

## Finger Tip Pressure on New Gadget Dents Hardest Steel

By HOWARD W. BLAKESLEE  
Associated Press Science Editor

KEARNY, N. J.—(AP)—The pressure of your finger tip can make a dent in the hardest steel.

You can do this with a new device for testing hardness in the laboratory of the United States Steel Corporation. Hardness usually is measured by a hammer-like blow.

About as much strength as one finger pushing a beer glass will do it the new way. The tester is a diamond, cut so that one side is a square pyramid. The square is barely visible. It can make three separate dents in the width of a human hair.

Steel is polished until its face is as flat and smooth as glass. This face shows the outlines of the grains and crystals that form the metal.

The diamond is set in a holder about the size of a man's finger, and pushed by machine against

the polished surface. The diamond always makes a dent, because it is so small. The depth of the dent measures the hardness.

This hardness in a metal is not something that spreads uniformly through the structure. Some of the particles on the steel surface are very hard, others fairly soft.

Dr. J. B. Austin, director of the Steel Corporation's research, says that the diamond point will differentiate between tiny particles in steel that appear identical under a microscope. The diamonds show the wearing qualities of steel, and how to improve resistance of the metal to abrasion.

The diamond tests are used in learning the strength of welds, also in improving cutting tools. The hair spring of a watch can be touched with the diamond to give a reading of hardness not otherwise possible.

## Minimum Wage Increase Opposed by Lumber Industry

WASHINGTON, Feb. 7.—(AP)—The lumber industry told Congress yesterday that it opposes a raise in the minimum wage.

Spokesmen for whole sections of the industry said an increase will force thousands of mills to shut down or go bankrupt, lay off workers, and cut lumber production.

They testified to the House Labor Committee.

Before the committee is a bill to hoist the minimum pay rate

in interstate businesses from 40 to 75 cents an hour, with arrangements for pushing it on up to \$1 in some cases.

This was described as a "dangerous program" by Walter W. Kellogg of Monroe, La. He spoke for the National Lumber Manufacturers Association and particularly for the southern hardwood producers.

Kellogg said the "escalator provision" for moving up to \$1 should be abandoned. If it is kept, he said, there should be a system for reducing the minimum wage as well as raising it.

## Blizzard Blankets Almost All Oregon

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from visiting his parents at Prospect.

Injured in the bus mishap were Miss Dorothy Hyatt, 44, Redding, Calif., and Mrs. Florence Williams, 65, Barnesville, Minn.

State police said the Greyhound bus overturned on Highway 99 two miles north of Leona while passing a southbound truck. The bus ran off the road onto the soft shoulder and then flipped onto its left side. The driver was identified as Harold Willard Rasmussen, Eugene. The accident happened at 9:55 p. m.

The other passengers continued southward in a second bus dispatched from the Eugene terminal.

## Plows Kept Busy

Mountain passes were hit early. The Santiam Highway was closed early yesterday by a slide at the summit. Plows kept one-way traffic moving at Government Camp on Mount Hood, but Timberline Lodge guests were marooned by the 20 inches of snow that had fallen there by mid-day. Traffic over the Willamette Highway was discouraged.

The all day long snow gave the Klamath basin and the Lakeview areas their heaviest snow of recent years. The Lakeview-Klamath Falls road and the Green Springs road to the Rogue Valley were closed by late yesterday afternoon. By nightfall, highway crews were flagging down all motorists and turning them

## Back from routes leading into the basin.

Southern Pacific trackmen labored to keep the line open between Klamath Falls and Oakridge. And in eastern Oregon, Union Pacific trains were subject to stop orders at nearest terminals.

## Plows Bog Down

The storm was giving way to light snow or sunshine in most of Oregon today, but the state still struggled with the snowbanks that piled up over the weekend. "The road conditions in Southern Oregon are the most rugged since 1919," said J. G. Bromley, State Highway Commission resident engineer at Grants Pass.

Two big snowplows bogged down on the Pacific Highway 40 miles north of Grants Pass. Northbound buses were being stopped at Medford, and flagmen were warning motorists at Grants Pass.

Buses were rolling over the Willamette Highway and the key U. S. 97 Highway. The latter reop-

## Tax Program Snarled At State Legislature

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erty tax for state purposes next year. The opponents also claim they have a majority of the committee on their side.

Some committee members described the situation as "hopeless," as they fear the session might be even longer than the record 84-day session of 1947.

Major issues held up the Joint Ways and Means Committee, which has the tough task of making all appropriations, hasn't done anything yet. It can't until the tax committee gets its bills finished. You can't spend money until you know how much is going to come in.

Besides the tax bills, power, education and highways are shaping up as the biggest issues. But nothing has been done about them yet.

The power dispute is a three-play affair. The three bills would forbid building a power dam on the Deschutes River, let the Governor allocate power in emergencies, and ask Congress to create a Columbia Valley Authority.

The biggest education problem is whether to increase state aid for schools from \$17,000,000 a year to \$32,000,000.

An expanded highway program is the main highway issue. The Legislature probably will approve the 1-cent a gallon increase in the gas tax, but there is much arguing over whether to double the \$5 auto license fee.

## Big Navy Transport Plane Completes Round Trip

SAN FRANCISCO, Feb. 7.—(AP) The Constitution, giant Navy transport plane, completed its inaugural transcontinental round trip early today, arriving at nearby Moffett Field from Washington.

Because of strong headwinds the time of the return flight to the West Coast was almost double that of the eastward flight Thursday.

It took 18 hours and eight minutes to return, including an hour-and-a-half stop at Olathe, Kan. The plane refueled there.

## Young & Co. Branch Bank At Sutherlin Opens

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T. B. Garrison and E. G. Young. In addition to the parent bank at Oakland, an interest in the Douglas County State Bank at Roseburg, and the new branch opening at Sutherlin today, members of E. G. Young and Co. have wide business and property interests, are closely identified with varied agricultural and industrial activities.

Additional details and pictures on page 3.

ened at 11 last night, when the storm eased off.

Wet snow broke telephone lines between Portland and Tillamook.

## Mindsenty Awaiting Sentence in Hungary

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prayers for the "persecuted, tortured, victimized" primate.

Msgr. Fulton J. Sheen, professor of philosophy at the Catholic University of America, said in a "Catholic Hour" radio broadcast "A new crime has arisen in the world—the crime of believing in God."

"If the new crime be to believe in God," he said, "let us all be criminals. If the new treason be to betray Red Nazism, let us all be traitors."

The Methodist chaplain of the United States Senate—the Rev. Dr. Frederick Brown Harris—said in a sermon in Washington "All Christendom is on trial. . . . The battle is drawn between Christ and anti-Christ."

The Rev. Daniel A. Poling, president of the World Christian Endeavor Union, said in Boston the trial is a "rape of justice."

## Plains Area, Northwest Lashed by New Storm

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souri, Idaho and Oregon were attributed to the weather. Kenneth Bright, 23, of Twin Falls, Ida., died of exhaustion and exposure after he and two companions hiked miles to a farm house from their auto, stalled in a snow drift. His companion's condition, was critical. Russell A. Stevens, 25, Montpelier, Ida., died of carbon monoxide fumes while attaching chains to his tires at Diamondville, Wyo. An Oregon motorist also died of monoxide fumes after his car stalled in snow near Crater Lake.

At Albuquerque, N.M., J. Fawcett of Boston, general manager of the National Wool Marketing Association, said the storms in that area had cut 37,000,000 pounds off the nation's estimated 1949 wool clip.

## MEETING POSTPONED

Meeting of the Douglas County Realty Board scheduled tonight at the Umpqua Hotel has been postponed until further notice.

The two principal speakers, Reid Ireland, president, and Taylor Treeze secretary of the Oregon State Real Estate Brokers Association, notified the local organization they could not come here from Portland because of snow-blocked highways.

## Snowfall in Roseburg Crowds All-Time Mark

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east of here, and 86 inches at Diamond Lake.

The weather forecast was for intermittent snow flurries today, clearing this afternoon, and mostly cloudy tonight and tomorrow. The Weather Bureau reported that 6.8 inches of snow had fallen in Roseburg up to 9:15 this morning. This record is exceeded only by that of Dec. 29, 1898, when 7.5 inches of snow fell here.

Other record snowfalls, since establishment of the Weather Bureau office in Roseburg in 1885, included: 1893, 5.1 inches; 1902, 5 inches; 1898, 4.8 inches; 1939, 2.7 inches.

## CLASS CANCELED

An extension class in the Natural History of Oregon, scheduled tonight at Junior High School, has been canceled because the instructor, Dr. Ruth Hobson of Eugene, is unable to come here due to highway conditions, said superintendent of schools Paul S. Elliott.

## Plywood and Wallboards

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## Reorganization Plan Of Government Offered

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Board and Securities and Exchange Commission—which many congressmen have proposed putting out of the President's reorganization reach.

The report was the first chapter of a massive blueprint for federal reform—which Hoover has said could save the taxpayers "billions"—to be handed Congress in 15 installments before March 31.

The job Congress gave the commission was to seek ways of cutting expenses, preventing overlapping, dropping unnecessary offices, consolidating those doing the same work, and clearly outlining the activities of the agencies which remained.

The commission found that "the United States is paying heavily for a lack of order, a lack of clear lines of authority and responsibility, and a lack of effective organization," and it said that "to remedy this situation is the first and essential step in the search for efficiency and economy."

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# If you want fewer products—increase taxes




**1. Every time** a new person is added to the population of the United States it takes \$110 worth of refining equipment, distribution facilities, oil wells, etc., to supply him with the petroleum products he needs. It's up to the oil companies in this country to see that those additional facilities are provided.

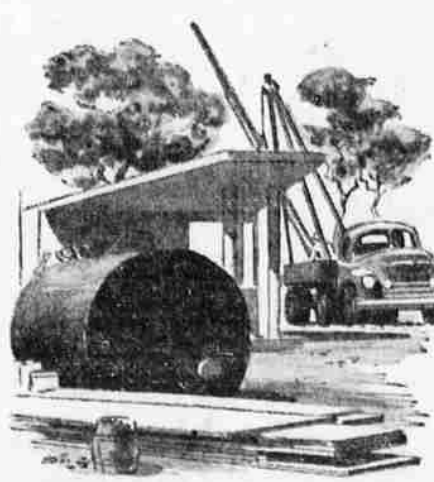
\*Statistics based on period 1941-1947.



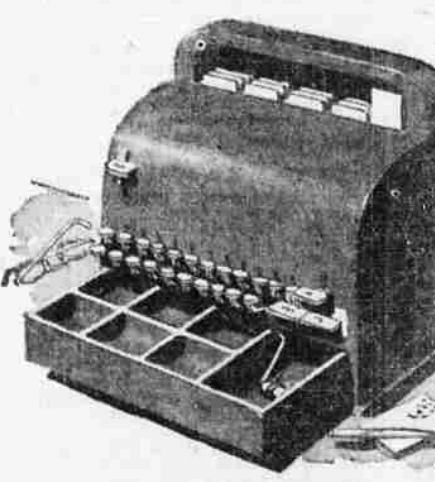
**2. On top of this,** the amount of petroleum products that the average American needs has been increasing each year. Between 1940 and 1948 the annual per capita consumption in the U. S. increased 39%. So it's up to the oil companies to see that additional facilities are provided for this increased consumption as well.




**3. In the five western states** served by Union Oil Company the population has increased about 40% since 1940. In order to supply our share of the requirements of these new people—plus the increased requirements of our old customers—Union Oil had to spend \$192,000,000 on new facilities, modernization of old facilities and replacements between 1940 and 1948.



**4. Approximately 156 million dollars** of this money came out of earnings of the company and from funds that had been set aside for replacement of facilities (depreciation). But the rest had to be secured through outside financing—either by borrowing or by the sale of preferred stock.



**5. In other words,** when all our costs of doing business were met, our employees paid and our stockholders given a reasonable dividend, there wasn't enough cash left over—in spite of our so-called high profits of the last two or three years—to finance the facilities that had to be added. We had to go outside the company to get the money—a process you can't continue forever.



**6. The moral of all this** is that at today's high costs you have to have high profits\* if the increasing requirements of the American people are to be met. For most of those high profits go right back into increased facilities. Any attempt to "redistribute the wealth" by further taxing those profits will only end in fewer facilities, less products, higher prices and shortages.

\*High, that is, by accepted accounting practices and today's tax procedures.

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