

# Young GOP Devises Alternate Reapportionment Plan; Allows For Changes Every 10 Years

By Winston H. Taylor  
Staff Writer, The Statesman

Mandatory reapportionment of the Oregon legislature every 10 years under a compromise plan, midway between plans offered by legislators, was recommended Saturday by a special committee of the Oregon Young Republican federation. If approved by the federation's general club, the program is to be proposed as a constitutional amendment on next November's ballot.

In general, the proposal calls for no county to have more than one-fourth of the membership of either house, would boost the senate from 30 to 36 members and would end most of the splitting of seats among two or more counties.

The recommendation calls for the following principles:

**House**—Each county to have at least one representative. With total strength continued at 60, other 24 members would be apportioned on basis of population. No representatives would be split among counties.

**Senate**—Membership increased from 30 to 36, in answer to concern expressed by some experienced senators that there are too few senators to do the required job. No district would include more than three counties, all of which must be contiguous. No county which has sufficient population to have a senator would be grouped with other counties in a district for a joint senator. Districts would be as nearly equal in population as possible.

**General**—No county to have more than one-fourth of membership of either house.

**Responsibility**—If legislature fails to reapportion following decennial census, responsibility would fall to secretary of state. If he failed he would be subject to mandamus action, required by the court to pursue specified procedure.

Freeman Holmer, professor of political science at Willamette university and committee chairman, said the plan "is a compromise between the extreme views of the federal plan and the pure population plan, in an attempt to recognize both area and population."

**At Open Meeting**  
Three plans were presented in an open meeting Saturday morning—the federal plan of one senator from each county and representatives on the basis of population, offered by Rep. Giles French of Moro; both houses on a population basis, offered by Walter H. Dobb of Eugene for Sen. Richard Neuberger; a plan from a group of young republicans on the Willamette campus, presented by Prof. Mark Hatfield, calling for a house like that in the adopted plan and a senate on a population basis with a limit of 10 members to any county.

Appearing at the meeting with suggestions or advice were Representative French, Rep. Rudie Wilhelm of Portland, Rep. John Steelhammer of Salem, President Lowell Steen of Oregon Farm Bureau

federation; President Eddie Ahrens of Marion county bureau, and President Jim Collins, Portland, of the Young Republican federation.



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# Hoax Leads to Questioning on UAW Violence

By Glenn Engle  
DETROIT, Jan. 7 (AP)—Six teams of detectives questioned a 558-a-week employee of the CIO United Auto Workers today about a campaign of violence against the union over the past two years.

William K. Thomas, 58, steadfastly denied after five hours of grilling any knowledge of the attempted assassinations of the Reuther brothers.

The white-haired night watchman also denied knowledge of an attempt to blow up union international headquarters. He insisted his only part was in helping find the dud dynamite bomb plant there December 20.

After 13 hours of grilling, Thomas admitted late last night he faked a torture-kidnaping story early yesterday. The hoax led police to question Thomas about the entire campaign of violence that led the U. S. department of justice to order an FBI investigation.

Despite offers of nearly \$250,000 in rewards, authorities have failed to solve the attempted shotgun assassinations of Walter Reuther, UAW president, and his brother, Victor, UAW education director. After admitting the kidnap hoax, Thomas told police he had brooded ever since the bomb plot disclosure.

"I wanted to kill myself," he said, "because people were saying behind my back that I set the bomb. I'm in a bad mental state."

Inspector Krug reported tests showed there was no similarity between the voice of Thomas and the man who called a Detroit Times reporter the night of the attempted kidnaping. The anonymous call to the Times warned there would be a bombing.

could make it but women, children and old folks would have to start with the slow lane.

"You could erect seats on the conveyors or have the passengers stand," Von Thaden says. "In either case, you'd need hand rails so people wouldn't fall off."

"These speeds I mentioned may not sound like much but they are fast when you consider there would be no waiting for transportation, no crowds jamming the platform. The conveyors would allow for moving. People could get off wherever they like, providing you have enough terminals."

**Freight Moves Faster**  
Coming back, passengers would simply ride the other side of the loop. They would stand on a rubberized surface to prevent slipping, beneath that would be steel sections, to make turns, and the sections would move on chains.

The freight conveyors, Von Thaden points out, could move faster than the human lines because cargo is less perishable than humanity. More delicate goods, like eggs or ladies' hats, would move slower.

Conveyor systems to move people, he says, could be installed at less cost than subways and would prove much cheaper to maintain and operate.

If moving sidewalks would be practical underground, Von Thaden was asked, why not move the sidewalks already existing above ground? Then even pedestrians could no longer be pedestrians.

As they come to a store window which attracts them, they simply hop off.

**Weather May Interfere**  
"It's food for thought," Von Thaden says. "But the changes in weather, snow, ice and rain, might create difficulties. That sounds like something for the more distant future."

"But I think even moving surface sidewalks are coming. They could be especially worthwhile for arcades through buildings and for bridging busy intersections."

Think of it, moving sidewalks! What a boon to the old and infirm and the rest of us who are just plain crazy. And how about the drinking man? All he needs is his address pinned to his lapel and he could get blotto on the sidewalk and just be rolled off at his door. An escalator with a silencer could carry him quietly up to his room. But then there's his wife.

Well, science will think of something.

An Alaskan sealskin is so light and pliable that an entire pelt can be passed through a napkin ring.



NEW GATEWAY TO ROME—Some platforms to serve railroad travelers in the new Central Station, Rome, Italy, will be made in December but construction will continue into 1951.

# DeSoto Announces 'Brand New Model'



DETROIT, Mich., Jan. 7 — DeSoto's "brand new model" goes on display at DeSoto-Plymouth dealers Tuesday, January 10. Advance information disclosed that the new DeSoto will introduce a long list of new style and performance features. Interior styling described in luxurious. In the forefront of mechanical advances are new and larger hydraulic brakes. The 112-horsepower, high-compression engine combined with Tip-Top Braking Drive to give "excellent performance" and "let you drive without shifting," engineers declare.

# Bent Claims Illegal Ouster from Realty Board, Asks \$250,000

Charging he was unlawfully dismissed from membership in Salem Board of Realtors, a local real estate broker lodged a \$250,000 damage suit against the organization's board of directors Saturday.

Ralph Bent of Salem brought the suit in Marion county circuit court. He alleges his expulsion from the realty board has damaged his business and his reputation.

The realtors' organization is a non-profit, voluntary association of real estate men, of which Bent said he had been a member for the past several years up to March 31, 1949.

Bent filed in the complaint that on Feb. 28, 1949, the defendants "unlawfully and contrary to the constitution and by-laws of the association" refused to accept his tendered dues. Then on March 31, Bent said, "without notice on hearing," he was expelled.

By his expulsion, said Bent, he is denied rights and benefits of the Board of Realtors, he is compelled to cease advertising and representing himself as a realtor, is denied the use of the multiple listing program, his reputation is impaired, he has suffered humiliation and "anguish," he has lost the benefit of extensive training and acquired clientele and has lost investments and equipment.

**Dispute Over Commission**  
Officials of the board said Saturday that Bent was expelled because he refused to abide by a decision of the organization's board of arbitration. They said Bent and one of his salesmen had a dispute over a sales commission and that both men agreed to submit the matter to the arbitration board and to abide by the board's decision.

Listed as defendants in the complaint are William J. Bliven, J. W. Hutchison, Walter Musgrave, F. H. Weir, Burt Picha, Joe L. Bourne and John E. Black, comprising the board of directors at the time of the incident.

The collecting of contemporary and antique, Wheeling glassware, made since 1819 in the upper Ohio river valley area surrounding Wheeling, West Virginia, has brought fame to this handmade American glassware.

**FIRMS ASK TARIFF**  
KUALA LUMPUR (AP)—Leading rubber goods manufacturers in Malaya and Singapore have warned the government that several hundred more workers may have to be thrown out of work if "steps are not taken to restrict the importation of such goods from ex-enemy countries."

# Exhibit of New Cars Set for Next Tuesday

DETROIT, Mich., Jan. 7 — De Soto announced today "a brand new model that will introduce a long list of new style and performance features to give added beauty, comfort, convenience, safety and economy of operation."

The new model will be shown to the public for the first time by DeSoto — Plymouth dealers, including the W. L. Anderson firm in Salem, Ore., on Tuesday, January 10.

New exterior styling of the De Soto is declared to give the new car a longer, lower, wider look. The rear of the car is described as completely new, with the rear window now 23 per cent larger, adding "distinctive beauty to the design and giving wide-angle visibility."

Rear fenders have been lengthened and retain their full height almost to the rear of the car. The rear bumper has been deepened and widened to conform with over-all design and to give more protection to the new fenders. The tail light, stop light, and directional turn light have been combined in single units mounted on each rear fender.

The 112-horsepower De Soto engine, with a compression ratio of 7.0-1 will operate efficiently on standard fuels, engineers declare.

There are eleven body styles in new colors in the new De Soto line — custom and deluxe 4-door sedans, custom and deluxe club coupes, custom and deluxe 3-passenger sedans, carry-all sedans, 3-passenger suburban, convertible coupe, station wagon, and the new sportsman hard-top convertible, which will be in production soon.

**HEATS IN WINTER COOLS IN SUMMER**

Thermador Heat Fans quickly fill a room with pleasant warmth. The secret is the sturdy motor driven fan inside. It doesn't blast you out of the room with a jocular breeze—but gently circulates warm air in winter and, at the flip of a switch, cool air in summer. Get a Thermador Heat Fan—the fan that's busy 365 days a year.

Winner of a national award for design and styling, the Thermador Heat Fan is light in weight, only 8 1/2 pounds; easily portable, economical of electricity. Plug it in any convenient outlet (115 volts, A.C.) Finished in Sun Bronze.

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# Fairs Group Sets State Fair For Sept. 4-11

PORTLAND, Jan. 7 (AP)—The Oregon Fairs association set dates today for 25 county fairs and five larger events.

Concluding a three-day meet, fair officials scheduled the State Fair for September 4-11 at Salem, the Eastern Oregon Livestock show at Union, June 8-10; the Eastern Oregon Wheat league and Mid-Columbia Livestock association, June 8-7; and the Pendleton Round-up, August 24-27.

Dates for 12 other events are to be set later. These are the county fairs for Clatsop, Jefferson, Klamath, Linn, Malheur, Marion, Polk and Willamette counties, the Lebanon Strawberry Festival, the Northwestern Turkey Show, the State Corn Show and the Pacific Coast Turkey Exhibit.

County fair dates: Clackamas, Aug. 30-Sept. 2; Columbia, Aug. 30-12; Coos, Aug. 24-27; Crook, Aug. 11-13; Curry, Sept. 1-3; Deschutes, Aug. 17-19; Douglas, Aug. 17-19; Gilliam, Sept. 22-24; Grant, Sept. 21-23; Harney, Sept. 15-17; Hood River, Aug. 22-23; Jackson, Aug. 22-26; Josephine, Aug. 17-20; Lake, Sept. 2-4; Lane, Aug. 24-26; Lincoln, Aug. 24-26; Morrow, Sept. 7-9; Multnomah, Aug. 21-27; Sherman, Sept. 15-17; Tillamook, Aug. 16-19; Umatilla, Aug. 17-20; Union, Sept. 14-16; Wasco, Sept. 1-3; Washington, Aug. 30-Sept. 2; Wheeler, Sept. 15-17.

Christmas is still celebrated on January 6, the ages-old Twelfth Night, by residents of Rodanthe, small village on Hatteras Island off North Carolina.

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**In the Portland area, Unbreakable Lenses are now featured at the Semler Optical Offices, and Harry Semler, president and founder, reports they are also in great demand among sportsmen, because these glasses will not break when accidentally dropped.**

**Unbreakable Lenses are precision-ground at Semler's to the prescription of Registered Optometrists, and they are ready in one day (more time required for Bi-focals, Tri-focals and tinted lenses).**

**Bring your optometrical prescription to the Semler Optical Offices - Waters-Adolph Bldg., State and Commercial, Phone 3-1311 to obtain Unbreakable glasses. No additional eye-examination needed if you already wear glasses - just bring your optometrist's prescription or instructions.**

**It is NOT necessary to pay cash for glasses at Semler's. Small weekly or monthly payments are easily and quickly arranged, absolutely without any extra charge. Terms as low as 10c a day are available, and payments can be spread over any reasonable length of time.**

**"The important thing is to get the glasses you need, and to get them without delay," says Harry Semler. "Payment comes later - on easy terms to fit your budget - when you use Semler's Liberal Credit Plan." - Adv.**

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Sabu and Bibi Ferreira are the romantic interests in "The End of the River," filmed in Brazil and at the Grand with "The Story of Molly."

# Veterans Plan Widely-Variied Uses for Insurance Payments

By Rowland Evans, Jr.  
WASHINGTON (AP)—"My insurance dividend will just sit for many months to come. Times have changed. Durable goods and an overnight splurge are out."

That's the way a lot of World War II veterans feel about the \$2,800,000,000 "special dividend" payment which will start going out Jan. 15.

A survey by the Associated Press reveals, however, that many other veterans have already tapped part or all of the dividend they haven't yet received. More than 200 letters written by veterans from all over the country show that these items already have been purchased: A dental plate, furniture, a water heater, plumbing fixtures, television sets, record-playing units, a refrigerator, a snowsuit for daughter, an electric sweeper and other utilities.

The veterans administration's special dividend task force of 3,000 workers is laboring feverishly to divvy the dividend on schedule. The treasury department estimates it as probably the largest single federal expenditure ever made to individuals over a short period. It is \$500,000,000 larger than last year's record tax refunds. It is bigger than our entire national income 100 years ago.

Almost 16,000,000 veterans will get dividend checks. VA hopes to send the treasury department 1,000,000 check vouchers a week. Treasury hopes to write checks fast enough to keep up.

At that rate the entire operation would be completed by the middle of May.

But the job won't be completed anywhere near that soon because almost 2,000,000 veterans still have not applied for their dividends. Some may never apply, as some World War I veterans never asked for their bonuses.

All veterans who have applied will be split into two groups, about 11,000,000 in the first, the balance in the second. VA says that generally speaking those in the second, and smaller group got their applications in late and will not begin to get paid until all those in the first group have been paid.

Who gets paid first within each group depends on the last three digits of the veteran's service serial number. The smaller those last three digits, the quicker the check will arrive.

Thus a veteran with the number 45978001 would find his check in the mail the first week. Number 31034999 would have to wait till the end of his group.

One Oklahoma City veteran will barely glimpse his dividend check. "It is the old Peter-Paul story for me. I'll send my dividend check right back to Washington where it came from to pay my 1949 income tax."

# Pedestrians of Future May Travel on Conveyor Belt

By Saul Peck  
AP News Service Writer  
NEW YORK (AP)—In the Times Square or loop of the future, people may be transported like so many cans of soup in a factory.

Escalators will carry them below ground where they will be moved around by vast conveyor systems. On the street level, the city of the future may even have moving sidewalks.

Underground conveyor lines to handle both human and freight traffic would even be a good idea right now for many cities, says Harold Von Thaden, vice president of a conveyor firm (Hewlett-Robins, Inc.). He described his ideas at a recent national meeting of engineers. Truck traffic alone in some busy downtown areas, he says, could be reduced by at least 25 per cent by moving goods below the streets.

**No Stops Planned**  
The convenience to human cargo would be even greater. More people, he says, could cover short distances underground with less wear and tear, less congestion, and no waiting. The conveyors would never have to stop to take on or discharge passengers.

There would be no problem in moving the people safely by conveyor. The only problem would be to get them on and off without killing more than you transport.

This, Von Thaden believes, could be solved by having, say, three parallel conveyor lines of varying speeds—three miles an hour, six miles an hour and nine miles an hour. (Three miles is a normal walking speed.)

The passenger-standing on a fixed platform would board the three-mile-an-hour conveyor. Then he could move over to six miles an hour lane and finally to nine miles an hour. Getting off, he would use the same gradual stages.

**Rollings Proposed**  
Of course, there will always be some smart-alecks who'll go first for the top speed and maybe the more agile ones, Von Thaden says,

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