

# Reserve Officers Urge Establishment of Combat-Equipped Minute Man Force



CALLING AT WHITE HOUSE, national officers of Future Farmers of America are met by President Eisenhower. From left: Philip Brouillette, secretary, Richford, Va.; W. Jay Wright, Pacific vice president, Alamo, Nev.; Robert H. Futrelle, southern vice president, Mt. Olive, N. C.; President Eisenhower; William D. Gunter, president, Live Oak, Fla.; Lowell Gisselbeck, central vice president, Watertown, S. D., and Charles W. Anken, North Atlantic vice president, Holland Patent, N. Y. All lads are in their teens. (International Soundphoto)

## Plan Designed To Speed President's National Program

Washington — (U.P.)—The Reserve Officers association today urged rapid establishment of a ready reserve of 1,000,000 combat-equipped minute men to help enemy attack.

The citizen defenders would be trained for mobilization within a minimum of 30 minutes for aviation units to a maximum of 30 days for army troops. It would be organized fully by Jan. 1, 1956.

Sen. Strom Thurmond, president of the ROA, unveiled the plan at a news conference Sunday. He emphasized it is designed to speed up President Eisenhower's national reserve program rather than to substitute for it.

### Standby Reserves

Mr. Eisenhower's program forces a ready reserve force of 2,950,000 men and a 2,000,000-man standby reserve. Both would be composed of volunteers, if possible, or of draftees, if necessary. Target date is 1959.

Association officials said this is "too long to wait."

In addition to the 1,000,000 minute men, the ROA plan envisions a support force of 500,000 men and a "mobilization reserve" of 1,500,000 who would be available for active duty "only upon congressional declaration of need."

The ROA program was made public only two days before the Senate Armed Services Committee opens hearings on military manpower. The hearings, beginning on Tuesday, will include the administration's reserve program, which already is running into congressional objections, in addition to other armed forces personnel problems.

The President's program came under heavy attack Sunday from the National Council against Conscription. The council said in a 36-page booklet that "America will differ from Russia in name only" if Congress approves Mr. Eisenhower's plan. It declared that "freedom from military servitude is as much a part of the American way of life as freedom of speech and religion."

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## Freighter Aground Near Sand Island

Grays Harbor, Wash. — (U.P.)—The Freighter Ocean Lottie was still aground near Sand Island here today, after attempts to free the heavily loaded vessel failed yesterday.

The ship ran aground yesterday morning while en route to Aberdeen. Two tugs from the Hubble Towing company of Aberdeen were unable to free her yesterday afternoon.

The tug Salvage Chief, out of Astoria, reached the stricken ship late last night and attempted to pull her free at high tide, but also failed.

The Coast Guard said the Salvage Chief would make another attempt at noon today. The vessel carrying a general cargo, was reported in no danger.

The Ocean Lottie left Portland early Saturday with her cargo.

## Pendleton Hereford Sale Set Feb. 16-17

Pendleton, Ore. — (U.P.)—Fifty six bulls and thirteen females will be offered for sale by twenty-nine breeders of purebred herefords in Oregon and Washington at the Oregon Hereford Association's annual sale here Feb. 16-17.

Following the judging and sale, Walter A. Holt of Portland, general manager of the Pacific International Livestock exposition, will conduct a breeder's school.

## Harriman in Good Position for Democratic Nomination in 1956

By LYLE C. WILSON  
United Press Correspondent  
Washington — (U.P.)—In what you might call the pre-winter book on next year's Democratic presidential candidates, the New York entry is more and more touted a favorite.



Gov. Averell Harriman of New York often is so regarded despite the blistering handicapping which is certain to hurt his pace. The word from Albany is that the first Democratic governor of the state following Thomas E. Dewey's long Republican reign is aware of his opportunity.

Harriman, likewise, is working to improve it. It was no mere chance that he named Tammany

boss Carmine DeSapio as his secretary of state. DeSapio is maneuvering to do for Harriman next year what James A. Farley did in 1932 for Franklin D. Roosevelt.

### Cleaned Out Tammany

DeSapio came along after long years of uninspired leadership, to clean up the Hall considerably, buck young Franklin D. Roosevelt Jr., out of the 1954 gubernatorial nomination, and put Harriman up there in Albany where the young man had wanted to go.

Handicapping Harriman is a background of wealth, corporate connections, an ineffective platform presence and a lack of much experience in the rough and tumble of political campaigning. And there is another handicap. Harriman was the 1954 Democratic presidential choice of the young turks of the party, FDR Jr., his brother, James, the late ex-Sen. (Soapy) Williams of Michigan, and others. And it was they in Harriman's behalf who tried in the Democratic National Convention that year to toss out of the hall the delegates of Virginia, Louisiana and South Carolina.

### Never Will Forgive

They couldn't do it, but they tried, and there are southern Democrats who will never forgive them or Harriman for that. Tagging Harriman as a winter

book favorite is in deference to the mighty political prestige of the state of which he is governor and in recognition of the fact that he probably would be an all-out new deal-fair deal candidate. The Democrats probably will want such a man. He was the only 1954 aspirant who ran 100 per cent-on the platform, record and personal performance of Harry S. Truman. Mr. Truman, however, rejected Harriman as a likely loser that year. This time it could be different.

None of the foregoing eliminates Adlai E. Stevenson from next year's political picture. He was the 1952 Democratic nominee and still has a strong hold on the party. But if Stevenson wants next year's nomination, he will have to fight for it. And he is not in as good a position as are Harriman and numerous other office holders to make a good fight.

### Brazil Cuts Export Prices on Coffee

Rio De Janeiro, Brazil — (U.P.)—The government yesterday reduced the minimum export price of coffee from 67 to 55 cents a pound.

Coffee circles said the cut may soon be reflected in retail prices in the United States.

## Stump Says Fleet Will Defend Selves

Hollywood — (U.P.)—Adm. Felix B. Stump, commander of the Pacific fleet, says the Navy will consider it an outright assault if the Communists approach the Seventh Fleet with hostile intent during the evacuation of the Tachens.

"We don't have to get killed before we defend ourselves," Stump said last night in a telephone conversation from his headquarters in Hawaii to ventriloquist Edgar Bergen on the latter's radio show.

Stump said in the telephoned interview it was impossible to predict whether the evacuation would result in a war "since we are not dealing with a democratic nation where the will of the people makes public policy."

## Bob Crosby Stricken With Lobar Pneumon

Hollywood — (U.P.)—Bandleader Bob Crosby, brother of ailing crooner Bing Crosby, today was reported much improved but still in serious condition with lobar pneumonia at St. Vincent's hospital.

The 39-year-old television star was stricken late Friday night and rushed to the hospital with a temperature of 104 degrees. His physician said he would have to remain in bed for a week or 10 days.

His famed brother, Bing, is in St. John's hospital in nearby Santa Monica recovering from a successful kidney operation.

The bandleader, who appears on the CBS daytime "Bob Crosby Show," will be replaced temporarily by singer Jack Smith.



### Apology to Pine ...

Last June a column of mine told that the Lewis and Clark Expedition came down the Clearwater, the Snake and the Columbia in pirogues of Western red cedar. My authority was Donald Culross Peattie, famed naturalist, historian and novelist, who quotes the expedition's various journals as his authorities in his 751-page book, "A Natural History of Western Trees."

I heard from several readers, all of them harping on the theme, "It just ain't so." Some credited cottonwood as the material of the Lewis and Clark river boats that bore the explorers to the Pacific. Two men stated that the wood was white pine.

Then E. C. Rettig, assistant general of Potlatch Forests, Inc., who knows the Clearwater country as well as he knows the back of his hand, gave me good reasons for his conviction that Ponderosa pine—"yellow pine" in the old days—was the species of Western tree from which the Lewis and Clark men produced their boats, using broadax and fire.

Now I have from him a copy of a report made to the National Park Service by the Orofino Commercial Club, from a study of all phases of the expedition's operations on the Clearwater. The letter is dated May 4, 1931. It states, as plain matter-of-fact, that the "canoes" were made from "yellow pine."

The Peattie Story ... Naturalist Peattie, a cedar enthusiast, bases his account on references in the journals of

Captains Lewis and Clark to the "arbor-vitae" they found on the trail from Wierpe Prairie down to the Clearwater. They noted that the species was "very common and grows to a great size being from two to six feet in diameter." This in Clark's journal for Sept. 20, 1805. Next day Clark wrote that "the arborvitae increase in size and quantity as we advance," as quoted by Dr. Peattie.

The naturalist narrates that "on the 25th William Clark, with the Nez Perce Chief, Twisted Hair, set out to find a promising grove of this new great tree. Near the present town of Orofino, Ida., he located his boat timber, and here the party felled the trees whose stumps were still pointed out as late as 1900 ... And on the morning of Oct. 7 (1805) the fateful and illustrious band set out upon the last stage of the outward journey, downstream to the Pacific, borne in the great boles of the Giant Canoe Cedar, which lumbermen today call the Western red cedar."

In the Orofino area, Forester Rettig asserts, the Western red cedar and the Idaho white pine are no part of the forest, while tall Ponderosa pines, with clean, clear boles large and long enough for giant pirogues were abundant on the Clearwater's banks.

The Orofino letter of 1931 tells a convincing story from both the journals of the expedition and local sources. It tells that Chief Twisted Hair, a most wise and trustworthy native American, guided the Lewis and Clark party to an island in the Clearwater a mile above the site of Orofino. The Indians had fish wiers there, with stores of roots, for food in abundance. The spot was named "China Island" in the 1870s.

Next day—Sept. 25—Clark and Twisted Hair set forth to find boat timber. They "were looking for pine trees," says the Orofino letter. Some five miles down from today's town the two came to heavily forested flats on the south side of the Clearwater. "On the lower flat, Clark found most of the yellow pines suitable for the canoes they wished to make," the letter states.

And here the expedition camped, with the Indians doing the harder part of the work of boat making, while the white men recuperated from the rigors of the long, laborious drag over the Continental Divide.

On Oct. 7 the expedition embarked in the new boats that were to bear them to the Pacific and back to Canoe Camp again in 1806. Pine boats, by the holy old mackinaw!

An air pollution expert estimates that industrial plants waste up to \$800,000,000 worth of fuel annually because of inefficient burning methods.

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## Railroad Crewmen Hurt in Collision

Portland — (U.P.)—Two railroad crewmen were injured last night when a diesel engine smashed into four empty tank cars being pushed by a switch engine here.

Frank Reiner, 57, pilot of the diesel, and D. E. Phillips, 25, both of Portland, were taken to Good Samaritan Hospital. They were not seriously hurt.

The crash occurred as the diesel engine was undergoing a power test before taking out the Klamath, Southern Pacific passenger train.

A Portland General Electric power pole was sheared off by the crash, but power lines were unbroken.

### ROCK REMOVED

Johnston, R. I. — (U.P.)—Ice Age glaciers left a 350-ton rock on Newtackonkanut Hill. The big rock sat on the brow of the hill for 40,000 years. Then persons living in the shadow of the hill became worried. The rock was broken up and carted away.

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REAL COOL Memphis, Tenn. — (U.P.)—Labin Turbeville visited friends who really have cold cash. She said that when the husband asked for stamps, his wife told him to look in the usual place. He went to the refrigerator and took a box that contained cash, stamps and valuable papers.

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