

Initiation Day For Detroit High Held

Detroit—Initiation day for Detroit high school freshmen was held Sept. 19, resulting in many a clowning character around the school. Clothes pin hair curlers and ridiculous garb were the rule for the freshmen who were put through their paces by the sophomore class, shining shoes and running errands throughout the day.

An assembly for the high school was the high light of the afternoon when the 10 freshmen performed at the request of the sophomores.

A parade through Idanha followed the assembly and a student body dance was held in the gymnasium in the evening.

Students in the freshman class are Evelyn Bowers, Lillian Butler, Anna Bess Carte, Carol Harper, Deanna Hoeye, Lloyd Ketchum, Russell Rice, Marlene Richardson, Madelyn Shepherd, and Donald Snyder.

Soaring Living Costs Blame Pointed Out

The soaring cost of living was blamed directly on a coalition of Republicans and southern Democrats ("Dixiecrats") by Tilford Dudley, speaking before some 400 delegates to the 16th annual convention of the International Woodworkers of America-CIO on Sept. 15, at Portland.

Delegates to the week-long convention heard Dudley, assistant director of the CIO's Political Action Committee, say he thought General Eisenhower was going along with the coalition in his opinions and that the General is "degenerating from a state of ignorance to a state of danger for the nation."

Dudley said the Republicans were dominated by the National Association of Manufacturers in 1946 when the NAM called for the removal of food and other price controls. As a result, he said, while food prices rose only 1.8% during the war under OPA, they shot up 40% after OPA until the Korea war. Under present "milk-sop" controls, they have risen an additional 16% to their present record level, he said.

He said the voting record showed that on June 26 of this year, the Republicans again showed they had not changed since 1946 by voting 154 to 40 to kill price controls on everything not rationed. Democrats, on the other hand, voted 141 to 56 to save the controls.

He mentioned that General Eisenhower has been strongly in favor of mutual aid to Europe and Asia, but cited the votes in congress where some 80% of the Republicans have tried to reduce such aid while some 80% of the Democrats sought to sustain it.

He was strongly critical of Eisenhower for his support of Senator Jenner of Indiana who has called General Marshall, Eisenhower's strongly-supported friend, "a living lie . . . a front man for traitors . . . an accomplice in a deliberate conspiracy against the American people." He said Eisenhower would prove himself to be a

DOG ODDITIES

By Harry Miller, Director, GAINES DOG RESEARCH CENTER



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Sprague Debates On Highway Truck Bills

Big guns are thundering in "The Big Truck Fight"; the two issues which the people of Oregon must decide at the polls November 2:

1. The 1951 Legislature's bill increasing the mileage taxes on commercial trucks, which the truckers seek to kill.
2. A proposed constitutional amendment initiated by the truckers in which they seek to outlaw mileage taxes forever and limit all motor vehicle taxes to licenses by weight and fuel taxes.

Two big developments featured this week's fighting:

"living lie" if he thought he could win the election by supporting such men.

He said Senator Nixon of California, Republican candidate for vice president, was no better than Jenner or McCarthy of Wisconsin. He said Nixon used the same name-calling tactics as McCarthy in his campaign to win his seat in congress.

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After a heated argument with the legislature's interim highway committee, of which Sen. Elmo Smith of John Day, is chairman, Gov. Douglas McKay refused to rescind orders forbidding the state highway commission or its employees to participate in the campaign.

In a Friday night debate before the Portland City club's committee on campaign issues, former Gov. Charles A. Sprague and a team of speakers representing the newly formed Good Roads Alliance declared:

"In these two measures, the long haul truck interests have raised the most serious threat ever raised to Oregon's highway program. Not only are they trying to evade their fair share of road taxes; they are trying to foist on the people a system which would be ruinous to the logger, the farmer, the local short hauler and the private car owner, and it could stop all new construction on our roads."

Joining Sprague in this argument were James H. Gilbert, dean emeritus of the University of Oregon, and William M. Tugman, editor of the Eugene Register-Guard. Truck interests were represented by Ellery Sills, owner of a Portland truck line; Moe Tonkin, attorney; George Flagg, former utilities commissioner, now employed by the truckers; and Bert Trask, of the Oregon highway council, the truckers organization.

Truck spokesmen claimed that the 1951 tax rates would be prohibitive and drive many concerns out of business, arguing at length the importance of haulers to Oregon's economy, especially in areas not fully served by rail. Sprague and his colleagues retorted:

"The truckers fail to mention the companion bill to the one they have referred. In that bill the truckers got a reduction of \$675,000 a year, or 22% in their registration fees, leaving their net increase only 7 1/4%. In the companion bill the farmers took all percentage increase in their farm truck rates. The truckers referred their mileage increases, accepted the lower registration fees and left the farmers holding the bag."

Tugman pointed out these dangers in the amendment:

1. It would probably repeal not only \$7,000,000 a year now collected in mileage taxes, but all present flat fees on passenger cars and farm trucks.
2. It could result in a situation whereby a poor man owning an ancient Buick would have to pay a heavier license fee than the owner of a new and lighter car of the same make, because no allowance could be made for the age of the vehicle.
3. It would probably repeal the farmer's flat fee on farm vehicles and a farm truck which averages only 1,000 miles a year on the highways would have to pay the same fees as a hauler making 50,000 miles.
4. It would be ruinous to loggers who are in the heaviest weight classes but seldom can make more than 10,000 miles a year because they can't haul Saturday afternoons, Sundays, holidays, nights, fire seasons, snow seasons or when mills shut down.

The Alliance Speakers Maintained: "If anybody is hurt by the 1951 mileage tax, it is his privilege to prove his case and ask the Legislature to adjust the rates, not to try to write protection for a private interest into the constitution. The truckers claim that ample highway revenues could be

Grunewald Aid To Nixon Maine Issue

Washington correspondents have noted that Sen. Richard M. Nixon of California has been campaigning in Maine for the man who defeated his good friend Sen. Owen Brewster.

Last spring Congressional investigators heard testimony from Brewster in which he sought to explain his circumvention of senate Republican campaign committee's rules to help out Nixon's 1950 campaign for the senate.

As chairman of the campaign committee Brewster was pledged to refrain from taking sides in primaries. In order to circumvent this rule Brewster used, according to his testimony, Henry (The Dutchman) Grunewald, a Washington "mystery man," as a conduit to funnel funds into the primary campaign treasuries of Nixon and Sen. Milton R. Young of N. Dak. Each received \$5,000.

Nixon neglected to report the contribution from Brewster via Grunewald until after the primary campaign.

In the face of the fatherly-like interest Brewster took in Nixon's senate campaign, political observers wonder how the California senator could make effective campaign speeches on behalf of Gov. Frederick G. Payne, who defeated Brewster in the Maine

raised under their plan, but they have not presented their plan in the form of any bill which the Legislature could act on. They claim the Legislature could be trusted to draft such a bill, but they have refused to show their trust in the Legislature by accepting the present bill."

Outcome of Governor McKay's tilt with the interim committee is still uncertain. The committee includes Sen. Elmo Smith of John Day; Sen. Angus Gibson of Junction City; Representatives Ed Geary of Klamath Falls; Robert Root of Medford; Pat Loneragan of Portland; B. A. Stover of Bend.

Senator Gibson and other committee members said they would insist on their right to demand statistical data and other information from the highway department needed for the fight.

There was no comment from members of the highway commission who had placed themselves on record by resolution Sept. 4th, approving the weight-mile tax principle enacted by the legislature.

senatorial primary last June. Brewster's connections with Grunewald have played a large part in Maine politics this year.

Just Arrived . . .

A DAUGHTER—To Mr. and Mrs. William Test, Lyons, Sept. 19, at Salem Memorial hospital.

A DAUGHTER—To Mr. and Mrs. Rex Stevenson, Mill City, Sept. 24, at Salem Memorial hospital.

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