

Nazi Plan to Collect Skulls Told Court

NUERNBERG, Germany—(AP)—Letters exposing a gruesome German plan to collect skulls and skeletons of all races for an anatomical institute at Strasburg were read Thursday at the war crimes trial.

The international military tribunal was hearing a defense witness, bearded Wolfram Sievers, a high SS officer, but he would not acknowledge the letters.

Maj. F. Elwyn Jones of the British prosecution staff produced a letter he said Sievers had written to a Dr. Brandt saying:

"We have nearly a complete collection of skulls of all races and peoples at our disposal. Of the Jewish race, however, only a few specimens are available. The war in the East now presents us with an opportunity to overcome this deficiency. By procuring the skulls of Jewish-Bolshevik commissars, who represent the prototype of a repulsive but characteristic sub-human, we have a chance to obtain a palpable scientific document."

The plan was for the German army to turn over to field police all living Jewish-Russian commissars captured.

The Jews were to be given special attention until the arrival of a "special delegate." Photographs, anthropological measurements and birth data were to be taken.

A letter dated June 21, 1943, said:

"Altogether, 115 persons were experimented on. Seventy-nine were Jews, 30 Jewesses, two were Poles and four Asiatics."

The collection of bodies was assembled at Strasburg. On Sept. 5, 1944, Sievers was said to have written Brandt asking for instructions because the city was in the line of the American advance.

The letter suggested the bodies could be picked clean of their flesh and thus rendered beyond identification or that the flesh parts "could be declared as having been left by the French at the time we took over the Anatomical Institute."

Molotov Disrupts Conference Accord

Doctors Certify May's Inability To Take Stand

WASHINGTON—(AP)—Two Kentucky physicians formally advised the Senate War Investigating Committee Thursday that Rep. May (D-Ky.) must "have an indefinite period of rest, quiet and careful attention."

The report was signed by Dr. John J. Archer, medical director, and Dr. George P. Archer, surgical director of the Prestonsburg, Ky., general hospital.

It eliminated all possibility that May, chairman of the House Military Committee, would be able to appear Friday before the committee to explain under oath his wartime intervention on behalf of the Garsson munitions combine.

The statement was sent to the committee from the office of Warren Magee, attorney for the 71-year-old legislator.

Earlier, a daring attempt to forestall the Garsson inquiry was disclosed officially with a committee announcement that it has the names of the "individuals" involved.

The committee formally set FBI agents on the trail of the mysterious post-midnight prowler who looted its secret files months ago of documents being collected for the inquiry.

The medical report on May was made public by the committee, which made no comment.

About the same time it disclosed in a formal announcement that close to 100 combat veterans have furnished first-hand accounts of their experiences with defective 4.2 mortar shells.

The committee began an investigation of the shells in the course of its inquiry into the wartime operations of 19 closely-linked firms which had May's acknowledged aid in securing contracts, material and manpower. May has stressed he profited in no way.

Erie Basin Metal Products Co., one of the combine, was one of the largest producers of 4.2 mortar shells. There has been no evidence produced thus far, however, to show that Erie produced bad shells.



RUSSIAN DELEGATE V. M. Molotov tells the Paris Peace Conference that his nation cannot abide by rules adopted on a 15-6 vote.

Claims Soviet Cannot Support Rules Decision

PARIS—(AP)—Soviet Foreign Minister Molotov told the peace conference Thursday that Soviet Russia could not agree to committee-adopted rules on voting—and ran into a charge by Australia's Herbert V. Evatt that the Russian leader was attempting to dictate to the conference.

Molotov threw the plenary session into confusion by reopening the once-settled question on voting procedure. Molotov said the United States and Great Britain had repudiated decisions in the Foreign Ministers Council. He then accused Evatt of "acting to create opinion against Soviet interests."

Evatt, Australian minister of external affairs, has been active in promoting the cause of the small nations before the conference. In a fiery reply to Molotov, he said the Soviet leader was trying to enforce before the peace conference the same veto he enjoyed in the Foreign Ministers Council.

"Filibustering Tactics"

Evatt said Molotov's effort to reopen the voting question smacked of filibustering and "has the suggestion of intimidation."

"What we have got to face is whether we will give into demands of that sort," Evatt declared.

Edward Kardelj of Yugoslavia, who had lined up with the Soviet bloc in the rules committee, spoke after Evatt. "The commission on procedure has taken a very dangerous step and the Yugoslav delegation cannot agree with this decision," Kardelj said. "We can only repeat that if the decision of the commission on procedure is passed the Yugoslav delegation will continue to take part in this conference but with strong reservations."

A. V. Alexander, British first lord of the Admiralty, recalled

Another Heavy 'Quake Felt In West Indies

By UNITED PRESS

A strong earthquake, recorded Thursday on seismographs throughout the country was believed centered in the British West Indies.

The first tremors began recording on the machines shortly after 9:30 a.m. (EDT). Soon afterward, dispatches were received from Ciudad Trujillo, saying that the Dominican capital was shaken heavily.

Residents, with last weekend's quake still fresh in their minds, ran to the streets. First reports said damage was not heavy at Ciudad Trujillo, but it was not known whether other areas suffered.

Loyola University reported that its recording showed that it was a "really big earthquake."

St. Louis reported the quake as "very strong," and said that the tremors continued for more than an hour.

Weston, Mass., said the quake was of "great intensity."

Fordham University reported the new shocks were almost as heavy as those reported on Sunday when tidal waves resulted.

The seismologists agreed that the new shocks apparently were in the West Indies area. Fordham announced that three shocks were recorded Wednesday in that area.

The shocks of last week-end caused an estimated 60 deaths and left thousands homeless in the Dominican Republic.

Truman Signs Bill Providing GI Leave Funds

WASHINGTON—(AP)—President Truman Thursday signed into law an appropriation bill carrying \$2,431,708,000 for enlisted men's terminal leave pay.

The President has not yet signed the terminal leave pay legislation itself. This is on his desk for action.

The bill signed also carries \$30,000,000 for the purchase of especially-fitted automobiles for veterans who have lost their legs.

It also provides \$26,000,000 for OPA, in addition to \$75,000,000 appropriated earlier.

The terminal pay bill awaiting action would make an estimated 15,000,000 past and present enlisted men eligible to be paid for furlough time they didn't receive.

As it went to Mr. Truman, the legislation contained the "bottled-in-bonds" provision which House members have announced they will try to knock out early next year.

Estimated to cost as much as \$2,700,000,000, most of which now has been appropriated, the law requires payment to enlisted personnel who have served at any time since Sept. 8, 1939, for accrued furlough time up to 120 days. The time accrues at the rate of two and one-half days for each month of service, minus any furlough time actually received.

Payments will be at the rate of base and longevity pay received at the time of discharge, plus a minimum of 70 cents a day for subsistence.

Payments will be in cash if they are less than \$50, or if the recipient was discharged prior to Jan. 1, 1943. Cash payments will be made also to estates of discharged men who have died.

All other payments will be in bonds cashable five years after the date of discharge of the individual receiving them.

Eugene Housing Expediter Can't Find Office Room

Being housing expediter for the National Housing Agency hasn't helped Charles Bayles find permanent office space in Eugene.

When Bayles came here in June he got up temporary quarters with the Eugene Chamber of Commerce, later moving to the U. S. Employment Service office on Willamette St. Crowded conditions at USES, however, have forced Bayles to look for another office.

Until the housing expediter can find a home for his desk and typewriter, his stenographer is handling all business calls from her home on Horn Lane. Her phone is 4754-R.

Work Begins On Amazon Job

Workers were digging ditches here Thursday for installation of the first unit of the Amazon Interceptor trunk sewer line, a job awarded the Empire Construction Co. of Portland on a low bid of \$77,470.

Ditches were being dug on Jefferson St. near the fairgrounds Thursday and the pipe is on the site ready for installation. The first unit of the \$150,000 trunk sewer line will extend down Tyler St. from Sixth Ave. W. to Fifteenth Ave. E., and from there easterly to Jefferson St.

Completion is expected in about 60 days.

Mine Foremen Under Contract

WASHINGTON—(AP)—The government Thursday officially awarded to John L. Lewis the opening round in his fight to unionize mine foremen.

President Truman and the Wage Stabilization Board approved a contract covering 136 supervisory workers at four Jones and Laughlin Steel Corp. "captive" mines in western Pennsylvania.

It was the first such contract in the mining industry.

The agreement was negotiated by Adm. Ben Moreell, who has been running the nation's bituminous mines since the government seized them May 22 in an effort to end the coal strike.

Coos Bay, Grants Pass Endorse 'Fringe' Control

GRANTS PASS—(AP)—The governor's zoning and planning committee headed by Klamath Falls Thursday with unanimous approval of state zoning measures from the cities visited on the first half of its tour.

Coos Bay and Grants Pass Wednesday added their names to Corvallis and Eugene, as favoring state legislation which would permit counties to set up controls over the development of city fringes. Sanitation was cited by Grants Pass and Coos Bay as their worst outskirt problem.

Fire Destroys Pine Cone Mill

The Pine Cone Lumber Co. mill, located about 15 miles southwest of Eugene on the Fox Hollow Road, was completely destroyed by fire which was brought under control late Wednesday.

The blaze also burned about 30 acres of logged-off land. Crews from the mill and the Western Lane Fire Patrol Assn. fought the blaze all day.

The small mill had a capacity of about 8000 board feet per day.

Another fire was reported near Marcola by the Eastern Lane Fire Patrol Assn. area. About four acres were burned over before patrolmen, along with men from the Fischer Lumber Co. controlled it.

Arabs Decline Parley Role

JERUSALEM—(AP)—Lt. Gen. Sir Alan Cunningham, British high commissioner, said Thursday that Palestine Arab leaders had turned down an invitation to round-table talks in London on the future of the Holy Land.

Cunningham's statement said the Arabs had also raised the questions of reported government plans to halt unauthorized Jewish immigration into Palestine and of the release of Arab political prisoners. The statement gave no details on these questions.

(London dispatches said a dramatic government statement on Palestine might be forthcoming within 48 hours. British government sources said Wednesday the cabinet was considering far-reaching military plans which might include a tight blockade of the Palestine coast to halt the flow of uncertified Jewish immigrants and stricter control of displaced persons camps and frontiers in Austria, Germany and Italy to choke the underground pipeline feeding the immigrants into Italian ports.)

Road Projects Are Held Up

The moratorium on federal construction which went into effect this week is holding up work on two highway projects in Lane County, reports Del R. Beebe, Eugene contractor who was awarded the contracts for the work.

Beebe said he had intended to begin immediately on surfacing and oiling the Smithfield-Elmira section and regrading, surfacing

'Program Not Affected'

PORTLAND—(AP)—The recent directive stopping new federal construction does not apply to federal aid highway construction included in approved programs funded by the states. W. H. Lynch, public roads administration engineer, announced here Thursday.

and oiling the Veneta-Crow section, both on the territorial secondary highway, but highway commission officials have not yet been able to get a go-ahead from the federal government. The moratorium affects the works because of use of federal aid funds.

Contract on the first project was let for \$98,195 and involves 5.56 miles of road. The second contract is for \$94,935 for regrading the section and for surfacing and oiling .32 miles of roadbed. At its peak, work on these roads would employ about 75 men, Beebe said.

If the go-ahead can be obtained at once all work except oiling should be finished by next February, Beebe said. The oiling would have to wait until the proper season. However, the contractor said he would have to start "at once or not at all" because some of the work must be completed before fall rains interfere.

Quar E. Joelson, Eugene, was low bidder on the Bly-East Forest Boundary rock production project on the Klamath Falls-Lakeview Highway. His bid was \$30,876, the state highway commission reports.

CWS Is Shuffled

WASHINGTON—(AP)—Maj. Gen. Alden H. Waitt announced Thursday that the Chemical Warfare Service, under fire in the Mead Committee war profits investigations, is being reorganized.

COTTON CROP FORECAST

WASHINGTON—(AP)—The Agriculture Department Thursday predicted a 1946 domestic cotton crop of 9,200,000 bales.

Weather

U. S. Weather Bureau Forecast: Eugene and vicinity—Clear today, tonight and Friday. Warmer today, Oregon—same. Gentle variable winds off coast, becoming gentle westerly Friday.

Local Statistics: High temperature Wednesday, 80 degrees; low Thursday morning, 45 degrees; 24 hour precipitation ending at 10:30 a.m. Thursday, none; total rainfall for month, trace; normal for month, .47 inch; total since Sept. 1, 42.10 inches; stage of Willamette at 7:30 a.m. Thursday, minus 2.15 feet; wind direction and velocity at 11:30 a.m. Thursday, north, 7; prevailing direction and average velocity Friday, north, 12.

Sunrise and Sunset (PST): Friday, 5:09 a.m. and 7:27 p.m. Saturday, 5:10 a.m. and 7:26 p.m.

STILLWATER TIDES Friday High 10:57 a.m. 5.5 ft. 10:08 p.m. 7.5 ft. Low 4:30 a.m. 0.5 ft. 4:32 p.m. 2.0 ft.

Survey of Opinion on Parking Planned

By ROCH BRADSHAW

Residents of Eugene and its trading area are going to be asked to be "guinea pigs" in order that the parking problem can be solved. Being a guinea pig in this case will consist of providing information which will help in determining the number of off-street parking spaces needed and where they should be located.

As a result of work done by the Chamber of Commerce parking committee under Ford Hand, Eugene reached the point Wednesday where it is ready for an engineering survey and polls which will serve as guides for actual launching of the project. At the request of Hand's committee and the retail merchants' division of the Chamber of Commerce under Calvin Smith, complete data will be obtained in the following manner:

1. Howard Buford, consultant engineer for the Central Lane Planning Council will gather information from people who park

in the shopping area and from business houses.

2. Cooperating with Buford, The Register-Guard will conduct two polls by means of questionnaires, in which it will be assisted by the Granges of Lane County. One poll will be made in the city and one in the country.

The two surveys will be coordinated in such a way as to provide a double check on certain basic data. In these surveys the "guinea pigs" will be asked a number of simple questions which will reveal buying and parking habits and needs, as well as showing what kind of off-street parking system would be of greatest service to shoppers and merchants and meet the greatest popular favor.

The project was brought to this stage Wednesday at a meeting of the Chamber group and others in the Eugene Hotel. For months the Chamber committee has been do-

ing the spadework necessary to provide the foundation for the engineering surveys and polls.

This committee had recommended unanimously to the merchants' division of the Chamber that "some form of revenue program related to off-street parking for 1600 cars be studied; that a minimum of four square blocks be considered, located east and west of Willamette St. at strategic points in the downtown area; that the city council be urged to submit the final recommendation to the voters of Eugene at a regular or special election this year."

The idea back of this recommendation was that original financing of the project would have to come from a tax levy or bonds and that the parking project's revenue would pay this money back in a reasonable period of years.

Dates and additional details about the survey and polls will be announced later in The Register-Guard.

Present at Wednesday's meeting when plans for the survey were approved were Mayor Earl L. McNutt, Chairman Hand, Commissioner Allen Wheeler, representing the Granges, Chairman Calvin Smith of the merchants' division, Virgil Langtry, ex-Robert W. Pierson of the League of Oregon Cities office here, Police Chief L. L. Pittenger, Manager Fred M. Brenne of the Chamber, Planning Consultant Howard Buford and City Manager Deane Seeger.

Among those who have worked with or assisted Hand's committee are A. C. Dixon, W. T. Switzer, O. A. Hougham, James Rodman, Sr., Harry S. Holt, Charles President H. J. Cox, Rev. Francis P. Leipzig, Joe Hayward, Fred Knox, S. M. Calkins, Roy Morse, A. Quackenbush, V. Ed Johnson, Cliff Culp, Fay Bennett, Harvey Hilton, Clarence Urey, Frank Scober, Phil Nordling, John Tiffany, Maurice Cox, Ralph Martin and J. L. Harpham.

Freight Cars, which cannot soon be replaced, highlight the problem of lumbermen

above destroyed 27 freight cars near Lancaster, Cal., on the Southern Pacific line. Below, piles up on the docks of the Fern Ridge Lumber Co. at Veneta. (NEA Telephoto and Register-photo, Wiltshire engraving).

Car Shortage Hits Seed Men

Agriculture Products, as Well as Lumber, Piling up for Lack of Railroad Freight Space

Feed and seed warehousemen added their voices to the cry for railroad cars Thursday and at least one faced shutdown within a day or two unless he could obtain a car.

A record crop of ryegrass seed was produced here this year, although vetch was not so heavy, and spring grains will be harvested within a week or so, dealers said. Several have filled their buildings with processed seed and are stacking it in docks and in yards.

There was no change in the tight car situation, railroad officials said. Lumbermen are feeling the pinch severely and shutdowns of operations because of glutted storage space are imminent.

E. H. Jefferson of the Farmers Warehouse Inc., Junction City, declared that he has had two cars on order for nearly two weeks and has not received them yet. Jefferson said the Junction City warehouse normally requires about 50 cars during the processing season which extends into December and so far two carloads have been shipped. He reported stacks of grain-filled sacks 15 feet high in his yards and a full building. So far he has obtained about one in four of the cars he needs.

H. L. Skirvin of the Skirvin Seed Co., Harrisburg, faces shutdown within a day or so if he cannot get a car. He loaded out one carful last Friday and has no others on hand to fill, while his storage space is running over. Unless shipping space becomes available, he said, his cleaners will be stopped and the grain and seed will have to remain in the field until facilities are opened for handling.

C. O. Fry, who handles seed and grain at Harrisburg, said the situation is becoming very tight, although his storage facilities are such that closure probably will not be necessary. "We'll just continue processing and piling up if we can't get cars," he asserted.

The situation has not yet become critical for the Farmers Union Warehouse in Eugene, so far as outgoing materials are concerned, says V. J. Gillespie, manager. For some time, however, shortage of transportation has resulted in definite curtailment of mixed feeds and bulk grains out of Portland and especially of feed concentrates from the midwest. He expressed belief that there would be enough cars "to get by" because the local seed is needed so badly in the South and other sections of the country.

The Eugene Fruit Growers Assn. has sufficient storage space now to permit continued operation during the present harvest season, said E. I. Pitkin, manager. He said it would take several carloads before the EFGA would reach a critical situation and though that provisions probably would be made to keep perishable goods from wasting.

Pitkin stated that the car shortage had been felt at the cannery in the other direction, on receipt of such supplies as canneries, salt, sugar and cans. Transportation was the problem.

(CONTINUED ON PAGE 2)

State Aviation Council to Meet

At a meeting in Eugene Friday, the Oregon State Aviation Council will discuss cities' charges for airport use, how to obtain funds for airport development, buildings and maintenance, and airport legislation.

Members of the state-wide organization include representatives of municipalities, counties, port commissions and chambers of commerce. Ben F. Ruffner, Corvallis, is president.

The meeting will begin at 9 a.m. at the Eugene Hotel with speeches by R. D. Bedinger, Seattle, regional administrator, Civil Aeronautics Administration, and W. C. Hill, Salem, Oregon State Board of Aeronautics. Ruffner will be chairman of the morning session.

Chairman of the airport operations session at 1 p.m. will be Floyd O. Johnson, Portland. Speakers will be John P. Mifflin, Portland, president of the Oregon Aviation Operators Assn.; C. A. Dunn, chairman of the city airport commission at Klamath Falls; and Harry K. Coffey of the Portland Chamber of Commerce aviation committee.

Irving Allen of Seaside will be chairman of the aviation legislation session at 2:30 p.m. Speakers will be Leo G. Devaney, Portland, director of the Oregon State Board of Aeronautics; Leverett Richards, Portland, aviation editor of the Oregonian, and Allen, who will speak on gasoline tax refunds and removal of property tax on airplanes.

The meeting will be open to persons interested in aviation.

Meeting Slated By Lumbermen

Lumbermen from Lane and northern Douglas counties, representing the majority of production from this area, have been invited to attend a banquet at the Osburn Hotel Friday at 6:30 p.m., to hear lumber leaders from Oregon and Washington discuss matters of vital importance to this region's basic industry.

"Millmen on the invitation list will be guests of the West Coast Lumbermen's Assn.," said Frank Graham, of Hills Creek Lumber Co., at Jasper, association director in charge of the dinner meeting arrangements.

"We will have some of the best informed men in lumber here for this session," Graham pointed out. "We feel we have an obligation in

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