be anticipated as approximately \$344,527 annually.

The Free resolution now before the legislature would memorialize congress to make an additional land grant to Nevada.

REVIEW JOURNAL
2-27-45

Great Highway to Las Vegas

California, owing advance largely to tourists and good roads, plans the postwar transformation of 3,300 miles of its major statewide traffic arteries into a system of urban-rural limited-access highways surpassing any in the world; and it includes the Los Angeles-Las Vegas route as far as the Nevada border. California is preparing for double the previous number of cars after the conflict.

The modern development, for which enabling legislation is pending in Sacramento, contemplates broad, multi-lane divided thoroughfares, obviating the possibility of head-on collisions, with foliage on wide center strips as well as on both sides, experience having demonstrated that to be practical insulation against noise and dirt. The increased middle division cuts headlight glare. Boulder Highway to BMI is a crude example of the idea. Rail grade crossings will be dispensed with in all cases, and intersections separated also.

Five principal civic organizations, such as the Automobile Club of Southern California, planned the motorway system after years of study. It is, of course, an expensive project and probably will be financed by a small additional gasoline tax; but the experts have quite clearly established the cost will be more than repaid in the saving of life, property damage and valuable time, avoiding excessive motor-vehicle operating expense and the terrible congestion heretofore experienced.

L. V. TRIBUNE
7-13-45

NEVADA HIGHWAY BOARD APPROVES \$1446 FOR PLANS TO IMPROVE LAS VEGAS ROAD

CARSON CITY, Nev., July 12. (AP) — Nevada's state highway board authorized funds for two highway projects and establishment of a state highway research plan yesterday.

The board, headed by Gov. E. P. Carville, approved expenditure of \$1446 for plans and specifications on the proposed postwar improvement in Las Vegas of Bonanza road and Second street.

The highway department was authorized to spend \$19,700, instead of an original estimate of \$16,400, for a mine access road to the Fluft Rock company mine in Lyon and Mineral counties.

Nevada will contribute \$170, and the federal government \$811, to a fund for the correlation of research on highways which will be made available to all states, Gov. Carville said.

State Highway Engineer Robert Allen today said Nevada's postwar plans for a system of airports in the state easily could be made part of any national system.

Allen said his conclusion was made after a conference with civil aeronautics administration authorities concerning the senate bill introduced by Sen. Pat A. McCarran (D-Nev) which would

authorize a federal aid airport program.

The highway engineer said McCarran had informed the state planning board that he was "hopeful of seeking senate consideration of the bill which has been reported unanimously by the senate commerce committee before the senate takes up the United Nations charter or Bretton Woods bill."

Maximum Penalty Is Meted Out To Six Extortionists

10 Years and \$10,000 Are Assessed On Gangsters

NEW YORK, Dec. 31 (UP) Federal Judge John Bright imposed maximum prison sentences on six Chicago gangsters convicted of extorting millions from the motion picture industry.

John Roselli, an army private and former husband of movie actress June Lang; Paul de Lucia, Louis Campagna, Charles Gioe, Frank Mariotte and Phil d'Andrea, were sentenced to serve 10 years in federal prison and fined \$10,000 each.

Louis Kaufman, Newark, New Jersey, labor leader with no previous record, was sentenced to seven years imprisonment and fined \$10,000.

Judge Bright followed the recommendations of the prosecution in imposing the maximum penalty on the members of the Chicago syndicate, successor to the Al Capone mob in the rule of the Chicago underworld. The prosecution recommended eight years for Kaufman. In reducing it by one year, Bright intimated that he might give him his freedom on bail pending appeal while remanding the others to jail.

Son Of Las Vegas Hurl In Action

Sergeant Charles E. Carrithers of the United States marine corps was wounded in the chest and arm in action about three months ago but has now fully recovered and has returned to duty with his company in the South Pacific, according to word received here today by his mother, Mrs. Lena Neal, 291 South Sixth street, who is employed in the mechanical department of the Review-Journal.

Two letters arrived today from Sergeant Carrithers, one written December 10 and the other December 12. It was the first word Mrs. Neal had received from him in seven weeks. She had known previously that he had been recuperating in New Zealand from malaria contracted at Guadalcanal, but was unaware until today that he had been injured in the South Pacific.

He has been serving in the marine corps for five years. In one of his letters he stated that he would be spending his fourth Christmas overseas.

Gaming Licenses In City Renewed

The Las Vegas city board today granted renewal of all gaming and liquor licenses now existing in the city, bringing in a total of \$38,199 for the first quarter of 1944 from this type of licenses, according to City Clerk Helen Scott Reed.

She stated that of that total, \$15,375 was paid for liquor licenses, and \$22,824 for gaming licenses for the first three months of 1944.

A check of her records for the year 1943, showed that a total of \$46,600 was collected for the entire year for liquor licenses and \$45,556 for gaming in the city of Las Vegas, making a total of \$92,156 from this source in 1943. With the recent increase in gaming and liquor licenses in Las Vegas, Mrs. Reed estimates that the income to the city in 1944 for gaming and liquor licenses will be approximately \$152,900.

Charleston Has 8 Inch Snow Fall

Eight inches of snow fell on Mount Charleston last night, according to reports from the army rest camp this morning. Snow flurries were still flying this morning creating a beautiful winter scene for the New Year. Snowplows have cleared the roads to the Charleston park lodge where New Year's Eve parties will be held tonight.

While Mt. Charleston was donning a blanket of snow, Las Vegas was showered with rain. A total of 21 of an inch fell since last night, reported the weather bureau this afternoon. It was also reported that snow fell above the 4000 foot level on surrounding mountains, and on Gass Peak.

CLASSIFIED ADS BRING RESULTS

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New Wonder Drug Is Announced By California Medic

BERKELEY, Cal., Dec. 31 (AP) Another so-called "wonder drug"—gramacidin—is effecting cures as dramatic as penicillin, the University of California medical school announces.

Dr. Henry Brainerd, clinical medical instructor, said in a statement that gramacidin owes its healing powers to the same general principle as penicillin. He said gramacidin, prepared from soil bacteria by a simple process, is more than 1,000 times as active in germ-killing as the sulfanamide drugs.

Dr. Brainerd said gramacidin—produced cheaper and easier than penicillin—has been employed successfully in cases of impetigo, boils, infected wounds, burns and various types of ulcers with "variable and sometimes very dramatic results." He explained, however, gramacidin can only be used locally as it is insoluble in water and toxic if given intravenously.

License Is Denied To New Club Here

The application of Tom Hull, former owner of El Rancho Vegas, for beer and slot machine licenses for the Old West club, which he proposed to open in the Clark building, 16 Fremont, was denied this morning at a special meeting of the city board of Las Vegas.

Police Commissioner A. Corradetti, who made the motion which was passed unanimously, stated that issuance of such permits would be in violation of the record of the commission to issue no new gambling or liquor licenses for the duration of the war.

Blad Is Elected Trustee Of Elks

A. G. "Gus" Blad last night was elected trustee of the Las Vegas lodge of the Elks at a regular meeting of the organization. Blad, a past exalted ruler of the local lodge, will succeed the late Charles De Armon, who served in the post for several years until his death.

The new trustee, who will join James Cashman and A. S. Henderson, will be installed at the meeting next Thursday night.

License Record Gone

When John A. Varnado and Harriet Piper, both of Las Vegas, obtained a marriage license in the office of the Clark county clerk Wednesday night, they left with the section of the license which is the permanent file of the clerk, as well as the remainder of the license, it was learned today. Efforts to locate the couple have failed, and as a consequence the only record the clerk has of their marriage is their license application.

Too Late To Classify

SA—LOST AND FOUND
LOST — Ruby and diamond watch, between holes lounge and gay bar at Last Frontier, Reward. Return sheriff's office. 011-34

10—HELP WANTED — FEMALE WIRELESS operator for Edwards Maestro music. 1234 Fremont. 011-34

17—USED CARS
1937 Ford Truck, modern, South Wind heater. Good tires. Excellent condition. 415 McWilliams, West. 011-38

17—USED CARS
1941 Buick special sedanette, extra clean. New rubber. Buick Auto shop, 14 South Fifth. Phone 540. 011-24

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Vegas Board Adopts Master Street Plan

The joint Las Vegas-Clark County planning board formally adopted this week the master plan for streets and highways and land use within the Las Vegas city limits, as a pattern for future development.

The map, showing the complete plan, and the various arteries of travel set out for the Las Vegas of the future, is reproduced in the adjoining column and represents more than a year of work by Planning Engineer C. G. Petrie and staff.

All street construction, all highway projects, and all future subdivisions will be required to adhere to this plan, and while it can be altered if developments make it necessary, the object, Petrie explains, is to work toward its realization as set-up.

The statute creating the planning commission provides it shall be its "function and duty to prepare and adopt a comprehensive long-term general plan for the physical development of the city, county or region which in the commission's judgment bears relation to the planning thereof."

This is known as the master plan and with accompanying maps, diagrams, charts, descriptive matter and reports, includes for Las Vegas, the streets and highways plan set forth in the adjoining map and a land use plan which is on file in the office of the planning engineer.

The statute defines the streets and highways plan as: "showing the general locations and widths of a comprehensive system of major traffic thoroughfares and other trafficways and the recommended treatment thereof."

"An inventory and classification of the natural land types and of existing land cover and uses, and comprehensive plans for the most desirable utilization of the same."

Explaining further, Petrie said: "A streets and highway plan is the basic framework of a city; it influences directly, the whole physical development of the city. It has economic value as well, since opening of necessary traffic routes after development is difficult and expensive."

"All streets, especially major thoroughfares have a direct influence on, should be properly related to, and coordinated with other features of the city's development. The regulation of land subdivision, for instance, would be little more than guesswork unless, in addition to at least a general land utilization plan, some pattern of major streets is available."

"It is a fact that subdividing usually determines, for all time, the location, width and arrangement of streets, and their relationship to abutting properties, and through these, has an important influence on the type of developments and the long-term value and use of property."

Four types of streets and highways are presented on the master plan, as follows:

1. Major highways — 100 foot minimum right of way, designed to carry heavy traffic loads through or around the urban center of the city. This includes such streets as Main, Fifth, Fremont, etc.

2. Secondary highways — 80 foot minimum right of way. These are highways supplementary to the major highways system and generally designed to relieve congestion thereon and to provide a means of intermediate circulation. Bruce and H Streets are included in this group.

3. Through roads or collector streets — 60 foot minimum right of way. These are local streets designed as a means of ready ingress and egress to or from the proposed neighborhood units. In this group are such streets as Bonanza from Main east, Eighth, Fifteenth and Second Streets, Beverly Drive and Eighth south to the intersection with Sixth.

importance flanked, on one or both sides by park-like public property and in some cases restricted as to ingress from abutting property. Maryland Parkway and Charleston Boulevard are included in this group.

The land use plan, Petrie explains, is a major tool of planning. It is a fundamental device for giving effect to, and an instrument promoting the harmonious arrangement of, the various elements of a comprehensive city plan. It is through the official adoption of the Land Use plan as a zoning ordinance that control is exercised over all development within the city, yet interrelated with all other features or elements of the comprehensive plan.

The land use plan cannot be reproduced here because it is in color, with each color denoting a certain type of use. This plan can be seen in the office of the planning engineer in the city hall.

Other plans which will follow shortly are: subdivision control; community designs for neighborhood units; zoning regulations; set-backs and building lines; the engineer explained.

City Manager Is Sworn In Today

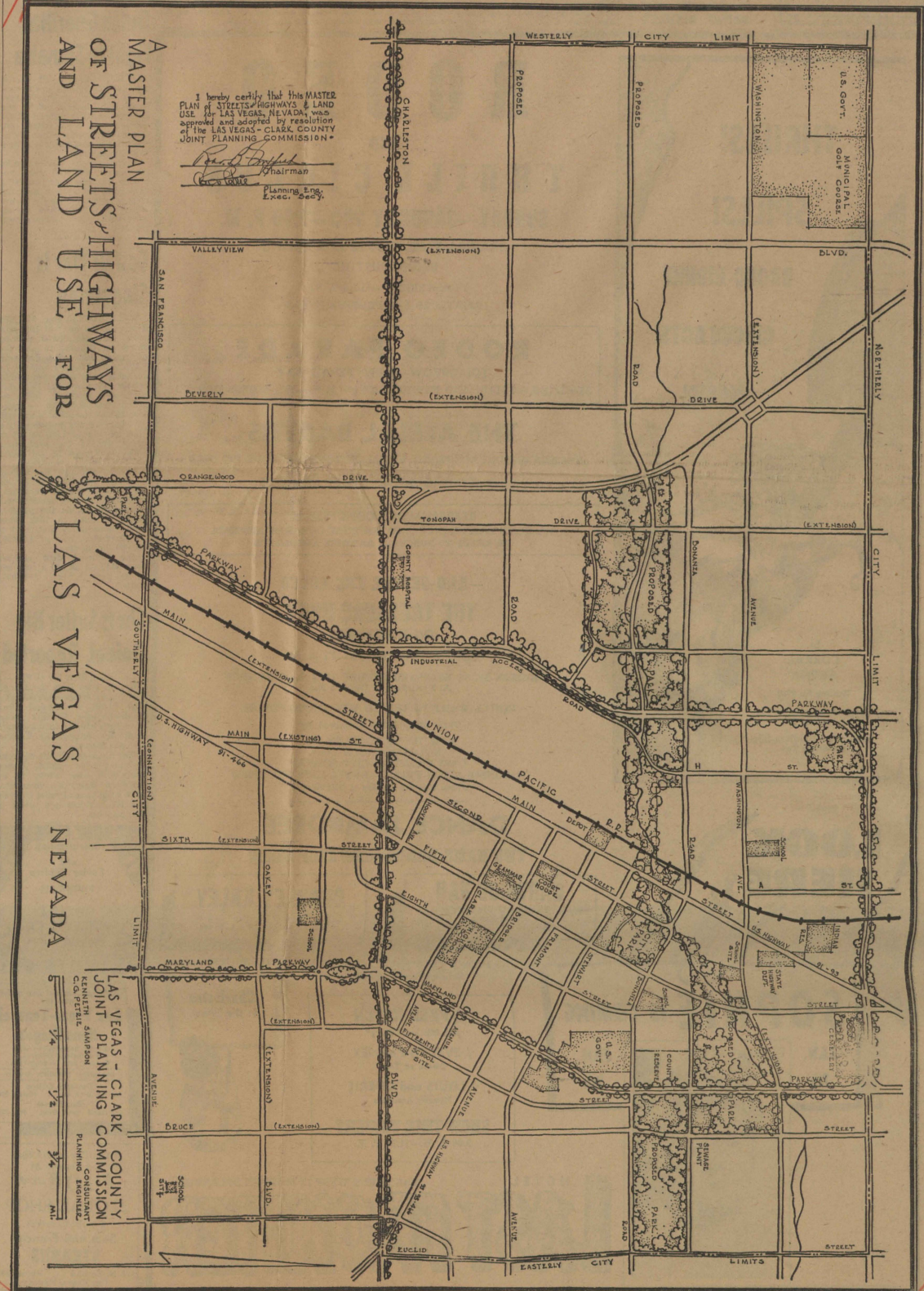
Charles C. McCall, new city manager of Las Vegas, took his oath of office at 10:30 o'clock this morning in the city hall and will go on the city payroll tomorrow.

The oath was administered by City Clerk Helen Scott Reed in the presence of Mayor E. W. Cragin, Commissioners A. Corradetti, Charles R. "Pat" Clark, Walter Bates, and Arthur F. Smith, Sr., and City Attorney Louis Wiener, Jr. The brief ceremony was held in the office of Mayor Cragin in the city hall at a special meeting of the city commission.

The board voted to set the bond of the city manager at \$10,000.

McCall, who sat with the board throughout the meeting, said that he had no statement to make to the board at present.

CLASSIFIED ADS BRING RESULTS



Scientist in America to Miss January Total Eclipse of Sun

WASHINGTON, Dec. 31. (AP) There will be a total eclipse of the sun next month, but because of the war it looks as if astronomers in the United States will have to sit this one out.

The total blackout will be observable only in parts of South America and West Africa, and there are no known plans for expeditions by scientists from this country.

Colleagues in South America will have their telescopes trained on the sun, however, and a party of Mexican scientists also will be on the lookout in Peru.

The eclipse, which takes place on January 25, will be the first total one over land areas easily accessible to American astronomers since 1940, when South America also was scheduled to be a good bet for observation.

Clouds hampered a good view at that time, however. A spokesman for the National Geographic Society who declared that "in the past we've covered eclipses mightily thoroughly," said the society wasn't going to try to make it this year. He added he knew of no other scientific group from this country that was.

Purdy to Lease Beverage Firm to Clark, Houssels

The Nevada Beverage company, 123 South Main street, which has been operated for the past several months by Ralph Purdy, has been leased by Charles R. "Pat" Clark and J. Kel Houssels, Jr., it was announced today by Clark.

Clark will manage the business and will take over its operation shortly after the first of the year. He also will continue to operate the Rio garage, which he owns.

Clark said today that Purdy, who took over the Nevada Beverage from Harry Pursel, expects to be called into the army shortly and is leasing the business to him and Houssels.

Houssels, who is the son of J. Kel Houssels, owner of the Las Vegas club and prominent Las Vegas business man, is a cadet at the United States military academy at West Point, New York.

U.S. to Usher in New Year On Dry Note, Weather Man States

WASHINGTON, Dec. 31. (UP) The weather bureau today, phoned in the following item: "The weather bureau today issued a nationwide forecast issued today confirmed the general suspicion that the new year will be ushered in on an extremely dry note. Reports from all over the country, with a few exceptions, tell of pleasant seasonable weather.

"Low temperatures this morning were generally below freezing over the northern two-thirds of the country and near or slightly below zero in northern Maine and central Rocky mountain districts.

"Snow cover is general over upper New York and northern New England with another belt from Kansas eastward across the Ohio valley to Virginia.

"Dry weather will prevail tonight and New Year's day over almost all sections east of the continental divide excepting the Pacific Northwest where heavy rain is indicated and those portions of New York and northern Pennsylvania adjacent to the lakes where snow flurries are expected. A widespread area of precipitation with snow over high elevations will occur over Washington and Oregon and by Saturday night as far south as San Francisco.

"Snow is expected west of the divide in Montana and Wyoming and Colorado; also over most portions of Utah and northern Arizona. As a rule temperatures will be seasonable or warmer than normal except in southern portions of the central gulf states, California and Arizona, where cool weather will prevail during early morning hours on the first."

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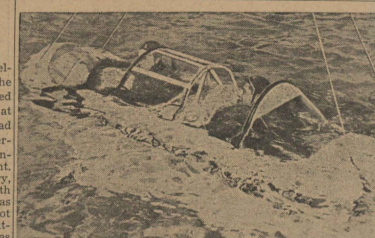
W. H. Barnes Is Dead Of Injuries

William Hilton Barnes of Nelson, who was employed by the Manganese Ore company, died at 6:50 o'clock this morning at Basic Hospital, where he had been a patient since early yesterday morning when he was injured in an automobile accident.

Barnes sustained a head injury, when he stepped into the path of an approaching car and was struck on the temple by a spot light on the machine, investigating officers said. The car was driven by Alex P. Robinson, negro of westside, Las Vegas, who told officers that Barnes signaled for him to go ahead after he had slowed down.

Robinson rushed the injured man to Basic Hospital, but little hope was held from the first that he would recover.

Barnes, who was 35 years old, was survived by his widow, Mrs. Nellie Turner Barnes. Remains of the deceased are at the Garrison mortuary, pending funeral arrangements and an inquest.



Air Cadets, "downed at sea" in the Dilbert Dunker, top photo, don't seem unhappy at their predicament. They get out, save valuable equipment, inflate "Moe West" jackets and their rubber raft and climb aboard, to await "rescue" as seen below. It's all a training stunt at Naval Air Station, Corpus Christi, Tex.

Dutch Guerillas Fight In Sumatra

LONDON, Dec. 31. (AP)—Dutch guerillas are fighting in the center of Sumatra, in the Netherlands East Indies, where the Japanese recently claimed all resistance had been wiped out. Queen Wilhelmina of the Netherlands disclosed today in a New Year's broadcast.

Addressing all her subjects, the queen declared "we approach the new year promising each other not to rest once the hour of liberation has struck until the great goal which has always been before you has been reached."

Cost Of War Is Staggering

WASHINGTON, Dec. 31. (AP) Every passing hour of 1943 saw more than \$10,000,000 pouring out of the treasury to meet the staggering costs of global war.

While final figures will not be available until next week, indications today are that 1943 governmental spending will approach \$86,000,000,000—more than \$82,000,000,000 of which will have been for war purposes alone. Thus of the \$24,000,000,000 spent every day of the year, over \$225,000,000 went to put Hitler back on the defensive.

Income, although the highest in history, failed by \$53,500,000,000 to equal out-go. The \$34,500,000,000 in 1943 receipts was more than double the \$16,400,000,000 collected in 1942, when total expenditures amounted to \$56,200,000,000, nearly \$50,000,000,000 for the war.

The national debt climbed from \$12,471,000,000 at the end of last year to nearly \$170,000,000,000.

Chets Suffer Big Defeat, Reported

LONDON, Dec. 31. (UP)—A Cairo dispatch from royal Jugoslav headquarters reported today that 14,000 of Marshal Drzic's Mikhailovitch's Chetnik troops have been isolated in the Dinaric Alps by numerically superior German forces.

The dispatch said the encircled Chetniks were fighting desperately with their backs to the northern Dalmatian mountains, with little hope of relief from the nearest Mikhailovitch units at Herzegovina.

Scrap Drive Is Progressing Now

New areas in Las Vegas that have been missed in previous scrap drives are asked to contact the civilian defense office by phone and the scrap will be picked up by committee members, it was announced today by the office. If any salvage material was missed in today's drive it will be picked up Monday, it was reported.

Reece Turner Is Sent To Tonopah

Reece Turner, who has been on the staff of the Bank of Nevada in Las Vegas for the past year, left yesterday to begin his new duties at the First National bank in Tonopah.

Turner had made his home in Las Vegas for the past several years and was employed at the Sal Sagey and Apache hotels prior to his bank employment here.

EL PORTAL FIRST RUN SHOWING

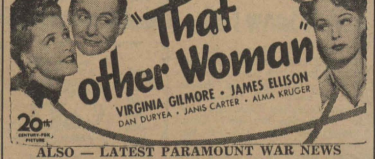
TWO SWELL HIT FEATURES TODAY AND TOMORROW

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RECORD SET RICHMOND, Calif. Dec. 31. (AP)—With the launching today of the Liberty freighter George Luks at yard No. 2, the four Kaiser-operated Richmond shipyards set a yard production record of 305 vessels of all types for 1943, Manager Clay Bedford announced. CLASSIFIED ADS BRING RESULTS

OFFICIALS ON TRIP V. E. MacDonnell, chief engineer, and H. H. Gillings, electrical superintendent, both of the Steamship Magnesium, Inc. plant, have left on a business trip to Chicago and New York City.

AL SMITH HONORED NEW YORK, Dec. 31. (AP)—A special apostolic benediction from Pope Plus XII and congratulatory messages from President Roosevelt and Governor Thomas E. Dewey of New York were conveyed yesterday to former Governor Alfred E. Smith on his 70th birthday. FINED IN COURT Walter Johnson, 45, was fined \$15 in Las Vegas Justice court Wednesday on charges of disturbing the peace.

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RODEO AND THRILL CIRCUS SUNDAY—JANUARY 2ND—2:00 P. M. BRAHMA STEER RIDING AND ROPING BRONC-BUSTING PURSE PRIZES—ALL EVENTS AMATEURS AND PROFESSIONALS RODEO PARADE TOMORROW—NEW YEAR'S DAY STARTING AT MAIN AND FREMONT AT 4:00 P. M.—ALL RIDERS INVITED THE AERIAL BARETIS SEE THE DARING ACROBATIC FEATS ON TOWERING 125-FOOT POLE! SOMETHING DOING EVERY MINUTE! REFRESHMENT CONCESSION WOMEN'S AMBULANCE AND DEFENSE CORPS OF AMERICA PROCEEDS TO PURCHASE ANOTHER AMBULANCE —AND BEFORE THE RODEO THE TREASURE HUNT ON HORSEBACK SUNDAY MORNING—11 A. M. RIDERS MUST REGISTER BEFORE 10:30 A. M. SUNDAY At Hotel Desk or Gay 90's Bar YOU'LL WANT TO TRY TO WIN THOSE PRIZES Three Major Prizes Sponsored by M. W. DAVIS JEWELRY CO. SEARS-ROEBUCK CO. LAST FRONTIER GIFT SHOPPE 12 CONSOLATION PRIZES—HOTEL LAST FRONTIER Prizes Now On Display at Gift Shoppe

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DANCE TIME FROM 7:00 P. M. Sundays From 6:30 P. M. FRED KETCH and His Pal "Jerry" EVELYN FARNEY Queen of Taps LOUIS and CHERIE Novely Acrobats SHOW TIME TONIGHT 9:00 P. M.—11:00 P. M. Charleston Is the Place! HOTEL THE EARLY WEST IN MODERN SPLENDOR LAST FRONTIER

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