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Another Job for Uncle Sam

By JAMES THRASHER NEA Washington Editorial Commentator There have been two appeals in the last few days for the United Nations to set up an international police force that can stop the fighting in Palestine before it flares into major war. One came from Harold Stassen, in the course of a political speech. The other was made by Mrs. Golda Meyerson of the Jewish Agency on her arrival at UN headquarters from Palestine.

It is a wonder that there have not been more appeals. It is a greater wonder that the UN has not done something long since to carry out its order of partition. For the organization stands to lose the prestige it gained in the Soviet-American agreement on Palestine by its inaction since then.

The UN was clearly warned of trouble ahead. On the very day that partition was voted, representatives of the Arab states told the General Assembly that their governments would not abide by the decision. It was evident that opposition would take the form of concerted international action. And that is just what is happening.

The Jews have been guilty of some needlessly bloody reprisals in Palestine. The British have been guilty of a half-hearted effort to keep the peace. But it was the Arabs who started the fighting.

Some have said that new nations are born slowly and in pain. They point to our own long revolution, and to the bloodshed from which many other governments of today have emerged. But this does not mean that history must go on repeating itself. The UN was created to change the pattern of history, to put an end to wars, declared and undeclared, and to preserve peace.

Efforts have been made by the UN in India and Indonesia to stop the fighting there and settle disputes. They have had some success. But the trouble in Palestine—trouble born within the Assembly chamber—is ignored.

Partition was unpopular with the Arabs and their supporters, and the Security Council knew it.

Yet the Security Council has not acted. The UN Commission on Palestine has not acted. The British government refuses to co-operate with the UN decision. And the Arab states are assembling an invasion army to crush the embryo Jewish state which the decision decreed.

If the invasion is not halted or broken up by international action, unilateral action by a UN member will not be surprising. Britain obviously is neither willing nor able to take that action. And what other nation is near enough and strong enough to step in? None but Russia, of course.

Some people with an understandable suspicion of Soviet policy think that Russia's agreement on partition was made with just such an outcome in view. If a major invasion of Palestine should come about, the future of the Jewish state and its people would be seriously threatened.

It is not easy to predict where the Red Army would be sent and how long it would stay, once it was in Palestine. But the possibilities cannot bring much joy to Washington or to London. Evidently London is going to do nothing about it. So, for the sake of justice and self-interest, it looks as if it is up to Uncle Sam to break the silence and stir the Security Council to action.

New Hat in Ring

Well, Mr. Truman has one more political worry on his mind. For Gov. James E. (Big Jim) Folsom of Alabama says he'll seek the Democratic nomination for President in his state's May primaries.

Big Jim has already done a good bit of spade work. During his campaign for governor he did a lot of baby kissing (female, that is, ages about 1 to 21). And since his election he's spent a lot of time fighting with his legislature. Any man with that rich background of political experience can't be dismissed too lightly.

Reader Editorial

THE REST OF THE LOG TRUCK STORY

We would like to express our deep appreciation for one thoughtful County Commissioner; and we can't help but wonder why the balance of the County Court, our county newspaper and public in general can't look a little further into the log truck situation, as Mr. Holland apparently has done.

I am convinced that any interested party would be considerably surprised at the amount of families, garages, parts houses, grocery stores, dealers, carpenters and others too numerous to mention, who are depending directly on these over-persecuted log trucks for their daily bread and for the price of it.

We have an average size logging business of around 50 M per day. There are about 115 men in the saw mills and the logging operation, representing 115 families dependent on about six miles of county road to one mill and about nine to the other, to say nothing of the large number of business people that are directly making their living from these families.

A tremendous amount of writing has been done about these unnecessarily large loads without getting the facts, a few of which I would like to point

out: (I am not talking as a theorist, but for a number of years I have built and maintained our own company roads and have probably kept more accurate cost records than it is possible to get on public roads.)

We have found definitely that fewer trucks hauling 6000 to 8500 ft. of logs depreciates a road less than a larger number of trucks hauling a so-called "legal load" mentioned in the paper, which in our class of timber is 4000 to 4500'. The large size of the tires the trucks are using now does not seem to cut the road with that much weight; whereas, faster-moving trucks with lighter loads do throw out the gravel and cause chuck-holes to a greater extent in the same number of board feet moved per day or month.

And as for the weakened bridges: We all know these old county bridges were only constructed for five or six ton loads at the most; whereas, the average empty log truck and trailer will weigh from eight to twelve ton, to say nothing of their load.

Now if this money that is proposed to be expended for scales and scale truck and a crew to operate it were added to a little additional gravel and maintenance (which in most cases the loggers would match out of their own pockets) the roads could be brought up to where they could handle a decent sized pay load, and after they were brought to that level, they would require far less attention in the future.

There is another problem that the logger has to meet—the size of equipment. When one sees a truck rolling down the hard-surfaced public road with a rather large load of logs, it is easy to say, "What's the use of having that big old truck out here on the road? Why not use a smaller truck?"

From that point of view, this is a perfectly logical question, because a smaller truck could very easily handle a 54,000 lb. load on the improved public roads. But one must remember that the logger is constantly constructing and using new road out in the woods where it is utterly impractical to hold the grades down to the maximum we are accustomed to on public roads. Also, these new private roads are soft and it takes the strength and brakes of a big truck to do the job there.

We could cite many instances, using names that most people would be familiar with, of loggers and lumber companies that have put in many thousands of dollars of work and cash on county roads over and above their large license fees that no one seems to take into consideration.

These log trucks cost on the average from \$9 to \$15,000, and if we are going to cut 25 per cent off the profit and efficiency of these trucks, it is impractical to be made some place—lower wages, higher lumber prices (which are already too high) or both. On a certain road under heavy traffic is showing too much depreciation, I doubt very much if you could find a logging outfit any place that would object to a higher license or cooperating in any reasonable way to help maintain that road; whereas, they are very bitter at fines running up to \$250 a truck for a 6500 ft. load, and the money going to buy scales to jerk the livelihood from some other trucker, while in other parts of the State they can cross the scales with this footage. (The weight of timber varies a great deal in different localities.)

Inasmuch as the cost would be prohibitive to build private roads to stand 9 and 10,000 ft. loads, we feel that a reasonable compromise of about 6000 ft. board measure would be honorably met by any of the logging concerns, and it would be an easy matter to check the loads by board measure since this new PUC law requires each load to be recorded. This would eliminate all the field men checking on the roads and the expense entailed.

BEACH LOGGING CO. Robert G. Beach

WASHINGTON LETTER BY PETER EDSON NEA Washington Correspondent

Businessmen and the Marshall Plan WASHINGTON, Feb. 7.—(NEA)—"They're for it, but they're afraid of it," a prominent international businessman told the Senate Foreign Relations Committee the other day, in summing up the observations on business reaction to the Marshall Plan. He was Roy W. Gifford, Detroit, board chairman of Borg Warner International. For nearly 40 years he has been building and running factories and setting up sales organizations in 100 foreign countries.

Gifford came to Washington to tell the Senate about his plan for an "American Council for Aid to European Industry." First public announcement on the Gifford plan was made in this column last November. Briefly, Mr. Gifford proposes to line up the services of America's top executives, engineers and technical experts. He would make their "know how" available to the 16 European nations receiving aid under the Marshall Plan.

Gifford believes this aid would be readily forthcoming if American businessmen understood that, by contributing their services, they would help restore Europe, bring about a more lasting peace, and reduce the drain on the American taxpayer.

The trouble is that American businessmen generally, with little or no foreign experience, don't know about these things. Sen. Alben W. Barkley of Kentucky asked Mr. Gifford why it was they didn't know. The Senate Foreign Relations Committee has been holding public hearings on the Marshall Plan. They have been widely reported in the press and debated over the radio. Still the complaint comes back that the people don't know, or don't understand, what the Marshall Plan is all about.

Mr. Gifford had one thought on the matter. The trouble was that the Marshall Plan presented so many imponderable problems that its elementary principles were lost sight of. This is the point that Undersecretary of State Robert A. Lovett has been emphasizing for months. Keep it simple. Don't get involved in details.

As Gifford analyzed it, no private business could conceive or handle a \$6,000,000,000 program. But, if it were explained that \$1,000,000,000 of that sum were to be set aside for industrial reconstruction, which would mean \$1,000,000 in new capital for each of 1000 enterprises in Europe, that they could understand.

In terms of the Gifford plan "an admirable suggestion for independent co-operation with the Marshall Plan," Chairman Arthur H. Vandenberg, of the Senate Foreign Relations Committee, declared that two-thirds of the possibilities it raised could be handled in the agreements made with each of the 16 European nations.

However it is done, the Gifford plan presents the first, if not the only, practical suggestion that has come from American business.

Now that the big brass of government has finished its first round of testimony on European recovery programs, leaders of business, labor, farm organizations and other pressure groups are coming to Washington to speak their pieces. What they have had to offer has been pretty thin stuff. Most of their ideas have been for curbs and restrictions.

Perhaps the political opposition expected big businessman Bernard Baruch to sabotage the Marshall Plan. When he gave in, not only full support, but also suggested an even bigger program than the State Department planners had outlined, the opposition had to fall back on Herbert Hoover. And the ex-President obliged by giving the plan its worst black eye. In a letter to Senator Vandenberg, Hoover suggested cutting the appropriations.

Likewise using the letter approach, president John L. Collier of B. F. Goodrich suggests that the goals for industrial expansion in Europe be reduced substantially. In so doing, he is renegeing on the recommendations he approved in the Harriman report.

The National Association of Manufacturers, first of the big business groups to come out with a criticism of the Marshall Plan, listed 14 points—all negative—on which it wanted modifications.

Fortunately, not all businessmen are of the Hoover-Collier-NAM school of thought. When Paul Hoffman of Studebaker, chairman of the Committee for Economic Development, gave the views of his big business associates to the Senate Foreign Relations Committee, he advocated giving the Marshall Plan adequate funds over a period of time sufficient to make the program a success. "A half-hearted program," said Hoffman, "is likely to be worse than useless."



WINTER RELIEF—Two young deer show interest in ranger Joseph Ossman's bundle of hay at Bear Mountain State Park, N. Y. Rangers are hauling alfalfa and soybean cake into woods to relieve famine during severe winter weather.

Olympic Queens Favor Home Life

VANCOUVER—(P)—Mrs. Gretchen Fraser, the United States' first Olympic ski champion, is probably the first skier ever to win a movie role before an Olympic title.

Twelve years ago the skiing form of little Gretchen Kunik, then 16 years old, was such that she took over the skiing scenes for another Olympic champion, Sonja Henie, in a motion picture filmed by a Hollywood company on Mt. Rainier.

Turned Down Even then her aim was set high, and she refused Hollywood's pay so she could remain an amateur. Later she doubled for Miss Henie for other films, all the while perfecting the technique that carried her Thursday to the championship in the women's special slalom at St. Moritz—the first time an American had won.

Her first victor almost was her last. In 1936 she won the Golden Rose ski race on Mt. Hood in Oregon and twisted a knee so badly that experts doubted she would ever compete again.

Helps Husband It kept her idle two years, a period in which she married Don Fraser of Tacoma, Wash., a member of the 1936 Olympic ski team. Helped by him, she began a comeback in 1938. In succeeding meets she placed high, gaining confidence and adding to technique.

She is blonde, pretty, proficient, and strangely inclined to humbleness. Her friends remarked her unassuming ways and the long hours she spend helping the inexperienced learn to ski. And when she is not on the ski slopes, she is in Vancouver, helping her husband as a partner in his oil distributing business.

ST. MORITZ—(P)—Barbara Ann Scott, Canada's pretty, 19-



"Showers of Blessing" KORE Sundays 8:15 A. M.

9:45 A.M. Bible School Morning Worship 11:00 A.M.

"Our Possessions in Christ" Youth Meetings 6:30 P.M.

Evangelistic Service 7:30 P.M. "Emmanuel, God With Us" Wednesday, 7:30 P.M. People's Meeting

REV. RICHARD S. TAYLOR, PASTOR

First Christian Church 11th and 12th on Oak HUGH N. McCALLUM, Pastor

Bible School 9:45 (Graded Classes) Morning Worship 11:00 Evening Service 7:30

"HIS ENTHUSIASM" "REFORMERS or RESTORERS" Solo — "Blessed Are They Which Do Hunger" Hal Young

Nursery at both Morning Services Listen to THE CHRISTIANS' HOUR Sunday at 8:00 A.M. — KORE (1450)

Teacher Training Classes Continue

Child evangelism teacher-training courses are being continued at the Salvation Army, Seventh Ave and Pearl St., in Eugene. The classes are for the training of teachers for children's weekday Bible classes in various homes throughout the city. The course is conducted on an interdenominational basis, and is open to any interested persons.

The average fee is compelled to travel approximately 550 miles to make a teaspoonful of honey.

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Church of Christ 494 West 10th Eugene

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This is a study of parental responsibility in the training of their children from the ages of nine through eleven to make their adjustments without their parents. The child now moves from the elementary school to the junior high school, and his responsibility increases with each year. If he has not received his foundation training in the home for his adjustments as he meets new experiences by the time he reaches this year, he will find it difficult to adjust to his new environment. His parents serve as supervisors in his adjustments as they assist him to learn to meet life's experiences without their having to tell him everything to do. He must begin now to make his own decisions, and to learn that he must pay the price of those decisions.

1. Problems with respect to his relation with mother. Up to his age mother has been his principal source of security—he has been looking to her. If mother has not built up in her child by this time the ability to turn to others for her. The child must not be "tied to mother's apron strings." Mother should train her child to make his own decisions, and not to depend upon others. Mother cannot keep her child at her knee through life — he must learn to depend upon his own decisions.

FIRST CHURCH OF CHRIST Evangelists United Brethren EIGHTH and MONROE STREETS 9:45 A.M. SUNDAY SCHOOL Classes for All Ages 11:00 A.M. "WORSHIP IN SPIRIT AND TRUTH" A Service Honoring Our Boy Scouts 7:30 P.M. "THE ELECT OF GOD: ARE THEY?" CHARLES E. FOGG, Minister

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