

Connally Asks New Aid Plan Ignore U.N.

By Francis J. Kelly
WASHINGTON, March 30 (AP)—Senator Tom Connally disagreed with the state department today after cutting the United Nations in on President Truman's "Point Four" program for the development of economically stagnant areas of the world.

Connally said he feared the U. N. would "mess it all up."

The Texas democrat, chairman of the senate foreign relations committee, told the state department:

"I don't think we should let the United Nations chisel off half. Let these countries (which would receive the aid) know we are doing it."

That, Connally explained, is just his "horseback opinion," subject, presumably, to revision on the basis of any later evidence.

All-U. S. Plan

The big, cigar-chewing Texan took his stand for an all-U. S. program after Secretary of State Acheson had held up point four as a powerful selling-point against communism in the world's backcountry.

Acheson said, in fact, that there would be "most unfortunate results" if congress doesn't okay the whole \$45,000,000 authorization Mr. Truman asked.

"It would undoubtedly be misinterpreted by the peoples of the free countries of Asia, the middle east and other underdeveloped areas as indicating a lack of interest in a program upon which they have been putting very great hopes," the secretary said.

Not 'Big Money'

He added that by its very nature, point four "is not and never will be a big-money enterprise... its objective is to show other people how to meet their own needs, not to attempt to meet those needs ourselves."

Actually, the proposed \$45,000,000 appropriation for the first year of the work divides out to about two cents for every human being in the world—perhaps a nickel apiece for those still without the basic physical tools and skills of western civilization.

Mr. Truman, as the fourth main point in his inaugural address 14 months ago, called on the United States to establish a national policy of developing underdeveloped areas. The administration's bill to carry out this policy is labeled an "act for international development" and already is being referred to in Washington as "A. I. D."

Jury Awards Damages in Auto Accident

Monte Thompson, 720 N. Commercial st., was awarded \$3,000 special damages by a Marion county circuit court jury Thursday in a suit which stemmed from a West Salem auto crash in 1946.

The jury returned a verdict against Frank Pack but in favor of two other defendants, Loren White and Roy A. Young. All gave Salem addresses at the time of the accident.

Thompson declared his medical expenses came to \$3,000 as a result of his injuries. He also had sought \$25,000 general damages.

Owens Attends Pontiac Meet

PONTIAC, Mich., March 30—Pontiac Motor Division is still experiencing record demand, despite all-time high production, and prospects appear bright for some time to come, General Sales Manager L. W. Ward told dealers visiting the plant from all parts of the country.

Present for the two-day open forum type session was B. E. Owens of Herrall-Owens Co., Salem, Ore., who made a graphic presentation on the subject Advantages of Customer Good Will, and heard other dealers discuss similar current automotive topics.

Carle Abrams Now Brigadier General



Col. Carle Abrams, center, was commissioned brigadier general on the reserve lists of the Oregon national guard by Gov. Douglas McKay Wednesday. Abrams, native of Polk county and long time resident of the capitol area, was an active member of the national guard since 1898 until his retirement. He served in the Spanish-American and Mexican wars and was overseas in World War I. While on inactive duty Abrams has been prominent in civic service. Witnessing the commissioning was Maj. Gen. T. E. Rilea, adjutant general of the Oregon national guard. (Statesman photo.)

Sick Oregon Flax Industry Reported 'Not Improving, Fast'

By Lillie L. Madsen
Farm Editor, The Statesman

The flax industry, which Henry R. Crawford, chairman of the Oregon Flax and Linnen board, termed sometime ago as being "very sick," is "not improving fast," Rufus Kraxburger, manager of the Canby plant, stated Thursday.

"It just doesn't look too good," Kraxburger said as he added "that we are going to try to keep going with hopes of improvement in the future."

But neither the weather or the market situation is being very helpful this season. Production of top grade flax may, eventually, remedy the latter. But flax, to be good, must be planted no later than the last two weeks in April. Even better is to have it in the ground by April 15. Also to be good, the ground must be thoroughly worked, properly fertilized. The weather, flax men stated Thursday, is being "anything but cooperative."

Kraxburger said that Canby had hoped to put in at least 300 acres, which is the minimum with which the plant can be kept going.

Holdover Flax

The situation is no better at Mt. Angel, although here, Fred Schwab, plant manager, added "we have enough holdover for retting to keep the plant going." If weather permits—and Schwab pointed out that this was no figure of speech as flax is one crop which "cannot be muddled in"—Mt. Angel growers hope to seed about 200 acres.

Growers at the Santiam Flax Growers plant, Jefferson, voted a few days ago to keep their plant open, but this will necessitate the planting of flax this spring. There is now no holdover, Walter Shelby, Albany, president, said. Some 300 acres have been contracted, and it is understood that other flax, probably including some of the state flax, may be processed here. The Santiam plant is rated as one of the best equipped in the Oregon flax area.

Hopes to 'Carry on'

The Molalla plant, of which Clint Christner is the manager, hopes to "carry on." Christner stated Thursday "We have 216 acres contracted if we can get them planted. We like to have the seed in by April 15." This plant has but 245 ton hold-over for retting which is not sufficient to "keep things going," Christner stated.

St. Paul closed its plant a year ago, and Harrisburg plant sold to wool growers a few years ago. Only the four of the once 14 private plants are still running. The state itself—again if weather permits—plans to put in some 600 acres of flax.

Crawford, prior to leaving for California for a vacation, stated that "if we can tide over a bit, the flax industry in Oregon may come to life and be in much better condition to meet world competition

Bell Contracts Bell's Disease

SEATTLE, March 30 (AP)—A student reported to the school of dentistry at the University of Washington in a bit of a frenzy this morning. The right side of his face seemed paralyzed.

The examining doctor found that the student could not close his right eye, wrinkle his forehead, change his set smile nor whistle.

"A mild case of Bell's palsy," the doctor said and then explained it was named after Dr. John Bell, a Scotch physician who first described in 1700 the symptoms the student exhibited.

"That's funny," the student said. "My name is John Bell."

New Union Oil Station to Open

A new Union Oil Company of California service station will be opened Saturday at Mission and south 12th streets, the company has announced.

Walter Gagle of Salem, employed in the service station business for 15 years, will operate the station.

The building is the first of its type in the Salem area, featuring a functional-modern theme. It was constructed by the T. L. Kuhns Co. of Salem.

Opening day ceremonies will feature the presenting of gardenias to women customers.

First telecast of a political convention was the republican assembly in Philadelphia in June, 1940.

Merger Issue Delays Airline Route Hearing

(Story also on page one.)
WASHINGTON, March 30 (AP)—A hearing on an application by West Coast airlines for renewal of its temporary operating certificate was sidetracked for a time today by efforts of Western airlines to learn more about a reported merger of West Coast and Southwest airlines.

D. P. Renda, counsel for Western, asked the civil aeronautics board to issue subpoenas ordering Nick Bez, West Coast president, to testify on the reported merger plans and the airline itself to produce all documents pertinent to the situation.

Examiner J. Earl Cox, conducting the hearing, wanted Robert Henry, counsel for West Coast to say whether a merger is planned and if so, to disclose its present status.

If he had those facts, he said, there would be no need to go ahead with the subpoenas.

"Has No Bearing"

But Henry insisted that the reported merger has no bearing on the application for a renewal of his airline's operating certificate. He said that if the subpoenas are issued he may appeal. In that case, the dispute would have to go before district court here.

The hearing also is concerned with a CAB order which United airlines must show why it should not get out of four northwest cities and allow West Coast to take over service to them. They are Bellingham, Wash., and Klamath Falls, Salem and Bend, Ore.

James E. Moore, assistant to a United vice president, was on the stand all day trying to do just that. His testimony involved technical air traffic details.

Cost Extra for Mail

He said his airline now is providing "adequate public service," and that a switch to West Coast at the four cities would cost taxpayers extra air mail pay.

Cox made it clear that the hearing will not examine the reported merger proposal. He said, however, that because the interests of the citizens of the four cities are involved, he has a right to know if an airline consolidation is contemplated. The information, he said, would help him decide whether United should stop service to the four towns.

Better Use of Planes

Knowledge that a merger would take place, he said, would assure

Agreement Averts Portland Bus Strike

PORTLAND, March 30 (AP)—The Portland Traction company and the AFL Streetcar men's union reached an agreement today, ending the threat of a strike set for tomorrow at midnight.

The agreement calls for improved health and welfare provisions, higher pensions, paid holidays for mechanical workers and improved vacations. There is no change in wage scales.

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The Statesman, Salem, Oregon, Friday, March 31, 1950



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