



A MAN'S JOB—Out West every fellow is expected to do a man's job. Little Joe Phillips, 2, does his part to get things ready for the California Rodeo, to be held at Sallans July 19 through 22. (UPI)

Magnuson Takes Steps To Get Things Done To Bring Relief for Northwest Lumbermen

By A. ROBERT SMITH
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Washington Bureau
Washington (Special)—

When the last witness had finished telling his part of the complicated story of Northwest lumber's current malaise, Sen. Warren G. Magnuson stood alone at the half-moon shaped Senate Commerce Committee bench early this week and announced that the time of talking was over, the time for action was at hand.

As the audience of lobbyists and lumbermen filed out of the room in the new Senate office building, Magnuson said to several of them: "I think we're getting somewhere with the Forest Service." No one challenged his optimism.

For several hours he and lumber-bell colleagues—Sens. Wayne Morse of Oregon, Bob Bartlett of Alaska, Thomas Kuchel and Clair Engle of California, Frank Church and Henry Dworshak of Idaho—had peppered Forest Service Chief Edward P. Cliff with questions about the minutia of timber sale management. While the chief stood his ground, it was obvious that he got the message from capitol hill that an extraordinary effort was expected—and if complaints from the industry continued he would be in serious trouble.

Jovial Greeting
Rolling out into the corridor, the burly Washington senator encountered a very correct, impeccably garbed supplicant from the New Frontier who awaited some word from this powerful senator.

"Hiya, Herbie," said Magnuson with disarming joviality. "We're going to have you up here tomorrow for a little hearing. It won't amount to much. Nothing to worry about."

"Herbie" turned out to be a newly appointed assistant secretary of commerce, Herbert Klotz, whose nomination was awaiting action in Magnuson's committee.

"Now Herbie," added Magnuson. "I'm going to get the western senators together in a couple days, and we'll be talking to you about lumber. But you tell Foley we don't want to fool around with this task force."

Talked Out Thoughts
As Klotz nodded a silent "yessir" and Magnuson vanished into an elevator with a coterie of lumbermen, one voice was heard, to say: "That's the way you get things done around here, not by speechmaking."

Over a loggers lunch, "Maggie" talked out his thoughts. Compared to Wayne Morse, who uses the stick

technique of beating the administration about the head and shoulders to induce action, "Maggie" uses the carrot technique and a coaxing demeanor.

It was Morse who had climaxed a stump speech during the hearings by roaring at a state department witness that he wasn't going to stand by and let the administration liquidate the lumber industry of Oregon. It was Magnuson who later said of the same state department official, "He's all right. He's going to help us all he can."

Several hours later Cliff reported to Magnuson plans to create a trouble-shooting operation composed of veteran foresters who would drop everything to untangle problems faced by timber operators as they arose. He would also get 7 or 8 outside foresters to double-check the soundness of his timber management plans and calculations of allowable cuts.

Magnuson recognizes that

some of the mills which have closed in the past year or more had no chance of survival in the first place, that they were started against sound advice to the contrary. "You can go into the Rainier Club on any day and someone is peddling a sawmill," he says.

Not Ready

But he is not ready to let Canada's thrust into the American market from New York to Los Angeles become a steadily rising line on the import charts while Northwest lumber production heads into a steady decline.

He is opposed to tinkering with the Jones Act to solve the green lumber hauling problem, but is investigating the prospect of using ocean tugs to haul trains of barges more cheaply than Liberty ships can do it and to match the Canadians' use of foreign ships. He has hopes of getting the administration to impose a temporary quota on Can-

adian imports, if trade talks with the new Canadian government don't prove beneficial. He is pushing for more access road funds, and he thinks the Forest Service should cut its timber prices because timber receipts matter little compared to the stability of the lumber industry. But Magnuson's first aim is to sidetrack the administration's task force study and speed up the decision-making machinery upon which all action depends.

Dempster's 6th and Bartlett

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Actor Declared To Be Improving
Nairobi, Kenya—(UPI)—Actor Edward G. Robinson, who suffered a heart attack earlier this week, is "comfortable" but will not be able to work for at least three weeks, a spokesman at a Nairobi hospital said today.
Robinson suffered the minor attack while filming "Sammy Goes South" here. He was rushed to Nairobi's Princess Elizabeth Hospital, where the spokesman said his condition "gives no cause for anxiety."
CHURCHILL PLANS TRIP
London—(UPI)—Sir Winston Churchill will leave for a two-week holiday in Monte Carlo next Tuesday, according to his friends here. They said the British statesman was feeling well and looking forward to the trip.

IT'S 8 OUT OF 10 FOR PLYMOUTH!
In ten tough tests at Riverside, California, against comparably equipped Fords and Chevrolets, Plymouth won eight! Plymouth asked the independent U. S. Testing Company to conduct these tests and keep them fair. They bought the cars, hired the drivers, and enforced the rules. The official results are below. You'll see that Plymouth not only beat the other two cars in acceleration, passing and stopping, but in economy, too. It's dramatic proof this is the Greatest Plymouth Ever Built!

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EVENT	1ST	2ND	3RD
1. ZERO TO 40 MPH	PLYMOUTH 10.0 sec.	CHEVROLET 12.4 sec.	FORD 13.4 sec.
2. QUARTER MILE	PLYMOUTH 17.7 sec.	CHEVROLET 18.2 sec.	FORD 20.5 sec.
3. 60 STOP-PARK	FORD 3.08 sec.	PLYMOUTH 3.10 sec.	CHEVROLET 3.10 sec.
4. KILOMETER RUN	PLYMOUTH 33.1 sec.	CHEVROLET 36.5 sec.	FORD 38.3 sec.
5. HIGHWAY PASSING	PLYMOUTH 63.3 ft.	CHEVROLET 62.0 ft.	FORD 101 ft.
6. CITY PASSING	PLYMOUTH 263 ft.	FORD 303 ft.	CHEVROLET 341 ft.
7. ECONOMY RUN	PLYMOUTH 17.6 m.p.g.	FORD 16.4 m.p.g.	CHEVROLET 15.9 m.p.g.
8. HILL CLIMB	CHEVROLET 21.5 sec.	FORD 28.0 sec.	PLYMOUTH 27.8 sec.
9. EMERGENCY STOP	PLYMOUTH 128 ft.	FORD 143 ft.	CHEVROLET 147 ft.
10. 20 MILE CLASSIC	PLYMOUTH 2:51.8 min.	FORD 3:02.8 min.	CHEVROLET 3:03.7 min.

PAA * incomplete third heat



JUDGE FOR YOURSELF—DRIVE A PLYMOUTH AT DICK KNIGHT COMPANY
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BLM Timber Sale Changes Announced

Portland—(UPI)—The Interior Department Thursday announced changes in regulations governing timber sales on Bureau of Land Management lands.
The changes are designed to aid the depressed Pacific Northwest lumber industry. John A. Carver Jr., assistant secretary of the department, said working capital requirements will be eased by allowing timber purchasers to post a payment bond to be used in the place of cash until the timber is removed. Carver said the bond then would be converted to cash. The change also allowed for reduction of the performance bond under partial contract completion, he said. Minimum installment payment contracts are to be reduced from \$2,000 to \$500, permitting timber contracts of \$500 or over to be paid for in installments.

APPROVES EXTENSION

Washington—(UPI)—Congress Thursday approved a four-year extension of broad presidential powers for dealing with a national civil defense emergency. The Senate passed and sent to the White House a measure that allows the President to proclaim a national emergency after a nuclear attack and take certain actions such as utilizing federal workers and property.

DRINKS ON JOB

Detroit—(UPI)—There's an ideal summer clause in the International Brewery Workers of America Union's contract. It says: "Free beer shall be furnished to all employees 21 years of age or over during the working day every two hours... and spoiled beer or warm beer shall not be served to employees."



GENERAL ELECTRIC 13.2 CU. FT. REFRIGERATOR - FREEZER 2-DOOR COMBINATION!

Compare with others costing far more! It's an automatic defrost refrigerator with a zero-degree freezer in the smartest straight-line design; fits snug to wall and counters for the modern built-in look. Dozens of the finest G-E custom features and a wide choice of colors, too!
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