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Maybe Lumber Needs "A Judge"

Nobody won anything in the 20-day tie-up of the big Hines lumber operation at Vestfir—over the dismissal of a cookhouse waitress for cutting her shift without providing a substitute satisfactory to the kitchen boss.

Employees lost more than \$8,000 per day for 20 days—at least \$480,000, maybe more. Company lost 300,000 feet a day production, more than 6,000,000; it is impossible to figure this loss even approximately in dollars, because the lumber not cut during the strike will be cut and marketed later, but it is safe to estimate that actual dollar loss in "overhead", disrupted customer service will equal that of striking employees.

Waitress is still out of a job.
Call it a **MILLION DOLLAR** waste and you won't be far wrong, most of it money which normally circulates in Lane county and Eugene.

This was a dispute arising under the **TERMS OF CONTRACT** between company and union. It was not a dispute over wage scales or any major matter of rights on either side. It was essentially a dispute over interpretation of contract. In all union-employer contracts, the employer through his department heads is granted the right to fire **FOR CAUSE**, and where there is any argument as to whether there was sufficient cause, there is usually a review by a joint management-union committee (and we understand that was provided in this case but the union representative claimed the company did not show sufficient cause and called a union meeting which voted the strike). In the background of the whole situation lurked the question:

"What were the actual **FACTS** about the incident between the waitress and her boss at the cookhouse?"

There was no impartial arbiter to put both sides on the stand and make a ruling under the terms of the contract on the proved facts. That leads us to wonder if the lumber industry doesn't need its special arbiter for disputes arising under contract terms—on the excellent pattern which Wayne L. Morse established in the maritime industry before the war. In that situation both sides chipped in 50-50 and hired Morse to act as final judge in all disputes arising under contracts—NOT for the negotiation of contracts which is a much more complicated matter, but for those disputes which arise while a contract is in force. Many industries have since adopted this method. It costs money but it's much cheaper than tie-ups.

Nor should this type of permanent industrial court be confused with the type of arbitration which the federal conciliators proposed after the Westfir rumpus was at its height—which the Hines company refused on the ground that they could not arbitrate a principle, the right to fire for cause. Those emergency arbitrations simply bring in outsiders, usually prominent citizens but unfamiliar with the industry and they try to induce a compromise.

Morse was hired as a professional and it was his business to know what was in every line of the contracts. Moreover he was given power to bring in witnesses and documents. Most important, both sides gave him **POWER TO PUNISH** either or both sides for infringement of contract—and he did just that many times. Morse had nothing to do with making the original contracts but he could say:

"This is what you fellows agreed to, and by golly, this is what you are going to do and abide by while this contract lasts."

It takes a trained man and a man of force and character to do such a job, but this dispute could have been settled in 24 hours and without loss to anybody by such procedure. It's just a thought!

Future of Intermediate Ports

Over at Newport on Yaquina Bay the U. S. Army Engineers are completing major improvements in harbor facilities to the extent of \$900,000. They will provide 26 feet of water on the bar at low tide, 20 feet in the channel 300 feet wide, a turning basin 1000 by 1200 feet in area with 22 feet depth. They are sinking old concrete Liberty ships to provide a retaining wall for a huge fill upon which to build 10 acres of docks and harbor facilities.

To match this federal expenditure, people of the area have subscribed \$79,000 to the Yaquina Bay Dock and Dredge Corp.; they hope to get at least \$25,000 more in stock plus an additional \$150,000 loan from RFC and this corporation will build the docks, warehouses and facilities, including a re-saw mill for lumber. Verle Smith and Frank Wade came in the other day. They said:

"We believe we are set for the greatest advance in Yaquina Bay history and that we will be able not only to re-saw the lumber tonnage handled through our port but open regular trips of general cargo carriers with truck delivery to all parts of the Coast area and the Willamette valley."

And of course, the Yaquina men want

Eugene's backing and business. The backing for port and highway improvements is easy to give (and we are not a bit worried about offending our friends over at Florence who have been turned down on their Siuslaw improvements—although we share their disappointment):

"Everything that advances the development of Oregon and the utilization of our resources should be welcomed even if it isn't our own back yard: in the long run what helps Newport or Reedsport or Coos Bay will not hurt Florence and Western Lane but help it."

But to promise any large amount of shipping business might be extremely rash. Nearly 20 years ago we began digging into facts about use of intermediate ports and there are some difficult problems to overcome:

RATES—We are glad to learn that Oregon's intermediate ports are not on "open rates" and that the old differential (Portland plus) does not exist, but

TONNAGE—Steamship men say it will require not less than 500 tons inbound and 500 tons outbound to warrant regular general cargo calls.

HAULING—It's only 120 miles to Portland on water grade; it's 90 to Newport or Reedsport and 120 to Coos Bay, and unless the little ports can bring their shipping and dock handling rates much lower than Portland's they still won't be in the race for general cargo. (Years ago the Fruit Growers tried Coos Bay and gave it up).

So what? Our steamship friends say that the future of these intermediate ports is in "cargo tonnage," not miscellaneous shipments, and when the numerous intermediate ports on the Atlantic Coast are cited, they say:

"Very few of the Atlantic ports compete in anything but cargo tonnage and that is possible only because of their rich industrial background."

At this point Oregonians need to take a few lessons from New England:

"What have we got in this area that could be combined with sulphur from the Gulf or Italy, or with bauxite from the East Indies, or coking coal and lime from 'some place' to put together a functioning industry?"

We are infants in the development of "off shore shipping" but New Englanders have been born and bred figuring out what to bring in from the four corners of the world to "make something" (and they have very few native materials to work with).

Raw Materials Survey, instituted a few years ago under the leadership of Gen. Thomas S. Robins in wrestling with this and other practical problems of "getting industries."

The Eugene Chamber should visit Newport and other neighboring port cities (not neglecting to help the Siuslaw in every way possible) and we should invite them to tell us of their plans and problems. Lots of things which we do not have in Oregon can be brought to us, and that's where these little ports with their cargo carriers are related to our future.

WASHINGTON LETTER

BY PETER EDSON
NEA Washington Correspondent

Core of Third Party Strength Are Left-Wing Labor Leaders

PHILADELPHIA — (NEA) — Backbone of the Henry Wallace Third Party is revealed here as coming from the leadership of the left-wing labor movement. It has for its front a few radical intellectuals like Louis Adamic, Howard Fast, Lillian Hellman and Prof. Rexford Guy Tugwell of the University of Chicago. It gets its mass support from Negroes, Jews, Townsendites and other minority groups.

But the main strength is drawn from 11 unpurged CIO unions, plus a scattering of Wallace button-wearers in the right-wing CIO unions, the AFL, the railroad brotherhoods and the United Mine Workers. Chairman of the National Labor Committee for Wallace is Albert Fitzgerald, president of the United Electrical Workers, CIO. His right-hand man and chief counsel is Lee Pressman, former CIO lawyer, now secretary of the Third Party platform committee and a candidate for Congress from Brooklyn. Their three vice-chairmen are Courtney Ward of Cleveland, president of the Northern Ohio Painters' Council, AFL; Donald R. Hicks of Minneapolis, Brotherhood of Locomotive Engineers, and Hugh Bryson of New York, president of the Marine Cooks and Stewards, CIO.

Roster of Pro-Wallace CIO Internationals
The CIO internationals that openly support Wallace are: United Electrical Workers; Mine, Mill and Smelter Workers; United Office and Professional Workers; Fur and Leather Workers; Farm Equipment Workers; Harry Bridges' International Longshoremen and Warehousemen; Fishermen; Marine Cooks and Stewards; Food and Tobacco Workers; and Furniture Workers.

These left-wing unions represent a total membership of about 1,500,000, of which 800,000 are in the United Electrical Workers. All their Third Party activity is carried on against the policy laid down by Phil Murray, Dave McDonald, Jim Carey and other top CIO officers.

It might appear outwardly that CIO is ready to break wide open over the Wallace candidacy. So far, however, there has been no sign that left-wing unions want to break away from the parent CIO. The left-wing unions find certain advantages in sticking to the CIO for strictly trade union activities. Possibly the left-wing unions hope that some day they can take over completely.

Phil Murray's opposition to the Wallace movement has forced Fitzgerald and Pressman to do a certain amount of underground work in getting support from rank and file members of the more conservatively led unions. In the anti-Communist directed Steel, Auto and Rubber Workers unions, Fitzgerald's organizers have worked at the local level. They claim some 3000 shop committees for Wallace, functioning against the top officers of their unions.

Jack Kroll's CIO Political Action Committee has fought this Wallace movement as hard as it could. PAC units that show any interest in the Wallace candidacy are disciplined.

Fear of getting in bad with their international officers has kept many union men from supporting the Wallace movement openly. Fitzgerald lieutenants say, strangely enough, they report no opposition from leadership of the AFL unions or from John L. Lewis in the United Mine Workers.

What these left-wing labor elements want out of the Wallace movement is fantastic. Don Hicks, speaking for the railroaders before the Wallace Platform Committee, outlined these demands: The six-hour day; pension at half-pay for railroaders with 30 years service; amendment of the Railway Labor Act to give the brotherhoods more power; pending eventual national ownership of the railroads. Stanley L. Loney, UEW vice president, made these demands: Free high school and college education for all; free medical care and hospitalization for all; \$100-a-month pensions for all over 60; \$1-an-hour minimum wage; \$40 a week for 52 weeks unemployment insurance; 52 weeks guaranteed work every year; and so on.

Framework for 'Air Division' Now Assembled in British Isles

By ELTON C. FAY
Associated Press Military Affairs Reporter

WASHINGTON — (AP) — The steady build-up of American airpower in Europe, reflecting the strain in western power relations with Russia, reached a new phase Friday.

A major general was ordered to England to take command of the 60 superfortresses which flew there from this country two weeks ago. When the two wings of B-29s unobtrusively departed the United States, the highest ranking officer was a colonel.

Furthermore, when Maj. Gen. Leon W. Johnson takes over his new assignment early next week, he will be commanding what actually amounts to the framework for an "air division," a unit designation widely used during World War II.

The air force now defines an air division as two or more wings. A wing is the operating formation of one or more groups of aircraft, with its own maintenance and service organizations. Customarily, a major general commands an air division.

Johnson will be under the overall direction of Lt. Gen. Curtis E. Lemay, commander of all United States air units in Europe. A wing of B-29s presently based in

Germany is under Lemay's command.

Johnson up to now has been commander of the 15th air force, one of the two fleets of B-29s based in the United States. He will leave Sunday for England.

He knows that country and the continent like the back of his hand. Johnson served with the 8th air force in England when its thousands of bombers were sweeping deep into Germany and Nazi-occupied lands.

The air force announcement of Johnson's assignment to Europe followed the cautious pattern of previous announcements regarding the departure of bombers and fighters for Europe—he is going to take command of superfortresses "in England on a training mission."

Curtains cleaned in Sanitone. Electric Cleaners, 1216 Willamette St.

Work Starts On Bird Pen

Ground has been broken for the construction of a six-unit bird pen at Skinner's Butte Park, Don January, superintendent of parks and recreation, reported Friday.

The city council acted to set aside \$500 for rebuilding the park pens when the 1948-49 fiscal budget was adopted, but material for the job will cost in the neighborhood of \$1000, January said.

Labor on the project is being provided by regular park crew workers, and the finished structure will be 46 by 12 by 12 feet.

Plans drawn by the Central Lane Planning Commission are so designed as to provide for sanitary features not included in the present bird pens.

January said the crews expect to complete the pens in about 40

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Arrested Driver Asks Jury Trial on Charges

Vernon R. Young, Rt. 5, Eugene, requested jury trial on charges read against him in municipal court Wednesday and Judge John L. Barber, Jr., announced that the trial date will be determined later. Free on \$75 bail bond, Young was arrested earlier this week for reckless driving and driving outside restrictions on his operator's permit.

Shanghai's Wealthy Won't Contribute

SHANGHAI — (AP) — The wealthy Shanghai Chinese are hurrying to make their money, they are going to have names published in the newspapers.

The committee out to collect special relief fund for the Chinese has sent them notices to up or be exposed.

The welfare fund is a list of only two trillion 300 million Chinese dollars of Shanghai. Quota of eight trillion 300 million has been collected.

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- 5th Prize (10) \$71.50 watches. Choice of gentleman's self-winding steel, water-proof watch with steel bracelet; or lady's 14-karat gold, 17-jewel watch with gold figured dial.
- 6th Prize (30) \$52.50 watches. Choice of gentleman's gold-filled watch; or lady's gold-filled watch with sweep second hand.
- 7th Prize (36) \$37.50 watches. Choice of gentleman's water-proof watch with sweep second hand; or lady's watch with steel back, yellow top, and gold-filled bracelet.

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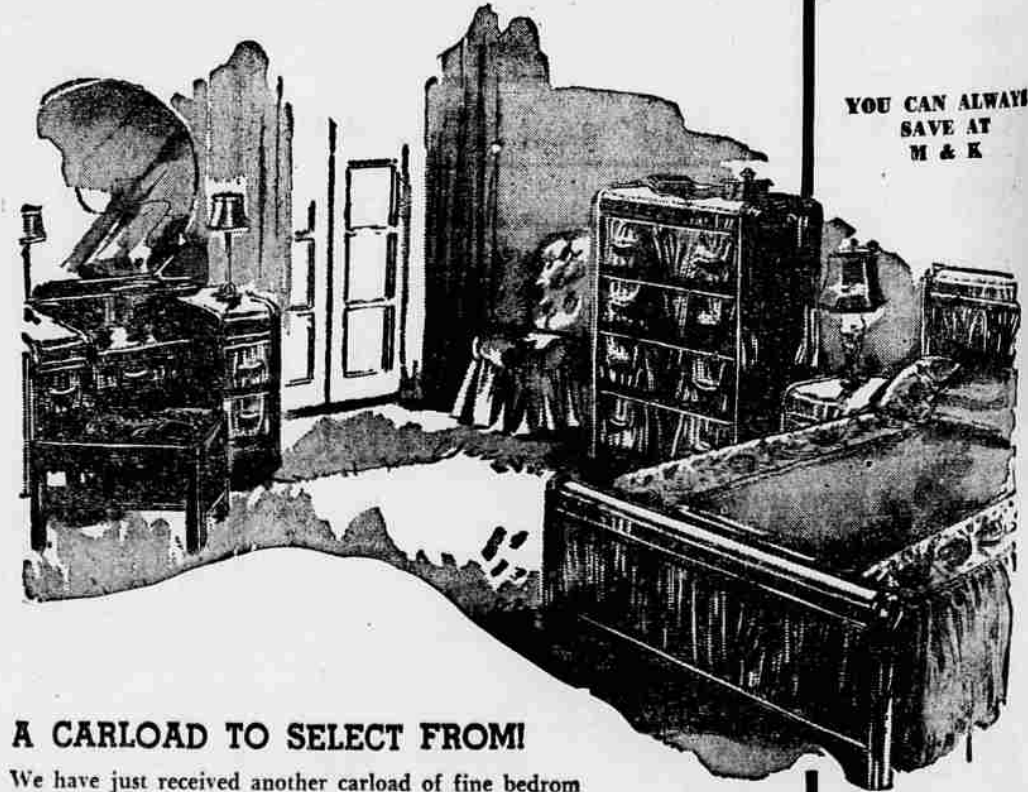
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