

Motor Vehicle Registrations Set All-Time Record

Motor vehicle registrations in Oregon topped 535,000 in 1947 for an average overall increase of nearly 14 per cent. Secretary of State Earl T. Newberry has revealed.

Tentative figures show that passenger cars passed the 405,000 mark, a gain of 12 per cent over last year and an all-time high. Trucks showed an even larger increase of 19 per cent to account for the combined figure.

Total registration fees reached \$5,523,000, nearly \$1,000,000 more than 1946.

Drivers' license fees were nearly \$343,000, or more than double last year's receipts. This gain is due to the drivers' license renewal program set in motion by the 1947 legislature and now in full-scale operation, Newberry pointed out.

Despite the climb in both number of vehicles and in miles traveled, Oregon's traffic death toll showed a decrease in 1947 for the first time since the war year of 1943, Newberry said.

"We have shown it can be done," he declared. "It is up to all of us to continue and even accelerate the downward trend of deaths and injuries on the highways."

He urged greater caution by motorists and pedestrians alike during the remaining winter months, which invariably exact higher-than-normal accident tolls.

Slayer of Wife Given Life Imprisonment

VANCOUVER, Wash., Jan. 24. (AP)—Clifford C. Spear's wife was found slain Monday. Today he was under a life imprisonment sentence.

The La Center farmer, 46 years old, pleaded guilty yesterday to second degree murder and was sentenced at once by Superior Court Judge Eugene Cushing.

Flying Watch-Charms Actually Flies



This is an airplane, and it flies. The vest-pocket plywood-and-parachute contraption made its successful maiden flight in Milwaukee, Wis., with Robert E. Huggins, left, at the controls. It took Edward O. Keffenheim, right, a year and \$500 to build 500-lb. plane.

Displaced Persons Still Problem In 3rd Postwar Year

By PETER EDSON
WASHINGTON (NEA) — This is the third winter since the end of the war, and still the problem of what to do with some 850,000 displaced persons who can never go home has not been licked. What's worse, it will be another three to five winters before the problem can be cleaned up. Half are women and children. Four out of five are Christians. One in five is Jewish.

These DP's are now located, roughly, 650,000 in Germany, 100,000 in Austria, and 100,000 in Italy. They are kept in DP camps. They cost the U. S. nearly \$150 million last year, in food, shelter, clothing and protection. As the U. S. takes over the costs of British zones in Germany and Austria this year, the cost may go to \$250 million. Obviously, the cheapest and best thing to do is to help resettle them.

They want another chance. On only two things do they appear to be adamant. They will not return to the now-Communist dominated countries from which they came for fear of persecution. They will not help rebuild Germany.

The plight of these people is due for another airing in coming months as Congress takes up two bills intended to admit up to 400,000 as U. S. immigrants during the next four years.

Congressman William G. Stratton (R-Ill.) has proposed that 100,000 displaced persons be admitted to this country every year for the next four years. Hearings on this bill were completed last summer. But the measure is now bottled up in a House Judiciary sub-committee under Congressman Frank Fellows (R., Mo.). Shortly before Congress recon-

sed last July, Sen. Homer Ferguson (R-Mich.), six other Republican and two Democrats introduced another DP bill. It would admit to the U. S. during the next four years any displaced person who could qualify under the U. S. immigration laws.

The lobby in support of these bills and the lobbies against have both been heavy.

Whether the Stratton or the Ferguson bill is finally adopted by the UN General Assembly in December 1948, the deal was that IRO would not come into being until its constitution was ratified by 15 nations.

Until that time, a Provisional Commission of the International Refugee Organization—PCIRO—was to take over the DP relief work from UNRRA. PCIRO set up headquarters at Geneva, Switzerland.

There is little that PCIRO can do, however, until more countries pay up their share of the operating costs and ratify the IRO constitution. In the past year only 12 governments have acted. They are Australia, Canada, China, Dominican Republic, France, Guatemala, Iceland, Netherlands, New Zealand, Norway, United Kingdom and U. S.

These countries have provided three-fourths, or \$115 million out of the \$155 million budget considered the minimum necessary to care for and resettle the refugees. The U. S. share was \$71 million this year, will be the same next year.

Nine other countries have signified their intentions of coming in, but haven't formally ratified. In the meantime, the Preparatory Commission—PCO—is doing what little it can. General Executive Secretary of PCO is an American, William Hallam Tuck. His principal effort has been to get UN members to accept proportionate quotas of refugees they'll admit.

To date some 17 countries have agreed to take 300,000 DP's. Actually, they have taken only 112,000 in the past 10 months. The U. S. has taken 25,000 under regular immigration quotas. But Congress will have to act before this country can take more.

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Hegel on Committee to
Have Y-Club Government

PORTLAND, Jan. 27.—(AP)—Members of Oregon High School H.Y. and Tri-Y Clubs will take over reins of the state government for two days in April as part of a national YMCA program in citizenship.

Dr. U. G. Dubach, Lewis and Clark College, state chairman of the YMCA youth and government program, said 70 boys and girls would be elected to a model legislature to convene in Salem and clubs will elect officers from the governorship on down.

Adult state committee members include Rex Putnam, Salem; Douglas McKay, Salem; Tinkham Gilbert, Salem; Frank Bennett, Salem; George H. Carey, Pendleton; C. C. Fiegel, Roseburg; Clayton Burrell, Klamath Falls.

Threat of Gasoline Shortage Seen By Oil Industry Heads

NEW YORK (AP)—If you think the oil and gas situation is tough now, look at what some of the men in the oil industry expect in the year ahead:

1. Demand for oil in the United States this year will top last year, when shortages and threats of shortages were too common for comfort.

2. A gasoline shortage next summer may grow out of the industry's plan to boost production of fuel oil this winter.

Industry spokesmen think they may be called upon to find 146,750,000 more barrels of oil this year than last, when they strained transportation and refinery facilities to provide 2,137,000 barrels.

Petroleum economists cite the growth of per capita consumption in the United States from 367 gallons in 1941 to 608 in 1947. Total consumption last year was 10 per cent above even the wartime peak. Barring a depression, the demand is expected to rise this year.

The gasoline shortage threat comes from this: To meet the present emergency and provide more heating oil, the industry is being asked to turn a greater percentage of its crude oil into heating fuel and, therefore, less into gasoline.

Some say this may reduce gasoline stocks so much that when warm weather lures you onto the open road again, the gas shortage may be as troublesome as the present heating fuel shortage.

Industry spokesmen still believe the oil companies can meet this year's demands without any real hardship for anyone, but they say there may be dry spots due to distribution difficulties.

U. S. cities vary sharply in the use of certain fish products: St. Louis being a good market for Atlantic whiting, Denver for Pacific halibut, Oklahoma City for Pacific sablesfish and Buffalo for Great Lakes blue pike.

Virtually all but one-man owner-operator shops in Portland are involved in the negotiations.

State Press Comment

In a recent radio forum, Eugene Allen, school director, opposed a proposal that automobile driving be taught in the high schools of Portland. Very carefully Mr. Allen explained that he took his position, recognizing that it is a very good thing to know how to drive, but that school finances

wouldn't be equal to present commitments and the additional costs.

Now the Oregon division of the Isaac Walton League of America, Merle J. Brown, president, announces an essay contest for eighth grade students in the schools of Oregon. The subject: "Why conservation of wildlife resources should be taught in the public schools." An opening paragraph reads:

"Whether knowledge of wild life and its protection shall be a text in the Oregon public schools is being taken to a new jury, the children themselves."

Presumably some one in authority will reply, as did Eugene Allen to the driver-training proposal, that to know how to conserve and protect the wild resources of

the state is a very good thing—but that present school budgets won't carry the additional cost.

And this leads to a bit of thinking about the purposes of education.

There are certain fundamentals such as reading and writing and arithmetic that have been carried over from generation to generation and are doubtless still-valued, although whether spelling continues to be taught as a part of writing is often challenged.

But, by and large, education is preparation for life—life as it is lived. Pioneer education didn't include driving, there were no automobiles; it didn't include wild life; civilization hadn't brought wild life to the vanishing point.

Adherence to the definition of education as preparation for life would infer competency in dealing with the factors of life. Automobile driving is one of these, and most traffic accidents are judged against the lack of skill or the heedlessness of youth. The desirability of maintaining wild life in parallel process to that of modern civilization will not be contested. Nor will such desirability be impressed without teaching.

The commitment of school funds should be restudied. Education is faulty that does not prepare for competent and happy life in the present and the future. In fact it is only half education half alive when confined to the narrow groove of tradition.

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