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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, fair and helpful in the development of constructive community policy.

Santa Clara Kids, Welcome

The editors of a newspaper get a lot of letters from all kinds of people with all kinds of ideas. And they get a lot of questions, and some of them old King Solomon couldn't answer. Now and then they get one like this, and give three rousing cheers:

"The Sixth Grade at Santa Clara school would like to see how the paper is printed. We will come any day that is convenient for you and at what time?"

"You see we have a paper of our own and we thought that if we saw how your paper is made it would give us a tip. I will enclose a copy that we published."

"We would like to know, would it be all right for our parents to come too? Would there be a guide for us that could show us the interesting things? What entrance would we use when we come? Would the presses be running when we come? We would like to watch them, if it is not too much to ask of you."

The letter is signed just "6th Grade Santa Clara School," but it comes in a handsomely mimeographed edition of The Santa Clara Times—on rose colored paper—apparently the Christmas number because it had some very handsome "art work" of Santa Claus and his reindeer, and it is complete all the way from page "Hot News" through editorials, "society" and sports. Now we wonder:

"Who's going to give whom the tips?"

Well the answer is Santa Clara's Sixth Grade is welcome at the RG any day, with parents and teachers and anybody else who wants to come. You just call up 6300 and ask for Mr. Strommer who bears the official titles of Circulation Manager and Building Manager, although it might be more appropriate to call him the RG's CHIEF GUIDE. For years and years Arne Strommer has been guiding groups of school kids and 4-H clubs through this plant. You might say:

"If you could take all the school kids that Arne Strommer has guided through the Register-Guard and lay them end to end, why the lines would reach . . . oh dear."

You call up Arne and make a date. Then you come right in the front door and Arne points out Bob Bertsch and "Dub" Johnson and Ray Foster and all the potentates of "advertising and business." Then you go out in the shop and meet Elmer Wells, the "Bull of the Woods"; and Pat Howe the "oldest living inhabitant"; and Dick Cahoon, the steno-typewriter and Frank Hassard the pressman—and they all like kids. And then you see where the carrier boys get their papers, and they are just as important, and perhaps more so than the editors who think they do all the work. And then you can trail around through the alley and come upstairs and Bob Frazier will show how the teletypes work and how the news is assembled. The office with the fancy curtains is for Ann Connell and her gals, and the one where you hear Bill Love yelling is where Dick Strite hangs out, and that "smoke filled room"—well, it could be worse.

Visitors are always welcome at the RG, but kids are much more welcome than "potentates." Our plant is pretty old, terribly crowded; some day maybe we'll have a fine new place with fine new presses and all the latest gadgets, but we hope the doors will always "open in." We like to think people come to see us and not our gadgets. Make your date with Arne Strommer; he'll do the rest.

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Reader Editorial

McCRACKEN RECOMMENDS PRIVATE FLYING
PANAMA CITY—(To the Editor)—I'm writing this in the interest of light aviation in our community. Two years ago my brother and I purchased 2 light planes for use in our motor freight operations. We found them to be one of the best equipment purchases we ever made. They put us in both our Eugene and Portland offices several times a week without any appreciable loss of time.

Summer before last, more as a training program than anything else, my wife and I took one of these planes and flew the four borders of the United States. We found it surprisingly easy, with none of the difficulties requiring long and technical training necessary.

On this trip we found practically every section of our country much more interested and enthusiastic about private flying than we are at home. Our community, located as it is with the mountainous roads to the south and east, has a much greater opportunity to utilize this straight line method of transportation than most sections of the country. By private plane 30 minutes will put

you in Bend, three hours in San Francisco, one hour and forty minutes in Seattle.

We have two of the finest airports that can be found any place. If the businessmen can be awakened to their possibilities, sufficient investments will be made in hangars and other maintenance facilities to enlarge their use many fold.

My wife's and my enthusiasm in this field led us to seek a vacation trip which would best utilize this type of transportation. We chose Central America with the Panama Canal as the ultimate goal, because incomplete roads make any travel except boat or commercial airline impractical.

We have found the trip surprisingly easy. Traveling in a leisurely manner we reached the Canal Zone in fifty-one flying hours.

Flying only an average of three to four hours a day, spending the rest of the time sightseeing. Many of these flying hours would not have been necessary if we had not wished to circle lakes, mountains and villages which took our eye. We are building up a collection of colored slides.

Mexico presents a few difficulties due to the poor gasoline facilities since that nation took the industry away from American countries. One need not be unduly alarmed, the fuel is of fair quality. All that is necessary is to take time enough to be sure it is properly filtered before putting in the plane. It is usually very dirty.

Once across the Guatemala border two large American companies provide plenty of gasoline of as good a quality as obtainable anywhere.

Border crossing instead of being the bug-a-boos we have always been led to expect, are rather a pleasant experience. The officials are very courteous, often apologetic at having to hold us up at all. We cannot speak Spanish and frequently they cannot speak English. In spite of this difficulty things have gone very well.

It is not my intention to bore you with a travelogue. If I have said anything that will arouse the curiosity of our citizens in private flying I have accomplished my purpose.

Very truly yours,
J. W. McCRACKEN.
(BILL McCRACKEN)

WASHINGTON LETTER

By PETER EDSON
NEA Washington Correspondent

New Truman Deal Adds Up To Good Business for U. S.

WASHINGTON — (NEA) — Biggest news in President Truman's inaugural message was his point four: "We must embark on a bold new program for making the benefits of our scientific advances and industrial progress available for the improvement and growth of underdeveloped areas."

This will probably be branded by Moscow as further evidence of America's imperialistic ambitions to enslave the world. It will be labeled by U. S. reactionaries as another New Deal effort to establish a WPA for the whole world, or "to build TVA's on the Danube." It may even be called an extension of what has incorrectly become known as Henry Wallace's idea "to give the Hottentots a quart of milk every day."

The new Truman Doctrine is really none of these things. It is an extension of an idea that to a limited extent has been a part of American foreign policy for a long time.

Program began during war time

Early in the war Congress passed a bill authorizing the U. S. government to give technical assistance to Latin-American countries and to China. This was part of the badly named "cultural relations" program, intended to offset Nazi influences. At the end of the war the U. S. State Department sought to have this authorization extended to all other countries. This year, a bill is to be presented authorizing the U. S. government to loan its technical experts to United Nations organizations on a reimbursable basis. Both of these proposals are the heart of the idea that President Truman presented in his inaugural speech.

This idea of the President also lays the groundwork for an extension of and a logical successor to the Marshall Plan. It has been generally acknowledged that the American taxpayer can't afford to and won't keep on financing Europe's trade deficits forever. ECA—the Economic Co-operation Administration—has repeatedly emphasized to Marshall Plan countries that when the original program runs out in 1952 that will be the end.

What the European countries do to raise their own standards of living before and after 1952 will be largely up to them. But in this effort the United States can give aid through scientific and technical assistance and a loan of American know-how at low cost.

ECA is giving some assistance of this kind now. In the first year of Marshall Plan operations it has been discovered that European industrial production could be greatly increased with existing facilities, merely by better organization and management. For instance, in Britain the time that machinery is down for servicing and repairs runs as high as 20 per cent. In the U. S. machinery is out of production for as little as two per cent of the working time. The difference is attributed to the American practice of servicing and repairing machinery on night shifts, instead of during regular working shifts, as in Europe.

Stumbling Block Rests With Other Countries

The stumbling block in offering this kind of assistance is that it can't be forced on countries that don't want it. As ECA officials have already discovered in handling Marshall Plan aid, technical knowledge is absorbed best if foreign engineers come to the United States and observe American technical methods in operation. It doesn't operate so well when American experts go to Europe and try to tell naturally proud Europeans how to run their businesses.

President Truman's inaugural message laid special stress on giving technical aid to the more backward countries. These are the countries that now have the big stocks of raw materials which the world must draw on in the future—Africa, Asia, parts of Latin-America. These underdeveloped countries don't want to keep on being colonial suppliers of raw materials. They want manufacturing industries of their own. This was made strikingly evident in the International Trade Organization Conference at Havana last year. What these countries need is technical and scientific assistance in setting up their own Pittsburghes and Detroites.

This whole subject ties in with a United Nations World Conference on Natural Resources now being planned for this summer. As President Truman said in his message, the United States has nothing to lose by exporting this knowledge. "Experience shows," he said, "that our commerce with other countries expands as they progress industrially and economically." In other words, the new Truman Doctrine is good business.

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Roseburg Scene of 2 Deaths, 1 Attempted

ROSEBURG — (AP) — A slaying, an attempted slaying and a suicide were reported by police here Monday.

State Police Sgt. Lyle Harrell said William Reldon Smith, 41, was shot and killed early Sunday at the home of the estranged wife of Edwin Oliver Bushnell, 61, two miles east of Myrtle Creek.

Bushnell was arrested later, and Harrell said he had signed a confession.

Norris Bush, about 60, committed suicide by swallowing poison. His estranged wife said he had attempted to stab her shortly before in her home in a Roseburg suburb.

She said she was awakened at 1:20 a.m. Sunday by a hand that pressed over her mouth. Her husband was standing over her with a knife, she said. As the man slashed, she jumped. She received a body cut, but escaped to neighbors, and later was taken to a hospital.

Flier Claims Chinese 'Bitter'

SALEM — (AP) — Capt. Oliver S. Glenn, who has spent the last three years in China, said here Monday that the Chinese are "bitter" toward the United States because of this nation's effort to keep Chiang Kai-Shek in his high office.

Capt. Glenn, who flew to Salem from China to be with his ailing father, is a pilot with the China National Aviation Corp. He will leave for Shanghai Tuesday.

Capt. Glenn said he was "hesitant" to express himself, due to the possible disfavor of my employers in China, but he said there still is "hope" that the Chinese Nationalist government will survive the Communist onslaught.

Capt. Glenn said the Nationalists don't need supplies as much as they need good leaders.

Washington Star President Dies

WASHINGTON — (AP) — Fleming Newbold, president of the Washington Evening Star newspaper, died early Monday at his home following a heart attack. He was 75.

He was apparently stricken while preparing to retire. He died at 12:45 a.m. Dr. John F. Preston, his physician, said he had been treating Newbold for a heart ailment for two years, but that he had remained active and vigorous until his death.

Newbold succeeded the late Frank B. Noyes as president of the Evening Star Newspaper Co. on Feb. 18, last year, when Noyes retired as president and became chairman of the board.

Newbold joined the Evening Star in 1890. He became business manager and a director of the newspaper in 1910.

Train Wreck Probe Started

AMERICAN FALLS, Idaho. — (AP) — An investigation into cause of a head-on collision of two Union Pacific freight trains near here was underway Monday.

Three Pocatello trainmen, all riding the diesel-powered locomotive of the eastbound freight, were killed in the crash early Sunday. They were the engineer, J. D. Cawley, H. D. Lee, Fireman, and L. L. Walker, brakeman.

Crewmen of the westbound steam locomotive jumped to safety. No others were reported injured.

The crash occurred about six miles west of American Falls and 31 miles west of Pocatello in a cut through lava rock.

Mainline traffic was blocked Sunday night. The tracks were expected to be cleared Monday.

Flames broke out in the wreckage, engulfing shipments of produce, general merchandise and other freight.

The impact knocked both locomotives and 24 freight cars off the tracks.

East and westbound passenger trains were turned around at Pocatello and Shoshone while passengers were shuttled past the wreck by bus.

County Guard Units Rate 'Satisfactory'

Three National Guard units in Lane County have been informed of "satisfactory" ratings following annual federal inspections by Col. William E. Griffin, of the inspector general's department of the Sixth Army, which has its headquarters at the Presidio in San Francisco.

The Eugene unit of 68 men (Co. C) was inspected Wednesday. Springfield's unit of 56 men (Co. K) was inspected Thursday and the Cottage Grove mortar unit was inspected in September.

The "satisfactory" rating is top mark at the present, according to Maj. John George, instructor for this area. The inspection involves equipment, administration, progress and proper training, and is essential to federal recognition—continued activation and pay.

Two Springfield Paper Carriers Among Missing

Springfield police Saturday night were searching for two 14 year old paper carriers reported missing since 4:30 p.m. Friday.

Bill Freytag and Joe Cinko, both of 382 Virginia St., left their home Friday afternoon to collect from Oregonian subscribers on their routes.

Freytag was wearing blue jeans, a brown jacket, black rubber boots and a red plaid shirt.

Cinko was dressed in a brown leather jacket, a red cap, tan rubber boots and jeans.

Famed Cowboy Dies

SHANIKO, Ore. — (AP) — One of the world's top cowboys, Tom James (Shaniko Red) Dunn, died Saturday. He was 47.

Dunn rode to his peak in rodeo winnings in 1937 when he claimed the world bulldogging championship. He took the name of the Central Oregon town though he was a native of plainfield, N. J. His death was attributed to heart attack.

Portland Club Burns

PORTLAND — (AP) — Fire destroyed the night club Hy-Mac here early Sunday after close of business. Damage was estimated in excess of \$50,000.

Fire investigators said a discarded cigarette apparently was to blame. The flames broke out in the club on uptown 13th Avenue about 3:15 a.m., a quarter-hour after the last employee had left.

Firemen prevented flames from spreading to the rest of the building.

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KOAC Show to Feature UO Students' Script

A 30-minute radio show over KOAC, the state-owned station, at 9 p.m. Feb. 1, will feature an original script by University of Oregon students Norman Lamb, Eugene, and Hal Larson, Portland.

Mass communication in a democracy will be discussed in the "Campus Headlines" show which is being produced by Jay Ryerse, of Eugene.

Loan Assn. Sets Meeting

The Lane County National Farm Loan Assn. will hold its annual meeting Monday in Eugene, Harry L. McGee, secretary-treasurer, has announced.

The meeting, to be held at the Osburn Hotel, will be preceded by a luncheon. S. Y. Bartholomew, president of the association, will preside at the ensuing business meeting.

Cooperative credit for agriculture will be the theme of the meeting. Featured speaker of this year's meeting will be E. A. McCormack, representing The Federal Land Bank of Spokane, for which the association makes and services loans. McCormack, who is a member of the Farm Credit Board for the 12th District, will tell of progress made by the cooperative credit system during the past year and its plans for the future.

A brief business session will be highlighted by a report of the Secretary-treasurer on the progress of the local farmer-owned credit institution, and by election of the stockholders. McGee said arrangements have been made to show the motion picture, "The Rural Co-op," a 20 minute picture dealing with the advantages of cooperative effort.

The terms of S. Y. Bartholomew of Springfield, and Truman A. Chase of Eugene expire this year. Holdover directors are Max Nielsen of Junction City, C. Bart Flanagan of Junction City and Ernest Phillips of Florence.

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Launch Rescues Troller

DEPOE BAY — (AP) — A Coast Guard launch rescued a 28-foot troller caught in heavy seas off Cape Mears Sunday.

The troller, The Carolyn, owned by Joe Higenbotham of Tillamook, and carrying two other men, sprung a leak in the fuel tank. Only four gallons of fuel were left when her plight became known.

The motor launch from Depoe Bay took The Carolyn in tow.

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Creomulsion relieves promptly because it goes right to the seat of the trouble to help loosen and expel germ laden phlegm and aid nature to soothe and heal raw, tender, inflamed bronchial mucous membranes. Tell your druggist to sell you a bottle of Creomulsion with the understanding you must like the way it quickly allays the cough or you are to have your money back.

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New Night Class Term Nears Start

Persons interested in attending night classes that will lead to high school diplomas for them may enroll Thursday night in the Eugene Public Schools' general education development program. The classes are held each Monday and Thursday from 6:30 to 9 p.m. at Woodrow Wilson Junior High School.

Final exams for the term just ending will be given Monday night and the new term will start Thursday. Subjects to be studied in the next period will be English and social science.

Lloyd Gillett, supervisor of the city schools' special education department, also has announced that a few vacancies remain in the citizenship class being conducted to prepare aliens for their citizenship examinations next May. This class meets at Woodrow Wilson each Monday at 7:30 p.m.

Oregon Dogs Take Top Honors in SF Show

SAN FRANCISCO — (AP) — Three Oregon dogs won prizes at the Golden Gate Kennel Club's 30th annual show here Sunday night.

Lenz V. Alpine Plateau, owned by Mrs. Beatrice Knight of Gunter, Ore., was judged best of breed among St. Bernards.

Ket Pilot of Kay, a wire-haired terrier owned by Mr. and

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