

There have been no complaints of overcharging since the new method was tried in Detroit, Mr. Austin said, although the streets of the city were icy for almost three months of the winter.

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#### EGGS BY THE POUND POPULAR, SAYS OREGON WEIGHTS EXPERT

A hen's life is just one thing after another. Take Oregon now. It isn't enough for a hen in Oregon to turn out her quota of eggs per year, but she has to lay eggs weighing at least one and five-sixths of an ounce, if she wants to come up to the standard set in the recent state egg law.

All because Oregon dealers are rapidly abandoning the old American tradition of selling eggs by the dozen and are selling eggs by the pound.

How this innovation is working in the state and how it is becoming popular - with the dealers if not with the hens - was described at the recent meeting of the National Conference of Weights and Measures, by William A. Dalziel, deputy state sealer of weights and measures of Oregon.

Mr. Dalziel exhibited some of the types of weighing devices which have come into use for weighing eggs to determine their grade. Some of the devices being used are not accurate, he declared. He urged that, since the practice of selling eggs by weight is spreading steadily, the devices used for grading them should be standardized and placed under the weights and measures laws.

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#### NEW STRUCTURAL MATERIALS TO MAKE AIRCRAFT SAFER

Structural material, and not engines or machine design, is the big problem today in aircraft development. Such is the experience of J. H. Kindelberger, engineer in charge of United States mail and military airplane construction in Santa Monica, Calif.

The imminent failure of the spruce lumber supply normally available from Oregon and Washington means that the all-metal plane is now the only real prospect of the future. Strangely, no material has yet been found, even in the domain of heat-treated steel and light alloys, which is equivalent, pound for pound, to straight-grained clear spruce for the main skeletal support of an airplane. Millions of feet of spruce in fact the major stocks of the northwest mills, have recently been rejected, however, by airplane lumber scouts. The few thousand feet of lumber deemed suitable for the work will be utterly inadequate in the face of the extensive development of the air service now in prospect. Thorough and most extensive research is now progressing with alloys of aluminum, copper and manganese.

Sheet metal stampings and seamless tubes of aluminum alloys are proving successful for cross braces and minor support members, also for flooring and sheathing of various sorts. Castings, heretofore considered unsafe under the strain of air service, are being made of more ductile metal, and will be available.