

MAPS HINT INVASION AS CONVOYS SWARM TO LUZON

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NO. 7



FROM THE ZONTA CLUB'S 39 members for the Park and Playground Fund is this check for \$150.00. President Hallie Huntington and Secretary Bessie Marshall are handing to Charles L. Gill, treasurer of the Century Progress Fund which will administer the Park and Playground Fund. Any person, young or old, may give any amount large or small any time by depositing to the Park and Playground Account at any bank in Eugene or Springfield. The Zonta contribution brings the total to more than \$2,500 in cash and pledges. (Wiltshire engraving).

Gift To Park and Playground Fund Made By Zonta Club

The Zonta club's 39 members last week voted \$150 out of their treasury to speed the growth of the Park and Playground Fund which was established just before Christmas on the initiative of two other women's groups, the Business and Professional Women's Club and the Officers' Wives' Club. Administered by the Century Progress Fund, the Park and Playground Fund is the first "special fund" under Century administration and it has for its first objective the buying up of the large tract of flat land in the valley from the new

War Critical, Roosevelt Says

WASHINGTON, Jan. 6.—(AP)—President Roosevelt promised the American people tonight—8 1/2 years after he called on congress to pass a national service law—that the war was the most critical phase of the fighting fronts will require the support of the nation is capable.

He said the people he had addressed were all of the same mind. Everything we are and have is at stake. The war is the most critical phase of the fighting fronts will require the support of the nation is capable.

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Job Switchers Face Induction

WASHINGTON, Jan. 6.—(AP)—Selective service headquarters tonight ordered induction into the armed services, under drastically lower physical standards, of any occupationally deferred registrants who change jobs without draft board consent.

The new regulations, covering men in the 18-through-37 age group, are effective immediately. They are designed to implement War Mobilization Director James F. Byrnes' recent plea for war workers to stay on their jobs.

Selective service headquarters said unapproved job changers will be inducted on a regular quota basis. But it was understood that these quotas will be more or less for a formality, and that actually all men reclassified as available for induction because they changed jobs without permission will be inducted.

Selective service tabulations based on Dec. 1 figures indicated there are approximately 5,100,000 holders of occupational deferments who would come under the controls of the new move.

It was understood that all men inducted because they changed jobs without permission would be taken into the army. They would be assigned to "military duty" rather than "general military duty," but there was no immediate definition of just what those duties would constitute.

Both sides still were hurling more men and weapons into the vortex, with the entire winter campaign believed hinging on the outcome despite disquieting reports of German aggressive activity from other fronts, particularly the upper Rhine flank.

U. S. seventh army troops were said to have brought under control for the moment the most dangerous of the enemy's southern thrusts—that seeking to get at Strasbourg from the west through the Saverne gap. But at the same time the enemy was reinforcing small groups which had crossed the Rhine northeast of Strasbourg and had reinvaded Alsace through the Simeusem gap to the northwest to a depth of five miles in a possible effort to link up with the Rhine bridgehead.

From the south, the stubborn Colmar pocket on the west side of the Rhine had been expanded by the Germans to the Rhinau area only 17 miles south of Strasbourg, thus placing the old Alsatian capital under a four-way threat, remote as it may be regarded in some quarters.

Late dispatches to allied headquarters said that the Americans had surrounded the remnants of two German battalions at Wingen, on the Haguenau-Saarbrücken highway where the enemy was probing through the Saverne gap. German power in the bulge appeared to have been shifted abruptly to the northern sector after a flurry of strong but mostly unsuccessful attacks against the U. S. third army on the south flank, but perhaps too late to prevent Field Marshal Sir B. L. Montgomery's armies from achieving an important success.

Front dispatches said that the Germans' northern perimeter defenses were "softening," as exemplified in the advance to the area of Baraque de Fraiture, capture of which was declared imminent.

The notoriously unreliable Paris radio said that Montgomery's troops were less than five miles from a junction with Patton's forces but there was no substantiation in official reports which placed the two groups 12 to 13 miles apart at the waist of the salient and 10 nearer its western tip.

At another unspecified point on Montgomery's 40 to 50-mile front, an allied column swept ahead 2,000 yards, well over a mile, without a sign of resistance. Gains for the four-day drive totaled seven miles in some sectors and the interdiction of the Germans' backbone highway on the north flank threatened to throw Marshal Karl Gerd von Rundstedt's northern bulge forces back on their last important communications artery through the bulge.

This was the Houffalize-St. Hubert road, already under fire by the resurgent U. S. third army on the south flank and whether Von Rundstedt could make a prolonged stand along it under the converging fire of the two allied armies was problematical.

Any employer who refuses to comply with the new WMC order will be referred "for action" to the war production board, Collins said. However, he said he hoped this would not be necessary and that employers voluntarily would comply with the program.

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Yanks Open Power Attack On Stavelot

By JAMES F. MCGILLY
United Press War Correspondent
PARIS, Sunday, Jan. 7.—(AP)—Veteran U. S. 1st army columns opened a powerful new attack due south of Stavelot Saturday and smashed two miles through yielding German defenses while tanks in a similar advance to the west virtually severed the La Roche-St. Vith highway, one of two lifelines for thousands of Germans in the bottom of the Ardennes sack.

The new drive carried down the east side of the Salm river and appeared to have caught the German flank unprepared after the enemy's main forces had shifted over to meet the tank-powered drive through the center south of Grandmenil.

The latter drive was being carried out by Maj. Gen. Ernest (Old Gravel Voice) Harmon's "hell on wheels" second armored division and the third tank division under Maj. Gen. Maurice Rose.

Founding ahead in three columns, the tanks captured Odeigne after a roaring 24-hour street battle and then plunged on two miles southeast through a frosted forest with their vanguard reaching within 100 yards of the crossroads at Baraque de Fraiture, 4 1/2 miles southeast of Grandmenil on the St. Vith-La Roche road.

Their guns already were blocking with point-blank fire the vital highway at the point where it intersects the Bastogne-Liege road, main enemy north-south communications artery within the bulge.

As the battle of the bulge entered its fourth week with perhaps the greatest concentration of arms in history locked in battle around the relatively small perimeter, the Germans were estimated already to have lost 100,000 men killed, wounded or captured in the struggle.

Members of the state supreme court, and fellow circuit court judges from several sections, as well as fellow lawyers from all parts of the valley, including officers of the Oregon State Bar association, were at the banquet.

Chief Justice Harry H. Bell, and Justices Hall Lusk, George Ross, James F. Brand, and Arthur Hay were the supreme court members attending the meeting.

Other circuit court judges attending were Judge James W. Crawford and Judge L. P. Hewitt, both of Portland, fourth district; Judges Carl E. Wimberly, Roseburg, and Dal M. King, Coquille, the other two judges serving with Judge Skipworth in the second judicial district; Judge E. C. Latourette, Oregon City, fifth district; Judge Fred W. Wilson, The Dalles, seventh district.

William S. Fort, president of the Lane county bar (sponsors of the banquet), and acting district attorney for Lane county, presided at the meeting and extended the welcome.

Orlando J. Hollis, acting president of the University of Oregon and acting dean of the campus law school, was toastmaster.

Gifts were presented from the Benton county bar (Judge Skipworth being well known there when Benton county was in his district), and from the Lane county bar.

Chief Justice Bell from the supreme court; Judge James Alger Fee of the federal district court, Portland; Francis E. Marsh, McMinnville, president of the Oregon State Bar association; Judge Lawrence T. Harris of Eugene, former circuit court judge (Judge Skipworth succeeding him) and former member of the state supreme court; S. M. Calkins, Eugene's city attorney and for many years court reporter, Mark Weatherford of Albany, and others gave short talks in tribute to the record and career of Judge Skipworth.

Telegrams were read from Robert Johnson, well-known Corvallis resident; Sen. Wayne L. Morse (former dean of the University of

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CHECK AND TALLY—Mayor Earl McNitt, left, and retiring Mayor Elsiea Large do a little figuring together on city business as McNitt prepares for Monday night's city council session at which he will preside for the first time. Part of their computations ran over onto the blackboard behind them. When McNitt and Large tallied the columns, they got the correct answer, too. They decided that answer is a bright future for Eugene, which is in good shape financially. See pictures of city council, city manager and water board, page 10. (Wiltshire photo and engraving).

Tributes Paid To Skipworth

By MARIAN LOWRY
Tribute to Circuit Court Judge G. F. Skipworth as an outstanding trial judge, as a character and personality, and as one with a broad sense of justice was paid Saturday night when more than 125 gathered at the Osburn hotel for a banquet and program honoring Judge Skipworth on the 30th anniversary of appointment to the circuit court bench, second district.

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City Facing Parking Problem; Mayor Plans To Seek Solution

(See pictures on Page 17)

With the rapid and continuing growth of Eugene and the large trading area which it serves, parking has become one of the most difficult phases of traffic management, and Mayor Earl McNitt, taking over the direction of city government, says he is going to see what can be done to get adequate "off street parking."

Off-street parking, as the term is now commonly used by engineers, means large parking areas adjacent to the main business center where people who come to trade can leave their cars, either free or for a nominal charge.

Mayor McNitt does not claim to know what the answers should be for Eugene. He says: "I recognize that something has to be done, and I'm willing to tackle it. We are going to have to have off-street parking, but just where or how is going to take some mighty careful figuring out. I'm willing to stick my neck out and say something's got to be done."

Nearly 10 years back, when parking meters were installed on main business streets, the problem was given some preliminary study.

Traffic counts made by the state highway department at that time indicated that more than 10,000 vehicles came through the Broadway-Willamette intersection during business hours of a normal weekday.

"Parking Hogs' Hit"

Parking meters served to get rid of most of the "parking hogs" on the main thoroughfares, but one result of the meter system has been to drive "all day parkers" (both local and out of town)

Not all of these vehicles would come through to Eugene, particularly those on the McKenzie east of Springfield. The count also takes them going and coming, so that there would be a factor for duplication. On the other hand the count does not include many important country roads such as the Coburg and West 11th and

Lorane and the River road, so that it is probably conservative to say that even in the midweek, in wartime, at least 5,000 vehicles from suburban areas enter downtown Eugene.

For the post-war predictions are that ownership and use of motor

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Omura Blasted By Superforts; Iwo Jima Hit

By UNITED PRESS

Japanese broadcasts Saturday hinted that an invasion of Luzon island, largest of the Philippines group, was imminent as Fleet Admiral Chester Nimitz announced that at least 83 enemy ships and 331 planes were destroyed or damaged in four days of air and surface bombardment of Japanese installations from the Volcanoes to the coast of China.

At the same time, new B-29 Superfortresses strikes against the Japanese homeland were reported as the Pacific war reached its greatest offensive tempo.

An aircraft plant and other targets at Omura, Japan were hit by China-based B-29's, Washington announced, while Tokyo—indicating growing fear of the stepped-up air and sea assault against her tottering island empire—reported new B-29 blows against Tokyo and Nanking.

Gen. Douglas MacArthur reported from the Philippines that his land-based bombers had blasted the key railway yards at Los Banos, south of Manila, but gave no information on the large convoys of warships and transports which Tokyo suggested were headed for an invasion of Luzon.

Tokyo said that three U. S. convoys were at sea and that their positions "point to a landing on Luzon island."

Meanwhile, Nimitz disclosed that powerful Pacific fleet task forces, striking over a 1,300 mile stretch of the Pacific, had battered Formosa and Okinawa islands and swept a 450-mile area of the China coast Wednesday and Thursday. Warships and planes hit the Jap airbase island of Iwo for the 30th consecutive day Friday and moved northward

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