

Safeguard Against Dams For Salmon Demanded

PORTLAND—(AP)—Safeguards for salmon runs must precede erection of additional big dams on west coast rivers.

That was the demand of the Pacific Marine Fisheries commission which is meeting here.

A resolution pointed out that the commission was not opposed to dams, but wanted assurance—beforehand—that salmon runs would be protected. Particular concern was expressed over power proposals for British Columbia's Fraser river.

The commission also suggested a survey by the three west coast states to determine the number of salmon caught by sports fishermen.

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Canada, Britain, U. S. Outlining Atomic Research

By JOHN M. HIGHTOWER
WASHINGTON, — (AP)—The United States, Britain and Canada have virtually completed the broad outlines for a new partnership in the development of atomic energy and atomic bombs. The next move will be for the State department to take up the proposals with congressional leaders.

The proposed plan—which will apparently come to nothing unless Congress is prepared in some way to authorize it—reportedly would provide for continued concentration of atomic weapon manufacture in this country. It is said to contemplate that British and Canadian scientists would participate in the work.

Discussion of the three powers' roles moved to the foreground, at least temporarily, with the lull in the congressional atomic investigation. That inquiry deals with how the Russians were able to get atomic materials from the U. S. during the war. Congressional probes said over the weekend they have asked for wartime records of the Chemical Warfare service as a possible clue.

Under the projected American-British-Canadian partnership in the future, Britain would abandon its plans for making A-bombs, as in fact it appears to have done already. Thus would end the threat of a future British claim to a larger share of the Belgian Congo uranium—the greater part of which now comes to the United States.

Responsible authorities say there would be several advantages to this arrangement. First, it would assure the western world a maximum of output of atomic bombs of the kind the United States is able to make in the shortest possible time. Second, it would prevent dispersion of effort as between this country and Britain. Third, it would mean the continued attachment of atomic plants, including weapons factories, in places remote from any possible European war area.

Britain and Canada, for their part, would continue fully the kind of experimental work in basic atomic research which they have been doing. They would have far greater access to so-called



ELKS' CHARITY SHOW DIRECTOR—Bill Croarkin, above, Geller productions representative, is director of the second annual ELKS' home talent charity show, "Talk About Town." The show is to be presented Dec. 15, 16 and 17, with a special student performance slated for Dec. 14, 7:30 p. m., at the junior high school auditorium. Croarkin, a native of Missouri, and graduate of Loyola university (Chicago) has been engaged in theatrical activities in Chicago, Washington, D. C., St. Louis and Los Angeles. Recent productions he has directed include the Baker Oregon Trail Days celebration, Las Cruces (N.M.) Centennial Pageant and "Cactus Capers" for the Las Vegas, Nev. Jaycees. Croarkin is optimistic about the Roseburg show, saying rehearsals are going "exceptionally well." He said the town is rich in talent and the cast will offer two hours of solid enjoyment in this laugh-packed, beauty-decorated Christmas show. All proceeds go to the ELKS' Christmas Charity fund.

atomic secrets than the United States has permitted them in recent years. And apparently they would in emergency have demand rights against the atomic weapon stockpile in this country.

almost an hour after the accident and the Shasta picked up its schedule out of Eugene an hour behind time.

Damage to the train is estimated by Southern Pacific officials at \$2,500 but the logging truck is almost intact. Seventy-five-foot logs loaded on the truck were splintered at the impact and scattered over the crossing. The train was traveling 79 miles per hour when the engine rammed the tail end of the truck.

House Will Quiz Gen. Groves Again

WASHINGTON, — (AP)—The House un-American Activities committee has decided definitely to recall Lt. Gen. Leslie R. Groves and former Major George Racy Jordan for more questioning on wartime atomic leaks to the Russians.

Rep. Harrison (D-Va.), a committee member, said that Chairman Wood (D-Ga.) advised the committee counsel Frank Tavenner, by telephone that he wants Groves and Jordan to come back to the witness chair. Tavenner said he will ask them to be here next Monday.

It was Jordan who testified last week that the late Harry L. Hopkins put on pressure to speed an atomic shipment to Russia during the winter of 1943-44. Jordan said that at least a man who said he was Hopkins telephoned him at the Great Falls, Montana, air base where Jordan was stationed.

Friends of Hopkins have commented that Hopkins was ill and inactive in government in the first half of 1944.

Groves testified that neither Hopkins nor former Vice-President Henry Wallace tried to pressure him into supplying atomic materials or secrets to the Soviets.

There were indications that some committee members want to ask Groves more about some of the things he has said in press interviews since his testimony.

Another reason for recalling Groves is the protests from Republican committee members that they were not present when he was heard last week.

Shasta Daylight Rams Truck, Scattering Logs

EUGENE, Dec. 13 — (AP)—The Shasta daylight smashed into a logging truck on the tracks between Harrisburg and Junction City at 9:51 a.m. Monday and the unidentified driver miraculously escaped injury. No one was injured on the crack San Fran F co-bound streamliner.

Engineer H. L. Mercier of Portland pulled away from the scene

New Australian Prime Minister Is Sharp Debator

By Barbara Gormly
SYDNEY, — (AP)—Robert Gordon Menzies, the 54-year old Melbourne lawyer who will be Australia's next prime minister, is a fervent believer in the free enterprise system. He is probably Australia's sharpest debater in Parliament and on the stump.

For the tall, thickset, and greyling politician this will be his second term as leader of the government. He was prime minister of Australia from 1939 to 1941—the youngest empire prime minister of that early war period.

Since he went out of office he has been almost continuously the leader of the opposition. For a time his closest liberal friends despaired he ever would lead the party to victory. They said: "Bob Menzies is not clever enough to hide his own cleverness." Another said Menzies had every good quality except as a vote-getter. Saturday's election disproved these fears.

Menzies wants a world in which ambition is encouraged, in which there are rewards for the courageous and the shabby, in which, as he puts it, "there is no foolish doctrine of equality between the active and the idle, intelligent and dull, frugal and improvident."

In a campaign speech he said: "We must choose between the ancient British idea that the government is the servant of the people and the shabby, defeated continental idea that we are servants of the government."

You would think twice before jocularly slapping this broad-shouldered man on the back. He commands respect, but does not invite familiarity.

He was a brilliant student as a youth. He started law practice in Melbourne at 24 and became Australia's youngest king's counsel, a British Empire ranking for senior barristers.

He entered politics in 1926 and has been in the thick of practically every political fight since between free enterprise and labor forces.

He was attorney general in the federal government of Joseph A. Lyons from 1934 to 1939 and when Lyons died in 1939 Menzies assumed the premiership. He was forced to resign when he lost support of two independents who had kept him in power.

The people of Australia may never feel close to their forceful blue-eyed Prime Minister—but they will respect his brilliance.

Business, Labor Pledge Support Of Hoover Report

WASHINGTON — (AP)—Cooperation by both business men and labor has been pledged in a campaign to push through congress the government reorganization steps recommended last spring by the Hoover commission.

The drive was launched at a national reorganization conference—a two-day meeting called by the non-partisan, non-government citizens committee for the Hoover report.

The citizens committee was formed last summer as a "lobby" in behalf of the recommendations for federal economy and efficiency made by the commission headed by former President Herbert Hoover.

Walter J. Kohler Jr., Wisconsin manufacturer, said in an address prepared for the opening session that "only the first skirmishes have been won. Major battles remain to be fought."

Letters to congressmen and group resolutions were urged by Oveta Culp Hobby, wartime commander of the Women's Army corps and executive vice president of the Houston Post.

"The American people owe it to their congressmen to tell them of their interest," Mrs. Hobby said.

Kohler, president of the Vollrath Corp., Sheboygan, Wis., declared that businessmen have no greater interest than labor in cutting government costs, despite the tax burden on corporations.

"Businessmen are realistic enough to know that corporations do not pay taxes," he said.

"Only people pay taxes. All corporations do is to collect them." That view was echoed by Stanley Ruttenberg, education director of CIO. Declaring CIO's support for the basic aims of the Hoover program, he said:

"It is the working man of America who pays taxes and if waste and inefficiency and duplication can be eliminated from

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the activities of our federal government and result in reduced expenditures, the working man stands to benefit."

Ruttenberg cautioned, however, against reading into the Hoover recommendations merely a program for saving money. The only way that "significant" sums can be saved, he said, is to eliminate essential activities—a course which the Hoover report did not support.

Freight Line To Hold Annual Award Dinner

Consolidated Freightways will hold its annual Safety and Service award dinner at the Roseburg country club, Saturday night, Dec. 17.

About 30 employees and their guests are expected to attend. Safe-driving awards and service

awards will be presented following the dinner. A series of skits and other entertainment will conclude the evening.

Consolidated, one of the largest motor freight carriers in the United States, was organized over 20 years ago in Portland. Serving the west from Seattle to Salt Lake City and from Oakland to Chicago, the company offers heavy hauling and moving van services as well as the regular fast freight.

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The next day a thirty-gallon tank which had been a kitchen water heater was installed opposite the main gate at the plant. To it were attached a valve-controlled hose and a glass gauge... so gas could be poured directly into the customers' cars.

That makeshift arrangement was the first service station in America.

Today there are more than 10,000 Company and Independent Dealer stations selling Standard of California products. The services and conveniences they offer... the improved products they sell... would probably make them hard to recognize by the men who developed the first station. For the people of Standard today, as then, continue to seek ways to make better products—and to serve better the people who use them.

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