

Probe Will Be Extended

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that other companies made the same size shell.

Announcing the investigation in a statement, the committee made public a questionnaire it will circulate chiefly among former military men having "first-hand knowledge of the facts."

Other Developments

The announcement came after the committee's activities had produced these other developments:

1. James P. McGranery, assistant to the attorney general, testified that the three-year statute of limitations barred any action in connection with the \$2500 payment from a Tacoma, Wash., defense contractor to Paul A. Olson, former secretary to Rep. Coffee (D-Wash.). Otherwise, McGranery said, he would have submitted the facts to a grand jury.

2. Coffee acknowledged there was "perhaps a question of ethics" involved in the case but denied that either he or Olson was "guilty of any crime."

3. Senator Mitchell (D-Wash.), a committee member, raised in the Senate a question as to the "technical competence" and "moral caliber" of General Waitt, whose testimony concerning the chemical shell failures, he said, contained "errors and contradictions."

4. Senator Magnuson (D-Wash.) expressed the hope to the Senate the committee would have something to say about what he termed the "arrogance" of General Brehon Somervell, retired chief of the Army Service Forces. Magnuson contended Somervell had "squandered practically \$300,000, 000 of American money" in connection with the wartime Alaska highway and canal projects.

5. The Erie Basin firm went before the U. S. tax court to get a cash return of \$385,875 of alleged excessive profits made in 1943. The War Department's War Contracts Price Adjustment Board claimed that the companies profited for one year amounted to 150

First One-Ton Club Members Reported

First "One-Ton Club" members for the 1946 bean harvest to be reported to the Lane County Farm Labor Office are Mrs. E. Garber and Miss Letha Hodges, Miss Lovina Wilson, farm labor assistant, announced Thursday.

Both pickers work on the C. G. Rear and Son farm near Santa Clara, Miss Wilson said. Ton Clubs, an original plan borrowed from the Red Cross Gallon Clubs, were set up in Lane County last year to recognize the accomplishments of workers in the bean harvest, Miss Dilon explained. In 1945 there were four six-ton-club members, nine five-ton-club members, 27 four-ton-club members, 103 three-ton-club members, 317 two-ton-club members and 881 one-ton-club members.

Other ton clubs for 1946 will be organized as picking progresses, Miss Wilson said.

4-H Assistant to Aid With County Club Work

Jo Ann Day, Salem, has been named as assistant to E. A. Danielson, 4-H County Club Agent, according to a statement from the 4-H office Thursday.

A 1946 graduate of Oregon State College, Miss Day will take charge of much of the field work in girls' activities. The new assistant attended high school in Seaside and has lived for the past few years in Salem.

times its "tangible net worth." Mitchell Rebukes

In an address to the Senate, Senator Mitchell remarked that General Waitt had not been able to learn the cause for the shell failures "but found time to go to fancy parties, even as American boys spilled blood because somebody fell down on the job back home."

His reference was to attendance by General Waitt and other Chemical Warfare Service officers at a wedding party given by Murray Garrison, one of the promoters of the Erie Basin and affiliated companies.

Air Progress Here Is Told

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drawn nation-wide attention. Copies of the forms and the ordinance have been mailed, on request, to 165 cities, many of which have adopted the system.

Private flyers pay the city a minimum license fee for use of the Park. The city receives \$45 per month per flight from United Air Lines, in addition to land rental and crop return income. The latter brings in about \$2000 annually.

The airport, first municipal airport in the Northwest, and one of the few ports inside any city's limits, boasts two new hangars, recently completed by Pacific Aircraft with surplus war materials. These hangars provide storage and servicing facilities, and six mechanics are employed there regularly, testing to the volume of business.

Another addition to the Park is a restaurant, opened by Gilbert Lee of Eugene, particularly of convenience to the many transient flyers coming through.

Eugeneans are showing considerable interest in new airplanes, and turn out in force for demonstrations. Many have ordered new planes.

Earlier this year, about 20 planes, many of them privately owned, flew to Troutdale for a Sunday morning breakfast. A similar flight to Redmond is planned for this coming Sunday, weather permitting.

Instructors for the commercial services at the Airpark are keeping busy with the number of local people who want to learn to fly. Minimum requirements for a private license include: 30 hours solo time, 10 hours dual, one cross-country flight with landings at two fields other than home base and three hours elapsed time, and passing of a Civil Aeronautics Authority written test and a flight check.

A new airport has been started west of Eugene, which the five partners will call Bev's Airpark. Located on Eleventh Ave. W., the park will provide charter service, student instru-

tion, repairs and sales and service. The partners are R. H. Robert W. and Donald Bevans, C. H. Jensen and Magda Balin.

Another first for Eugene is the recently inaugurated "Flowers with Wings" shipments, via United. The service, started by Ed Rowley with his Oregon Packaging Co., will allow shipments of flowers from Eugene via plane to any point in the country.

Eugene's aviation history actually started some 28 years ago, according to Mahlon Sweet, a director of the Oregon Aviation Council, who has been identified with the story of airplanes and Eugene since its beginning. In 1918 a Canadian-built Jenny, piloted by one Lt. Hoagland, from Mather field, Calif., ran low on gas and dropped into a big field on the old Conger farm on 11th Ave. W. On July 4 of the next year, an Army flying exhibition was put on here, largely at the instigation of Sweet, Earle Simmons and other aviation enthusiasts, who were instrumental shortly thereafter in getting the city to purchase land where the first plane landed to start the old airport, which was rated one of the best on the Pacific Coast.

In the 1920's, aviation went into a slump here, as the first field became too small for ever-growing planes. In 1939, with the assistance of Paul Morris, regional CAA director, a new field was located here, and the city, by aid of a two-year special tax levy of three mills, especially voted, financed purchase of 900 acres. The city invested some \$75,000, and the federal government spent \$1,200,000 on runways and improvements.

The new field went into extensive use when United placed Eugene on its list of regular stops in 1943. Now it boasts a new administration building, with the U. S. weather bureau and communications facilities. Under construction now is a \$65,000 installation for blind-flying facilities.

In 1919 to 1921, Sweet relates, the Army forest patrols were located here, and, because the pilots liked the town and its residents, the 1924 round-the-world Army flight, record-making event, really was thought up here and the planes stopped in Eugene for final tuning-up and overhauling

before going to Seattle for take-off. In the late 1920's, Pacific Air Transport made Eugene an emergency stop, and many times planes landed here in bad weather.

The first plane bought locally was purchased in 1919 by R. A. McCully and R. H. Pierce, who operated for nearly two years on a commercial basis, charging \$15 for 15 minutes for local passengers.

Herman Hobi of Aberdeen, Wash., opened an air service here during the "doldrums" period and acted as airport manager. He was succeeded by Harold Sanders, who was followed by Joe Harrell. Harrell provided primary training for Civil Air Patrol pilots.

Sweet asserts that Paul Love, of Aberdeen was in Eugene when he designed the first retractable landing gear, although he is not sure whether the youth ever received official credit for the invention.

New Rural Supervisor Named for Lane Schools

Mrs. Lucille Kennedy Thursday announced the appointment of Mrs. Opal V. Doty to the post of rural school supervisor. Mrs. Doty replaces Mrs. Myrtle R. Clark, who resigned Wednesday to accept a position as principal of Mt. Vernon Grade School in Springfield.

The new supervisor, a graduate of Southern Oregon College of Education, comes to the post from Willakenzie elementary school, where she has been principal for the past two years. Mrs. Doty also taught school at Fall Creek.

All Cherry Processing To End This Saturday

Processing of both sweet and sour cherries at the Eugene Fruit Growers' Assn., will end this week, Carl Robertson, field manager, announced Thursday.

No deliveries of cherries will be accepted after Saturday, August 3, Robertson said.

AWOL CHARGED

Robert Vitatoe, 18, U. S. Army, was arrested at the Smeed Hotel Thursday morning. He is in the county jail charged with being AWOL.

Yugoslavia Rejects Plan

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a bitter wrangle between members of the Soviet bloc and Greece. Greece wanted the commission to agree that any item pertaining to a "just and durable peace" could be added to the conference agenda by a simple majority vote.

Molotov's compromise allows the conference to put on its agenda at the request of any delegation "any questions pertaining to the peace treaties." It does not mention what vote will be required and this issue will be decided when the commission takes up the Big Four proposal for two-thirds rule.

The second Molotov compromise was offered in place of a Dutch suggestion that all of the 21 nations at the conference have a place on each of the five commissions which will handle the treaties for Italy, Bulgaria, Hungary, Romania and Finland.

The Big Four recommended that membership of each commission be restricted to nations actually participating in war against each satellite.

Molotov said that the Big Four suggestion should be followed but that all nations should be allowed to sit in on the commissions with the right to participate in deliberations but without the right to vote.

Dow-Jones
Dow Jones closing bond averages:
40 bonds, 107.49, up 0.03.
10 higher grade rails, 115.43, off 0.10.
10 second grade rails, 100.46, up 0.18.
10 industrials, 105.42, up 0.06.

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