

Western Germans Criticize Allied Occupation Controls

By J. M. Roberts
AP Foreign Affairs Analyst

Displays of intense nationalism and strident criticism of the allied occupation have reached a high pitch during the Western German election campaign which reaches its climax Sunday.

The Germans are condemning everyone except themselves for the country's woes. There is an oratorical revolt against Allied controls. The International Ruhr authority has been one of the prime objects of attack. So has the reparations program.

German leaders cite the presence in the west of 11,000,000 German refugees from the Polish and Russian zones as a development which the Allies have refused to consider in its relationship to costs of government and reparations charges.

The German political leaders

for the most part supported the Allied stand at the Paris Conference of Foreign Ministers which failed to make any progress toward German unification. They wanted no compromise with Russia which might mean any interference or curtailment of the approach to independence promised by their projected new government.

So the Communists rallied at the other parties as dividers of Germany and called them collaborators.

To squelch this, the leaders of all major parties began to prove their freedom to criticize the Allies. The vilification, it seems to me, has been permitted to reach a pitch far beyond what is technically allowed under the occupation rules.

The German leaders who come pretty close to the same sort of thing for which the British once jailed Max Reichmann, the Communist leader, Britain and France have taken most of the punishment. More prudence has been displayed regarding the U. S., which makes food shipments and other contributions to the German economy.

A good many Allied authorities take the attitude that it's just politics — the same type of thing to which democracies become accustomed in their own elections.

But there have been anti-Semitic and other demonstrations distressingly reminiscent of Germany's recent history. If experienced German politicians expect to gain popular support through the type of appeals they have been making, then they must know that Germans are still infested with a lot of ideas which will make it necessary for the Allies to keep them under close surveillance.

Timber Expert Dies at Dallas

DALLAS — (AP) — W. V. (Ole) Fuller, 88, a specialist in Western Oregon timber management, died here Wednesday.

He had organized both Lincoln and Polk County fire patrols, served as director of both, and from 1926 until 1936 was director of publicity of the State Board of Forestry.

He had served two terms in the Legislature, being elected in 1917 and 1925 as Polk-Benton County representative.

A native of Lea, Minn., he had moved to Lincoln County, Ore., in here after 1909.

The widow and one daughter, Mrs. Oscar Hayter, Dallas, and three grandchildren survive.

Winberry Creek Shows Jumbo Ground Cherry

Jumbo ground cherries—as big as apricots, and still not ripe—are growing in the garden of Mrs. F. E. Berkshire, out on Winberry Creek.

She brought one in to the Onion Editor Thursday so Route F could hear about it.

Mrs. Berkshire insists the ground cherries aren't some new super-variety.

"It's just the soil we have up there," she explains.

Britain to Buy Russian Timber

LONDON — (AP) — Britain has contracted to buy 2,700,000 cubic feet of building timber from Russia, including 162,000 cubic feet from the Soviet zone of Germany, the Board of Trade has announced.

The British reportedly will pay between \$7 million and \$8 million for the timber.

The shipments which will start from Baltic ports immediately, to almost one tenth of the amount Britain purchased from all sources during 1948.

The wood was described as "suitable for joining and building purposes."

ICC Boosts Freight Rates By 4 Per Cent

WASHINGTON — (AP) — The Interstate Commerce Commission Thursday granted the railroads a four per cent freight rate increase, climaxing a series of postwar rises that give the carriers an additional \$3,080,000,000 in annual revenues.

With the latest increase, which will become effective on 15 days notice to the public, the commission finally disposed of a petition for freight increases filed by the railroads last October. The carriers sought an increase of 13 per cent.

The first of this year, the commission granted temporary increases of about four per cent in West and six per cent in the East and South, while the matter was being studied.

The commission said the railroads need the four per cent hike to meet extra expenses incurred when non-operating employees recently were granted a 40-hour week.

It estimated the cost of the new work-week, which becomes effective Sept. 1, at \$380,000,000, or about \$70,000,000 less than the estimate of the fact-finding board which President Truman set up to look into the employees' dispute with the carriers.

The increase authorized Thursday is effective throughout the country and together with other raises this year is estimated to increase annual revenues by \$684,000,000. Between the end of the war and last Jan. 1, the railroads had been granted increases of more than 50 per cent, yielding additional revenues of \$2,550,000,000.

The commission said the huge increase in revenue from freight rates was in addition to \$365,000,000 which the carriers realized in higher passenger fares, express rates and other charges.

Commenting on the complicated freight rate schedules, the commission said that since the first of the year rates have been raised 10 per cent in the East and South and from eight to nine per cent in the West.

Lumber, Produce, Ore Rates Listed

The commission ordered that the increases granted Thursday should not be permitted to go beyond nine cents per 100 pounds on fresh vegetables and melons; six cents per 100 pounds on sugar and lumber; 35 cents per ton on coal, coke and iron ore, and 18 cents a ton on lignite.

It also said that rail and water carriers who did not originally apply for the increase, but who since have asked to be included, are authorized to raise their rates.

Jack rabbits depend upon their speed for safety, rather than seeking refuge in holes.

Taft Accuses Democrats Of 'Fixing' Labor Group

WASHINGTON — (AP) — Senator Taft (R-Ohio) has accused the Democrats of trying to bypass him in a proposed new investigation of labor-management relations.

Taft told a reporter he thinks there is a definite move afoot among Democratic members of the labor committee to leave him and other supporters of the Taft-Hartley Act out of a proposed new inquiry group.

Grove Lumberman Sees Marshall Plan Operate

Woodard Tours Europe; Reports on Condition

By Harold Olson
Northwest Industrial Writer

The Marshall plan is doing a lot of good. Most of the aid countries are coming back. If we handle things carefully so "they don't get too dependent on us" the plan ought to pan out fine.

That's the view of Walter A. Woodard, president of the W. A. Woodard Lumber Co. of Cottage Grove, who with Mrs. Woodard returned recently from a tour of Europe that took nearly five months. It was their second postwar visit there.

Changed His Mind

"I have changed my mind a great deal about the Marshall plan," said Woodard. "When we were over there a couple of years ago we felt they were doing too much and uselessly. But this trip we saw marked improvement in conditions. Recovery progress is plain to see, nearly everywhere. There is no doubt the Marshall plan is responsible."

Western Germany, acknowledged key to European recovery, is no longer down and out, he reported. It isn't back to normal but it's coming along. Belgium is just about back to pre-war standards. France and Holland are improving steadily. Italy too, Norway is struggling bravely against extreme impoverishment through war losses and lack of natural resources. Greece is poor but gaining.

Black markets are on the wane. In some countries they have all but vanished. Some of Woodard's salient observations included:

Most interesting and hottest country—Egypt.

Most picturesque — Switzerland.

Best comeback by hardest hit little nation—Holland.

Hardest to travel in—Spain.

Most appreciative—Greece.

Slowest comeback—England.

Best highways—Germany.

The Woodards landed at Cherbourg. From France they toured Spain and Portugal. At Mar-seilles they took a liner to Egypt via Naples, Greece, Switzerland, Germany, Luxembourg, France, Norway, Sweden, Holland, Belgium and England were on their itinerary. Their land travel was mostly by car, sometimes by train or plane.

They were in the first civilian car entering Berlin after the Russians lifted their blockade. Accompanied by an Army captain from Gen. Clay's headquarters they rode into the battered city on the second day after the corridor was opened.

Woodard, who is widely known in the Oregon forest industry for uncanny ability to organize men and machines into smoothly functioning teams, said he was simply amazed at the clock-like precision of the Berlin airlift.

"Never hope to see anything like it," he declared. "The planes were coming in right on the dot, 15 or so an hour. The huge airport near the heart of Berlin was like a beehive, yet everything was running with perfect timing and organization. You sure have to hand it to those boys."

The German primary highway system — autobahns — tops any roads he has ever seen, said the Cottage Grove lumberman, who has built a few himself.

"Hitler built them for his army, and he built them wide—four lanes, wide enough for six. Grades and curves are gentle and access limited like the Pennsylvania turnpike. Even out in the

woods they have overhead crossings for pedestrians."

The Woodards found Spain suffering from drought and other hardships. Soldiers and military police keep a sharp eye on travelers. One 360-mile drive called for five halts by patrols guarding cross-roads. Cattle look poor. There has been little or no rain in seven months.

Lisbon is a modern city looking something like Long Beach, California. New buildings are rising. American goods can be had.

At the time the Woodards reached Alexandria, Egypt was tangled up in the Palestine dispute and was handling visitors carefully. One week was the usual limit of stay, but they got permission to remain a month, stayed 23 days and then had plenty of trouble getting out. It took more than 20 official visits at various government offices to get their papers cleared.

They saw Cairo, Luxor, the Egyptian Sudan and other points. They found the Valley of Kings intensely interesting. King Tut's tomb was just one of many richly historic spots they toured. Woodard got so accustomed to reaching for tips that he thought the rest of Europe, where tipping is by no means forbidden, was a piker.

"Egypt is largely a green strip along the Nile, with the rest a desert," he reported. "We visited the big dam at the first cataract. It's nearly a mile and a half long and built of stone. They are putting in a power plant now. We took the 4-day boat trip up to the next cataracts. It was certainly not in there a man said they hadn't seen rain in 40 years. At Luxor they told us their last rain was three and a half years ago."

It was like a glance into ancient history. The people of Egypt haven't changed much in thousands of years, it appeared. They cut grain with a sickle, use mules and camels for power. At one place four oxen were pulling a cut grain threshing sweep. Men and women tossed grain into the air so the wind would take the chaff. The land is rich, yields two and three crops per year, he said. A day in Athens made it clear the Greeks feel kindly toward America. Their interpreter once lived in America, running a cafe. Greece has lots of unemployment. Rationing is strict but the people

feel they could not have survived at all without U. S. aid, said Woodard.

Back in Naples, the Woodards toured historic spots including excavations from the days of Pompeii. "Extremely interesting," said Woodard. Rome, Venice, Luxer-ne and Geneva were next. The Swiss are industrious and friendly. Goods of all kinds are available there. You get a little the best of it in money exchange. The automobile ride from Luxerne to Geneva is a scenic gem.

Paris, Luxembourg and Germany followed. They traveled 2000 miles in Germany by car but stayed clear of the Russians; in fact saw only four in all. The Ruhr and Rhineland were fascinating.

Distaste for Russians

"The Germans have an abiding distaste for Russians, and they blame us for making them lose the war, but their leaders are not too keen to have us pull out of there for the present," said Woodard. "They claim the people are used to taking orders, and would be taking orders from somebody else if not us. It is obvious that the western areas are recovering under the present system."

"Europe needs German industry. That's what makes neighboring countries click. It seems impossible for the rest of Europe to prosper without the industrial know-how of western Germany."

Production Gains

"Rural regions there are back to normal already and the Ruhr is close to it. Production is gaining fast. Only in the metropolitan centers like Cologne, Frankfurt,

Hamburg, Berlin do you see destruction now. Some of their streets haven't been cleaned up to this day. But little shops are springing up even in shells of buildings.

"You run into plenty of evidence that the Army is on the beam. We can be mighty proud of our men in Germany."

Woodard was impressed with the battle going on in Norway to wrest out a living while rebuilding shattered fishing, shipping and timber industries. He found Holland making a remarkable comeback from an almost complete stripping by the invading Germans. Dutch diamond cutting factories were very interesting, but you can't buy a diamond there — they export all stones to get dollars. Belgium the travelers found nearly normal, shops reflecting a return to peacetime conditions.

Depressed by England

But the Woodwards were depressed by what they saw in England. The British, they said, "just can't seem to get going." They are running short of dollar exchange again, their production isn't meeting requirements, they can't seem to modernize their factory and business methods, they are short on food and long on holidays. Worst of all their morale, or spirit, is not what it used to be.

The travelers crossed the Atlantic in the Queen Mary and came home on the Queen Elizabeth. They voiced unstinted admiration for help accorded them and other travelers by the U. S. embassies, the travel agencies, U. S. Army and occupation officials.

Used House Trailer On Sale in Portland

The Housing Authority of Portland is selling 392 used trailers at prices from \$100 to \$1,000. The trailers are at 3000 N.W. 34th Ave., Portland, 97210. They may be seen from Aug. 14 to Aug. 24, 10 a.m. to 7 p.m.

The trailers will be sold by drawing of bids on Aug. 24, 10 a.m. Only World War II-era trailers will be sold. They may be purchased on any day from Aug. 14 to Aug. 24, 10 a.m. to 7 p.m.

The trailers are described as "fair" to "good" and without undercarriage and not suitable for re-creation or highway travel.

Additional information obtained by writing the Housing Authority of Portland, Post St., Portland 1.

Young Oregon For Given Scholarships

SALEM — (AP) — A part of the \$750,000 in funds have been given to the Oregon State FFA office for the award of the Young Oregon Farmers' Scholarships.

The scholarships are awarded to any two of the Oregon state FFA officers used within one year after the award. The convention will provide expenses for state delegates to the convention of the young organization in Kansas City, Mo.

Jack rabbits derive their speed from their long donkey-like

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