

Local Men to Hear '308' Explanation

About 30 delegates representing farm, power, and civic groups in Lane County will attend a public hearing Wednesday in Portland on the U. S. Army Engineers report, "308", on flood control of the Columbia River and its tributaries.

The delegation to the all-day session will be headed by Dr. Warren D. Smith of the Chamber of Commerce flood control committee, and Dr. A. T. Ober, committee chairman. Fred Knox will introduce Lane delegates at the hearing, and present the agricultural viewpoint.

Pan American Gets Giant Plane

PORTLAND — (AP) — The first commercial Boeing Stratocruiser—a \$1,500,000 hunk of airplane nearly as wide as a football field—was taken over by Pan American World Airways Monday.

A Boeing crew flew the ship from the Seattle plant to Portland, where a Pan American crew exchanged a \$1,114,875.06 check for the air giant. The rest of the money had been paid in advance. The ship, which Pan American then flew to San Francisco, carried 62 passengers in its flight here. There were seats for 75. Nineteen other Stratocruisers will be delivered later, some capable of carrying 110.

These 308 hearings are being held in Boise, Seattle, Spokane and Portland at the recommendation of Col. Theron D. Weaver, division engineer for the North Pacific Division of the U. S. Corps of Engineers.

Because the flood control and power problem covers such a wide geographical area, Weaver was able to arrange these hearings in the West. Previously, all discussions have been carried on in Washington, D. C.

The Board of Engineers for Rivers and Harbors is conducting all four hearings. The Lane County group has been working for several months on arguments and statistics favoring recommendations of the report — which directly affects the Willamette Valley and involves a three-billion dollar proposal for hydro-electricity in the two river areas.

Two West Coast Men Serve on Committee

WASHINGTON — (AP) — Two members of the Republican House Steering Committee — which directs policy — are from the West Coast.

Rep. Ellsworth (Ore) and Anderson (Calif) were chosen by their fellow members from the West to serve on the committee.

Chiang Living As 'Squire'

NANKING — (AP) — Generalissimo Chiang Kai-Shek, the retired president of China, is taking things easy in the manner of a "country squire," official Central News Agency reports from his native village of Fenghua said Tuesday.

The reports said Chiang steadfastly refused to see visitors and spent a good deal of time reading and strolling through the Fenghua countryside where he romped as a boy.

His constant companions were reported to be his son, Russian daughter-in-law and grandchildren. Chiang, a devout Methodist, was reported to have attended a church service with 200 others and then autographed their Bibles.

On his first Sunday at "home," Chiang, a devout Methodist, was reported to have attended a church service with 200 others and then autographed their Bibles.

DP Commission Asks Increase

WASHINGTON — (AP) — The displaced persons commission Tuesday urged Congress to admit 400,000 war refugees to the United States in the next four years—almost double the present program.

The agency also recommended a series of other changes in line with President Truman's criticism of the law he signed "with great reluctance" last June. It provided entry for 205,000 persons in two years, and set up the commission to supervise.

The three-man commission said in its first semi-annual report that its vast resettlement effort has lagged, and it said the law was partly to blame.

From July 1 to the end of 1948, 2507 displaced persons reached the United States, Commission Chairman Ugo Carusi told reporters. The total rose to 2513 in January, and he predicted the same number will come in during February.

If Congress accepts the commission's recommendations, Carusi said, the problem of finding homes for the remaining World War II refugees "should just about be cleared up."

- The commission asked Congress to:
1. Make eligible for entry all DPs who became refugees up to April 21, 1947. The present deadline is Dec. 22, 1945.
 2. Wipe out the requirement that 40 per cent of those admitted must be from areas annexed by Germany's conquerors, and instead left refugees in without questioning their race, religion or national origin.
 3. Drop a provision to give priority—up to 30 per cent of the total—to farmers.

Rent Plan Originator Gets Death Threat

TULSA — (AP) — The Rev. Wallace J. Murphy, who started the "Tulsa plan" for mass evictions in protest against rent controls, said Tuesday that he was "not disturbed" by the threat of a mysterious woman who said she was "going to kill him."

Mrs. Roy Sheldon, wife of the president of the Tulsa Property Owners Assn., of which Murphy is executive secretary, said the woman called association office and asked for Murphy. When told that he was not in, Mrs. Sheldon said that the woman warned: "He'd better not be in, because I'm going to kill him."

Murphy has been at his home since he suffered a heart attack last Thursday, he said he has had many calls "berating" him for his campaign to evict renters, but that this was the first time his life was threatened.

Meanwhile, the National Association of Property Owners announced at Kansas City that it will raise \$1,000,000 to "educate the people to the true facts about rent controls" if controls are extended.

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Court Upholds City Noise Ban

WASHINGTON — (AP) — The Supreme Court upheld by a 5-4 vote Monday the right of Trenton, N.J., to regulate sound trucks on its streets.

The justices disagreed as to the extent of the regulation. Five separate opinions were filed. Justice Reed, for the majority, announced only the "judgment," meaning that the five who agreed on the decision could not agree on a majority opinion.

Reed said the Trenton ordinance bans from the streets sound trucks and similar devices which emit "loud and raucous noises."

Justice Jackson, who concurred in the majority finding, said the ordinance "unconditionally bans all sound trucks from the public streets."

"City streets are recognized as a normal place for the exchange of ideas by speech or paper," Reed said in his opinion announcing the judgment.

"But this does not mean the freedom is beyond all control. We think it is a permissible exercise of legislative discretion to bar sound trucks with broadcast of public interest, amplified to a loud and raucous volume, from the public ways of municipalities."

In a somewhat similar case, the court unanimously upheld the right of New York City to ban from its streets any vehicles which display advertising other than that of the person or firm owning the vehicles.

The Trenton sound truck case arose out of a test started by Charles Kovacs, international representative of the CIO United Steel Workers. He broadcast from a sound truck in front of the Trenton City Hall during a printers' strike.

Kovacs was convicted and fined \$50. He appealed to the New Jersey supreme court, which upheld the conviction.

'Axis Sally' Skit Heard in Courtroom

WASHINGTON — (AP) — The hysterical screams of "Axis Sally," broadcasting a melodramatic warning to American soldiers on the dangers of storming Hitler's Europe, were heard at the treason trial of U. S.-born Mildred E. Gillars Monday.

The broadcast, entitled "Vision of Invasion," was sent out over the German radio four weeks before D-Day in 1944.

Earphone equipped spectators in the crowded federal courtroom promptly labeled the Nazi wartime production "pure corn."

Miss Gillars herself did not bother to put on her set of earphones to listen to the recorded skit, in which she allegedly played the role of an American mother whose son was killed in the landings on the French coast.

Testifying for the government, Adelbert Houben, 41, manager of the overseas division of the German Broadcasting Co., during the war, identified the voice of the woman who played the stellar role in the drama as the voice of Miss Gillars.

The 48-year-old defendant, a native of Portland, Me., faces a possible maximum sentence of death if convicted. She has pleaded innocent.

Columbia Basin Snow Higher Than Normal

BOISE, Idaho — (AP) — Snow at higher elevations in the Columbia River Basin — the barometer in gauging possibilities of a spring flood — is reported considerably above normal.

Morlan W. Nelson, in charge of snow surveys for the Soil Conservation Service, said it is deeper than at a corresponding time last year.

The amount of snow pack in the Columbia Basin on May 1 will probably determine the spring flood danger, he said.

Army Secretary Royall And Party Visit Tokyo

TOKYO — (AP) — Army Secretary Kenneth Royall and his party arrived by plane from Alaska late Tuesday.

Gen. Douglas MacArthur and other ranking generals greeted him at the airport.

"It's a great pleasure to be here," Royall said.

Royall left immediately for the American embassy where he was to be MacArthur's dinner guest along with Lt. Gen. Albert Wedemeyer, deputy chief of staff, and others in the Royall party.

Only a Few Will Miss Trolley Clang

PORTLAND — (AP) — The trolley clang was cut short Tuesday. For years the Portland Traction Co.'s interurban trolley to Gresham clattered and clanged out and back, serving commuters and shoppers. Gradually the number using it declined.

Finally, when the number of Gresham passengers dwindled to an average of 20, the company decided the end had come.

Monday the trolley made its last run. Aboard were a handful of regular passengers and a few loyal trolley fans. One of them, George Choep, came from San Francisco to ride the final miles.

Another was James West, 13, Portland, just getting started with his trolley-riding hobby.

The company reported that few people would really care—buses are faster and offer better service.

Prices Boost Interest In Uranium Search

WASHINGTON — (AP) — Guaranteed prices and bonuses for ores have "stimulated a large public interest in the search for uranium," the Atomic Energy Commission said Tuesday.

It notified Congress that during a three-month period of 1948 alone, prospectors sent to the commission for examination nearly 800 ore samples.

"Some of these," the commission added, "contained enough uranium to warrant field investigation."

Uranium is one of the basic ingredients in the development of atomic energy.

Major explorations for uranium continue to be carried on in the Colorado plateau region, the commission told Congress in its semi-annual report, although several areas have been found in Alaska that will be investigated further.

The commission said that in the search for fissionable materials the Geological Survey has stepped up its diamond drilling to a rate of 200,000 feet per year.

Cruelty to Cattle Hit

TACOMA — (AP) — George Flannery, 67, Graham, was free on \$100 bail Tuesday after his arrest on a charge of "non-support" of cattle.

The prosecutor's office charged the logger with failure to provide food and shelter for his cows.

Judges to Stress News Improvement

A news improvement program will be stressed this year by the Oregon Scholastic Press in the judging of high school newspapers of the state, according to Clifford F. Weigle, dean of the University of Oregon journalism school.

This judging program is sponsored annually by the Oregon Scholastic Press in cooperation with the school of journalism. It was started more than ten years ago.

Competition among Oregon high school newspapers will be reduced, and the emphasis will be on improvement this year, Dean Weigle said.

He felt that "each school will be competing with itself" under the new program. Schools entering the Oregon Scholastic Press contest will submit copies of their papers and other material showing improvement made during the year.

Deadline for entries in the annual contest is March 31. It is open to all Oregon high schools.

Improvement in all phases of news presentation, including gathering, writing, and editing, will be judged by faculty members of the journalism school.

Entries will be divided into classes depending on the size of the school, and type of newspaper, as in previous years.

Presentations will be made in three groups, all-Oregon, first class, and second class, instead of point scores. (The only individual awards to newspaper will be five cups, including the Eugene Register-Guard cup.)

This emphasis on improvement is an outgrowth of discussions with advisers at the Oregon High School Press association conference last fall, according to Dean Weigle.

Schools Asked to Help With Hospital Favors

A need for tray favors, menu covers and nut cups for the Roseburg Veterans Hospital has been announced by Lane County Junior Red Cross members.

Any school able to contribute is asked to bring the items to the office at 43 Eighth Ave. W. as soon as possible. Members of the University of Oregon YWCA have been helping with this program for past holiday celebrations.

Gas Pipe Break Now Isolated

ORANGE, Tex. — (AP) — Barrett, official of the Co. plant here, said the break in a 124-inch gas pipe would be stopped in short time.

The line broke early morning, turning loose cubic feet of gas a short distance from a heavily populated suburb. The line is a multi-million dollar main.

Barrett said the cause partial shut-down of plant but that it would be "serious" and would be a long time to repair.

All traffic in the area stopped pending danger of gas. Nearby residents left their homes.

Owls range in size from the size of a robin to two feet or more in length.

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This is a diesel... a modern locomotive means better service to you

Leaders of two unions think it a feather-bed... a "make work" grab that means less service to you

● Leaders of unions representing railroad engineers and firemen seek to force railroads to add extra, needless men on diesel locomotives. This is sheer waste — a "make-work" program which would mean fewer improvements and higher costs — for YOU!

Railroads use modern diesel locomotives because they are one of the means of giving faster, better service to you.

Two men occupy the crew of a diesel. They occupy a clean, comfortable cab at the front. The engineer handles the throttle. The fireman sits and watches the track ahead. With no coal to shovel, he has practically nothing else to do.

No Benefit To You

Now the leaders of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Engineers want to use the diesel locomotive as a means of forcing a feather-bedding scheme on the railroads. The extra men they propose to add to the diesel crews are not needed. There is no work for them.

The union leaders are fighting among themselves about which union should furnish these extra, needless men. The Brotherhood of Locomotive Engineers have even threatened a strike. You may not be interested in this dispute of these two unions, but you would be vitally concerned if these groups succeed in putting through this feather-bedding scheme, because it would mean a slowing up of the improvement program of the railroads — of which the diesel is the outstanding symbol.

Diesel crews are among the highest paid railroad employees — real aristocrats of labor! Their pay is high by any standard. Granting of these demands, therefore, would mean that the railroads would be paying out millions in unearned wages to those in the very highest pay brackets.

We'd Like To Spend This Money On You

You know how much the diesel has meant to you in increased speed, comfort and convenience. The railroads have many more of them on order for even greater improvement in service to you. But needless drains of money, such as this present demand of the unions for needless men on diesels, reduce the ability of the railroads to spend money on better service for you.

Proud as the railroads are of the diesel, it is only a small part of their improvement program. Since the War, literally billions of dollars have been spent on improvement of tracks and stations, on new passenger and freight cars, as well as diesel locomotives, and on the many less conspicuous details of railroading that contribute to improved service.

Feather-Bedding Means Less Service To You

But brazen feather-bedding schemes like the one now proposed would, if carried out, divert large sums of money from our improvement programs. Even if they make improvements like the ones they propose, by making the cost of operation prohibitive.

These demands are against your interests — as well as those of the railroads. They are schemes to "make work" for you nor the railroads should be forced to pay such a penalty for programs that are worthless.

That's why the railroads are making these "make work" demands to the ditch — and why they are telling you about them.

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