

**AN INDEPENDENT NEWSPAPER**  
 (Published Every Evening and Sunday)  
 EDITOR AND PUBLISHER Alton F. Baker  
 MANAGING EDITOR William M. Zugman  
 NEWS SERVICE Associated Press, United Press  
 MEMBER Audit Bureau of Circulation  
 Entered at the Post Office at Eugene, Oregon, as second-class matter.  
 The Register-Guard's policy is the complete and impartial publication in its news pages of all news and statements on news. On this page the editors of The Register-Guard offer their opinions on events of the day and matters of importance to the community, endeavoring to be candid but fair and helpful in the development of constructive community policy.

**Too Costly To Keep Open**

People of the McKenzie area are presenting a request to the Oregon state highway commission to maintain snow clearance and keep the McKenzie highway open as far as Hand lake throughout the winter season. This revives an old issue. Snow clearance on the McKenzie was stopped by the highway department before the war for these reasons:

OPENING of the new year-round Willamette highway opened new and equally convenient areas for winter sports.

DEVELOPMENT by the forest service of the Hoodoo Bowl and ledge on the Santiam highway provided additional facilities, only about 30 miles more distant from Eugene.

SURVEYS have indicated that the future all-year McKenzie route should be via Clear Lake to a junction with the Santiam because an all-year route on the old line above Yale's ranch would be too costly to build and maintain.

COSTS of snow clearance to Hand Lake ran something over \$5 per car per week end, and department felt there were too many needs for its funds on projects of wider use—especially after alternate areas for snow sports had been made available.

Nevertheless the petition of the McKenzie River Protective and Development Association (Dayton Thomson, president, and Ruth West, secretary) is presented here for the new arguments which it advances:

It has been brought to the attention of our Association by sportsmen and Eugene and McKenzie Highway business men, that there is a definite need for keeping the McKenzie highway open as far as the Hand Lake ski area.

Ski experts have pronounced the skiing conditions at Hand Lake to be ideal for skiing. Highways are being kept open to other ski grounds that are not as popular as the one at Hand Lake.

The Obsthians have a sum on hand of \$40,000, to use in building a lodge at Hand Lake. They will proceed with construction of this building as soon as they are assured that the highway will be kept open.

On February 3rd over 500 cars of ski enthusiasts went to White Branch and tried to use the grounds there, which were inadequate. If the highway was open to Hand Lake, many more would take advantage of using that ski area.

We would like to ask that you seriously consider the possibility of keeping the McKenzie Highway open to Hand Lake ski grounds. If you find that this can be accomplished, we ask that you use all speed possible in opening the highway so that it may be used yet this winter.

In our opinion, it is unlikely that the highway commission can afford to grant this request and frankly we do not think it should because of the many more urgent and important needs for highway funds, including certain sections of the McKenzie which need almost complete rebuilding to bring them up to modern standards to handle their increasing traffic.

The Clear Lake cutoff presents the only practical plan for an all-year road via the McKenzie. It adds only 9 miles, Eugene to Bend; it would place Hoodoo as close as Hand lake; it would serve all existing resorts and business on the McKenzie to Yale's, leaving out only Lost Creek ranch. Prewar cost estimates were \$1,200,000 (probably double now), but the line lies entirely in federal forest and would be built entirely with federal forest highway funds.

"There is no place quite like Hand Lake."

For this argument of some local ski enthusiasts we have some purely sentimental sympathy but not a grain of support. The mountains are full of admirable sites for winter sports. Hoodoo is only "cross lots" from the famous "sand hills" adjacent to Hand lake. The north slope of Diamond peak could easily be made accessible from the summit of the Willamette. We are aware that some of the more advanced ski experts look down on present facilities at Willamette summit and at Hoodoo as "baby stuff." In administering highway funds of some 7,500 miles of road system, the state commission must consider these facts:

Winter sports enthusiasts are only a small percentage of the total population. Of the enthusiasts, only a still smaller fraction are experts and the majority "dubs".

With the desire to have for this area a facility comparable to Portland's famous Timberline Lodge on Mount Hood, we are in accord, but that came out of the lavish period of WPA, not highway funds. Looking to the future, Hoodoo seems to have many advantages for such a development because it could serve Salem, Corvallis, Albany, Eugene, Bend, Redmond and many other populations, but the Diamond peak area has advantages of rail as well as all-year highway connections. U. S. Forest Service and highway department have always been extremely cooperative in legitimate developments, but, it is necessary for us to remember that they MUST consider "numbers served" and long range relation to ROAD SYSTEM in managing their funds.

London recently had a record fog, suggesting a new slogan for the city—now you see it, now you don't.

Metal hooks are coming back for ladies' dresses. The eyes have never been off of them.

A timid man is one who feels he ought to limp a little when he carries a cane.

The New York Purchasing Department offered 2500 white mice for sale. Think of the mothers who will jump up on kitchen chairs.

Some girls proclaim their beauty from the hose tops.

**WASHINGTON LETTER**  
 By PETER EDSON  
 Register-Guard Washington Correspondent

**Used Car Trade-in Racket**

WASHINGTON, Feb. 21—(NEA)—A new chisel on OPA ceiling prices for used cars traded in against the purchase of new cars has just been uncovered, and as everyone with an old buggy to swap may run into this racket, frequently within the next few months, it's worth getting wise for self-protection.

Suppose you take your old reliable 1940 model de luxe Whippersnapper Six into Dealer D to trade in on a new car. Dealer D looks over what's left of your family joy wagon and makes you three propositions:

"1. Give me your used car now and I'll allow you your used car ceiling price of \$500 to the purchase of a new car which will be delivered to you in May or June.

"2. I'll give you the ceiling price of \$500 cash for your used car 'as is' and you can go buy a new car any place you please.

"3. I'll allow you \$300 on your used car and deliver you a new car in three weeks."

Proposition number three is obviously a hold-up game to make you pay a premium of \$200 to get a new car in a hurry. If you want a new car that bad, you'll be sucker enough to accept the deal. If no one finds out about it, you and the dealer can probably get away with it. But if your neighbors or that long list of people who placed their orders for new cars ahead of you find out about it, that might not be so good. And there is the further question of whether such a deal is legal under OPA maximum price regulations.

At first glance, it might appear that OPA regulations couldn't touch this case. On its face, it looks like selling a used car for less than the authorized ceiling price. Nobody can do anything to anyone for selling below ceiling.

**Taking Chances With the Black Market**  
 As OPA Enforcement looks on this case, however, it isn't a used car sale. It's a new car purchase. And what proposition number three really amounts to is buying a new car for \$200 above ceiling price. That's black market.

The dealer does have a couple of outs which would have to be checked carefully. Under OPA's new car pricing regulations, the dealer is required to give the customer a "reasonable" trade-in allowance on an old car. The dealer may, however, appraise an old car offered in trade on a new car and estimate that it will take say \$200 to put the old car in condition for resale.

On this basis, if Dealer D could show you that it would take \$200 worth of spare parts and labor to put your old Whippersnapper Six in condition for resale, then he would be justified in making you an offer for only \$300 trade-in allowance.

**Dealer Has Margin of Protection**  
 The dealer does have a certain margin to play with here. If the dealer makes an estimate that it will cost \$200 to put a used car in resale condition and it turns out the repairs cost only \$150, OPA would not consider it a violation in selling the old car at the ceiling price of \$500.

The dealer has further protection under the used car price ceiling regulations. There are really two allowable ceilings on a used car. One is a specific dollars-and-cents price on cars sold "as is." That means without repairs. The other ceiling allowable is a 25 per cent markup to cover the cost of putting cars in saleable condition. Under all this latitude, it might be hard to get a court decision that ceiling price regulations had been violated on the Whippersnapper deal outlined above.

**OUT OF THE WOODS**  
 By JIM STEVENS

**Farm Forestry**

This week Forester Bill Hagenstein speaks: In the Douglas fir region there are somewhat more than 2 million acres of farmer-owned forest—an important part of the total forest area. On the average these farm forest acres are at low elevation, on good sites, and are very accessible. Many of the farm forests are on lands logged from the early part of the last century to about 1910-15—lands which for the most part were never industrially owned. These lands today support an excellent growing stock with a good distribution of age classes.

These 2 million acres may have an average production of somewhere around 750 million to a billion board feet of raw material per year.

Farm forests in some cases are intermingled with industrially-owned lands or are situated on its margins. The implication of a good job of forestry on these farm forests in fire protection alone makes one feel good. The success of any forest management program hinges first on protection from fire. A high degree of cooperative effort between farm and industrial forest owners in protection is one thing in which farm and industrial foresters have a mutual opportunity. We have some very fine examples of cooperation in this field already.

**Forest Industry's Part**  
 Success in forest management, once adequate fire protection is assured, depends on cutting practices which will assure as much natural reproduction as possible and the making up for failures through some sort of artificial restocking. If timber growing is to be conducted on private lands as a business, the lands must be kept busy producing income.

Once the woods' aspects of any national forestry program are satisfactorily handled, the next phase is paying the bill. Utilization of the forest material must furnish the wherewithal. And here lies the forest products industry's opportunity and responsibility in farm forests. The opportunity—raw material for conversion; the responsibility—operating the farm forests so as to maintain productivity.

**From Old Forests To New**  
 We are beginning to repeat here the forest history of the older regions when more and more of the industry's raw material will come from managed man-grown forests instead of from the accidental old-growth forest which nature so generously provided. As the raw material becomes smaller in size, methods and practices of use will be adjusted to this type of material. We are already in the period of adjustment, for the plywood plants are using red fir for core stock, some of the pulp mills are using several species down to five-inch and six-inch diameters in short lengths, and the shingle mills are experimenting with species other than western red cedar to determine their practicability.

If the transition from old-growth to young-growth is as effective as in the older regions, the use of each raw material for its main value as a commodity will bring the prime economic advantage of realizing more fully what the forest soil will grow. This, in turn, will set up silviculture as a business. This, in turn, will set up silviculture as a business.

The lumber industry is fully cognizant of its interest in farm forests. The following motion was unanimously passed by the Joint Committee on Forest Conservation at a meeting on April 4, 1945: "The industry desires that technical forestry service in fire protection, cutting practices, management plans and marketing be offered and furnished to small forest owners by the nearest tree farm or the forestry staff of the associations."

The lumber industry will support and aid any sound program which will bring the some 2,000,000 acres of farm forests under forest management.

**Drive Opened To Aid Jobless**

WASHINGTON, Feb. 21—(AP)—The Labor Department launched an attempt today to beat back a rising tide of unemployment it expects to leave 6,000,000 jobless by June 30.

The United States Employment Service will attack the problem by asking employers to list all job vacancies with USES.

Latest census bureau figures place present unemployment at about 3,000,000.

USES Director Robert C. Goodwin estimated yesterday that of 8,000,000 discharged members of the armed services, 6,000,000 looked for work and 3,300,000 registered with USES.

He added many others were expected to register, because 4,000,000 more veterans will be back in the United States before the end of June.

Job openings already listed with USES, Goodwin said, are not adequate to meet this flood of applicants.

**Troop Arrivals**

Fourteen ships were scheduled to arrive at U. S. ports Wednesday with more than 9,375 servicemen.

**DUE AT NEW YORK:**  
 Cody Victory, from Bremerhaven—977 troops, including headquarters and headquarters battery, batteries A, B and D of 125th AAA group battalion, medical detachments, company B and service company of 15th tank battalion, and 347th quartermaster truck company.

**Fair Isle, from Le Havre—1,702 troops and 33 civilians, including headquarters and service companies, companies A, B and C and medical detachments of 50th amphibious tractor battalion.**

**DUE AT SAN FRANCISCO:**  
 USS O'Connell, from Saipan—1,625 undesignated army and naval personnel, Cavalier, from Guam—148 undesignated personnel.

**DUE AT SAN DIEGO:**  
 Monrovia—1,555 undesignated naval personnel, LST 221—45 undesignated naval personnel.

**DUE AT SEATTLE:**  
 Kingston Victory, from Yokohama—1,426 undesignated personnel.

**DUE AT LOS ANGELES:**  
 Hooking, from Saipan—1,625 undesignated personnel.

**CRASH ON WILLAMETTE**

Two cars became entangled Tuesday afternoon as they crossed Willamette St. on Seventh Ave. A vehicle driven by Letha Mae Crownover, Coquille, moved a bit to the left and knocked a fender from the machine of Oliver G. Hughson, Portland, who was going the same direction, a police report said.

**Formal Opening**

SATURDAY,  
 FEBRUARY 23

**Monte's Service**

CHEVRON STATION  
 CRESWELL, PHONE 322  
 Hwy. 99 and Oregon Ave.

- Gas
- Oil
- Tires
- Batteries
- Auto Accessories



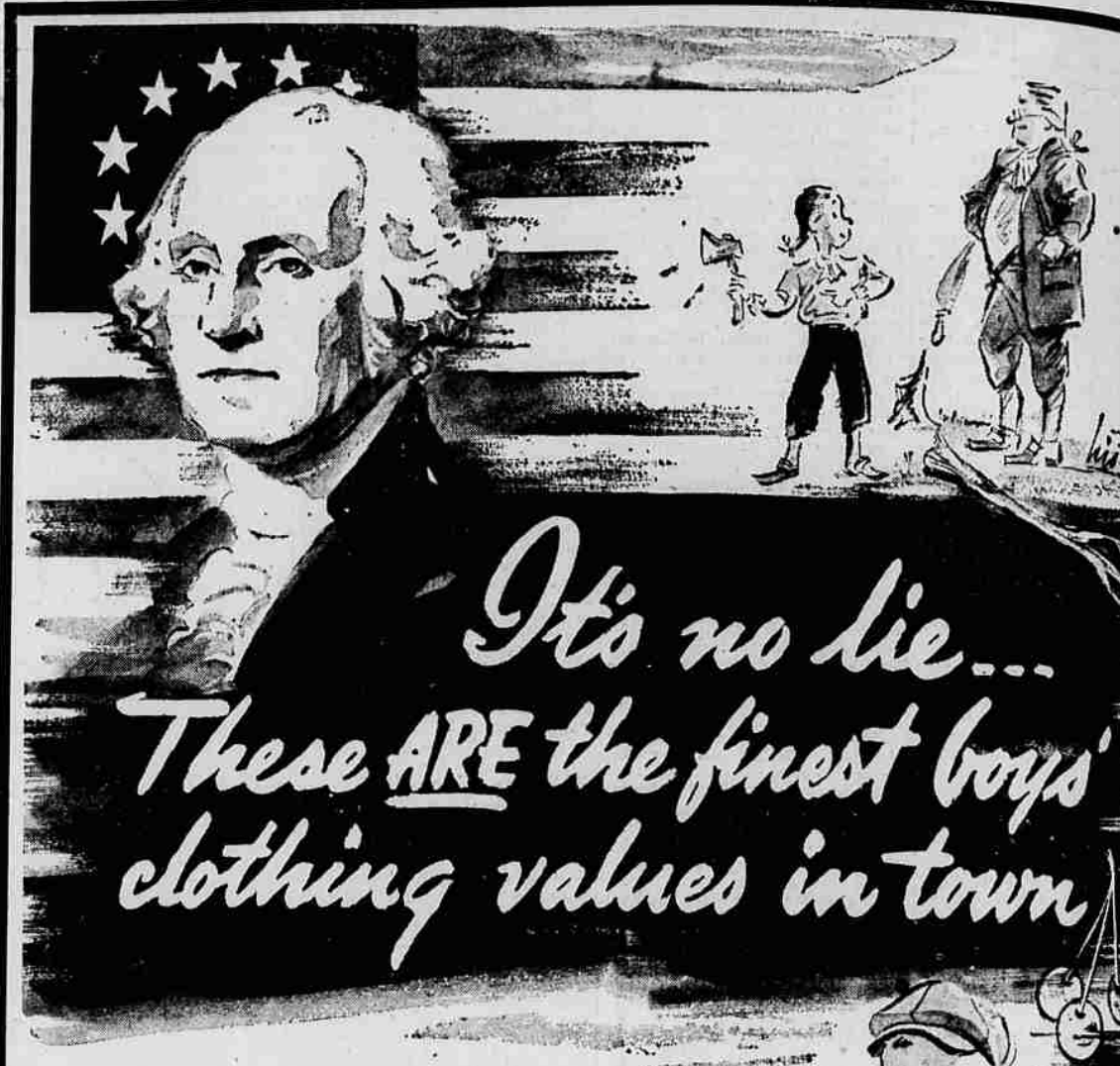
FOR YOUR SPECIAL BABY insist on Quality Foods HEINZ Meats • Vegetables Fruits • Desserts



MADE BY THE COMPANY THAT HAS DEVOTED 77 YEARS TO THE PREPARATION OF UNIFORMLY FINE-TASTING, HIGH-QUALITY FOODS

57 Rely on HEINZ Baby Foods FOR SMOOTH TEXTURE—FINE FLAVOR—DEPENDABLE QUALITY

CHEN YU Pagoda Set \$2.50 Plus Tax PENNY-WISE DRUG 40 East Broadway - 769 W. 6th



**Reliance**  
**WOOL FINGER-TIP COAT**  
**\$7.98**

All wool, with warm quilted lining, to make the neatest little coat you've seen! And it's built to take all the beating your young roughneck can give it. Brown or blue colors in sizes 8 to 18.

**All Wool**  
**V-NECK SWEATER**  
**\$3.98**

Another example of EOS quality at rock-bottom prices! Here's a beautiful, rib knit, pure wool yarn "Campus" sweater at a cost that will surprise you when you see the quality. Canary, Oregon Blue and Crimson colors in sizes 28 to 36.

**Corduroy**  
**BOBBY PANTS**  
**\$2.98**

Self-suspender style for young men in the 6 to 10 age bracket. They're heavy weight corduroy in grey, brown and natural colors.

... and look at these values!  
 Cotton Undershirts and Briefs, white.....59c ea.  
 Water Repellent Ski Caps, ear flaps.....\$1  
 Combed Cotton Pajamas, elastic waist.....\$1.98  
 Suede Flannel Plaid Shirt .....\$1.98  
 Sanforized Dress Shirt, vat dyed .....\$1.45

**Eugene's Outdoor Store**  
 Formerly Army and Navy Goods Store  
 716 WILLAMETTE