

OLSON'S PLAN REJECTED BY DOCK WORKERS

SAN FRANCISCO, Dec. 20 (AP)

Waterfront employers yesterday rejected Gov. Culbert Olson's plan to end the five-week-old San Francisco port tie-up, but accepted "as a basis for settlement" a proposal made by the governor's special "fact-finding" commission.

Reversely, Harry Bridges, spokesman for the striking Ship Clerks' association, said the union would accept the governor's plan but would turn down the commission's formula because it recommended "the union give up everything, the employers develop."

Thus a new impasse developed in the protracted dispute which has made ships and men idle along the San Francisco waterfront since November 10, when the ship clerks went on strike demanding preferential hiring for monthly clerks and registration of all men.

Obviously disappointed, Gov. Olson, who made a special trip from Sacramento today to get an answer to his proposal, commented: "We're just where we were when this strike started."

He immediately reiterated that, in view of the collapse of his peace efforts, he would present to the legislature next month proposals to have the state take over and operate San Francisco harbor.

"I don't see how else we can ever have uninterrupted flow of commerce," the governor said.

Bridges said the union disapproved of the commission's suggestion the strikers abandon their principal demands for preferential hiring of monthly clerks and registration as a condition for reopening negotiations on other demands.

"If the union had to give up its principal demands, there wouldn't be any unions on the waterfront in three months," Bridges said.

Gregory Harrison, spokesman for the Dock Checkers Employees association, read a lengthy statement which, in effect, re-stated the employers' opposition to any form of arbitration, the union's demand for preferential hiring of monthly, or so-called "confidential" clerks.

The employers have contended preferential hiring of union "confidential clerks" would be an infringement on the rights of management.

At the last moment, Gov. Olson asked if the union would accept the employers' demands, but emphasized he was not urging the union to do so. Bridges said the union would approve the governor's plan "though it's a far cry from what the union wanted."

The governor's plan called for return to work, then appointment of a special committee to investigate the problem of preferential hiring and report back, with possibility the report be made basis for changing the contract. The governor's commission had urged the union give up its preferential hiring and registration demands, and that, while an investigating committee would be named, its report should have no bearing on the new contract, until renewal date arrived.

As the meeting broke up, the governor commented there was

War Writer Declares Nazis Justified in Scuttling Graf Spee to Save Lives of Crew

By DeWITT MacKENZIE

A. P. Correspondent

Intruding for a moment in the Anglo-German argument over who won the air battle—were the nazis justified, or were they not, in scuttling their pocket-battleship Graf Spee?

What with all the hullabaloo over the question one might think they were bound by honor to line up and cry "We who are about to die salute you," and then go out to certain death with the Anglo-French fleet.

There really need be no dispute over that, for there is no code of war which calls for needless sacrifice from fighting men.

War isn't a tournament in which men joust for the entertainment of spectators but a dire, bloody business. Soldiers and sailors have to give their lives when necessity calls, but they aren't expected to let any false notions of gallantry lead them into throwing themselves away.

There's no more reason why a sailor or soldier should sacrifice his life just to make of himself what Tommy Atkins would call a "bloomin' dead 'ero," than there would be for a fireman to jump off the top of a skyscraper for a similar cause.

I think most naval men will say that the scuttling of the warship was entirely legitimate, though not all would agree that this was the best solution of the difficulty. There was the alternative of interment.

Had the Graf Spee tried to run the gauntlet Sunday evening it might possibly have slipped through the waiting enemy ships outside Montevideo harbor. But it would have been caught shortly, because other warships were lying in wait for it further afield.

Such a gesture would have cost not only the warship but many or all of its crew of close to a thousand. Probably there wasn't a man aboard who wasn't prepared to make the big sacrifice if the call came.

Still, Herr Hitler, who gave the order for the sinking, could have found no justification for sending these young men to their deaths just for "glory" and propaganda purposes. What think you the German people would have said of such a thing? Certainly it would have taken a lot of explaining.

Having gone through a good part of the world war with the British and French, on both land and sea, I'll lay a tidy bit that there wasn't a sailor on the ships lying in wait for the Graf Spee who wasn't glad he didn't have to take a hand in sending a thousand German boys to the bottom.

As regards the proposition of allowing the Graf Spee and her crew to be interned at Montevideo for the duration of the war, there is at least one solid argument against it. Supposing Uruguay a little later should be drawn into the conflict on the Anglo-French side, as happened in the world war?

The Graf Spee then could be seized and turned over to the allies to be used against the fatherland.

The nazis had a notable precedent for such a scuttling. One of the most famous events of this sort in history occurred in 1919 when the German fleet, which

"no spirit of cooperation or even recognition of the rights of collective bargaining."

TAGGED RAINBOWS MAKE GROWTH

Returns are beginning to be received by the state game commission on a number of tagged rainbow trout 10 to 12 inches long that were released about a year ago in the Alsea river near the location of the trout hatchery.

Three of the tagged fish were recently caught in the Elletts river, the fish having traveled to spawn in a stream 47 miles farther north than the one in which they were released. All fish had made a good growth, one of them weighing approximately four pounds.

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OREGONIANS SAVE \$300,000 IN MONTH

WASHINGTON, Dec. 20 (AP)

Thirty Oregon residents placed \$300,417 in new savings in 22 insured savings and loan associations in the state during November. It was reported by the Federal Savings and Loan Insurance Corporation today.

The amount increased their total savings as of November 30 to \$8,049,000 and the number of depositors to 14,488.

The associations made 173 loans amounting to \$327,969 in the month compared with 120 loans totalling \$237,969 in November a year ago.

Assets of the associations at the end of the month were \$14,761,000, an increase of \$2,505,000 in 12 months.

Farley Suggests First Class Postage for Christmas Cards

By EDDY GILMORE

WASHINGTON, Dec. 20 (AP)

Postmaster General James A. Farley has introduced the social issue into the Christmas card scene. In fact, he's set class against class—first class against third class.

In an appeal to postmasters throughout the nation, the postal boss has urged them to persuade their patrons to send cards first class instead of third.

Specifically, this means getting the folks to lick a toney three-cent stamp instead of the Plebian one-and-one-half center.

Farley advises his aides:

"Postmasters should urge mailers to send their holiday greetings at the first class rate, explaining that when so sent the greetings may be sealed and contain writings, therefore having a personal appeal, which is, of course, more highly appreciated."

He didn't stop there, however. The postmaster general had his artists design a visual appeal to the mailers.

"Preserve the dignity of your Christmas greeting," the poster shouts in bold headlines. "Send

them first class mail."

The artist has plastered the third class card with this stigma: Cannot be sealed. . . Will not be forwarded. . . Will not be returned. . . Must not contain writing. . . Handled as circular matter. . . Down the bottom of the first class card the artist has set forth: May be sealed. . . May contain writing. . . Will be forwarded. . . Will be returned. . . Preferred in delivery.

Spiders are no more closely related to insects than birds are to reptiles.

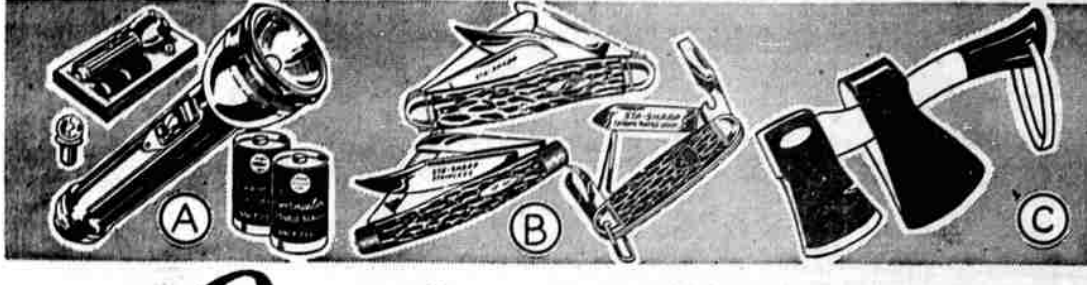
Because of the minuteness of carrot seed, it takes 257,000 grains to weigh a pound.

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A. GIVE HIM... a streamlined "Lightmaster" flashlight in this compact, 2-cell size that's just right for his car or outing trip. Packed in a gift box. 98c

B. GIVE HIM... a "Sta-Sharp" pocket knife, guaranteed for three years. Genuine brown stag handles and hand-honed cutlery steel blades. Assorted sizes. 1.00

C. GIVE HIM... a "Craftsman" camper's axe with a black, velvet-finished, forged steel head with 14-inch white hickory handle. Leather sheath. 1.49

Ladies... if you ask us-

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- Buff Wheels • High Speed Drills • Cutters • Emery Wheels • Taper Wheels • Bristle Brushes • Saw Blades • Nut and Collar Mandrel

New! The DE LUXE CRAFTY! Sensational new pistol-grip model for easier working. Has removable pistol grip, finger rest over chuck for control, condenser to stop radio interference and new gauge and rip fence.



1/3-h. p. MOTOR 9.98

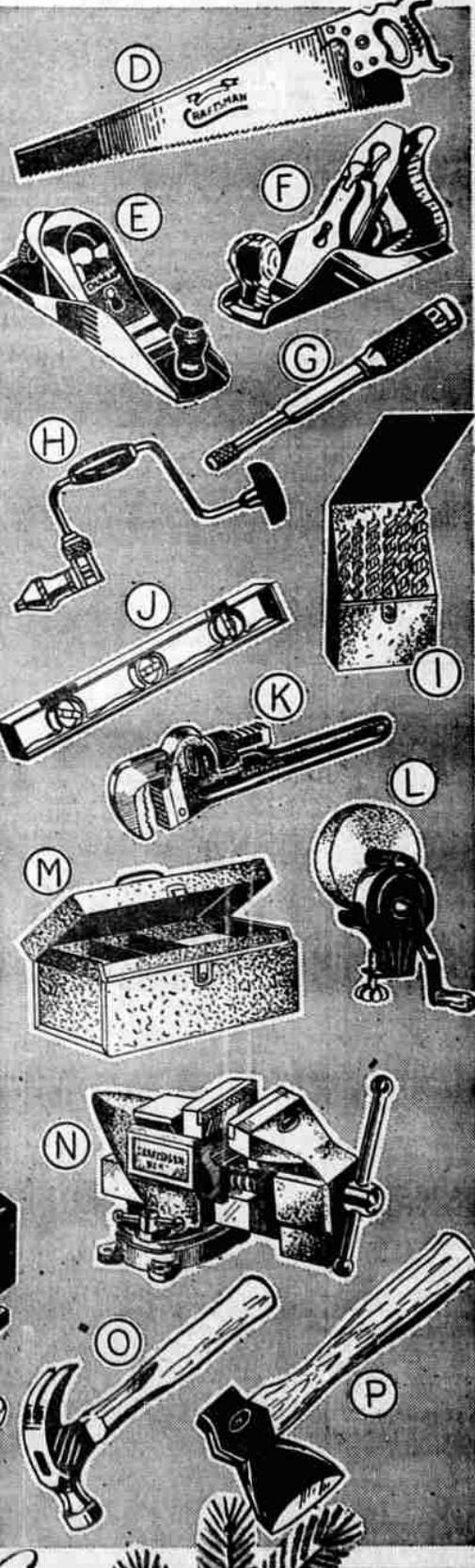
"Companion" split phase motor guaranteed 2 years against defects. Has overload protector to prevent burning out.

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Thin wall chrome vanadium steel sockets in 29 assorted sizes with ratchet wrench and adapter and speeder wrench.

13-PIECE SOCKET SET "Fulton" hardened, heat-treated, manganese steel sockets with rust-proof finish. Packed in steel box. 1.49

6-PIECE BOX END WRENCH SET "Craftsman" drop forged chrome vanadium steel, thin-tapered heads accurately milled to fit nuts. 3.49



D. GIVE HIM... a "Craftsman" skew-back saw in 26-inch length with 9 or 10 points to the inch. Made from special chrome alloy steel. Carved arrowhead handle. 2.39

E. GIVE HIM... a "Dunlap" block plane . . . with 1 1/2-inch tempered steel cutter, screw adjustment and smoothly finished body. 7 inches over all. 1.19

F. GIVE HIM... a "Fulton" smooth plane with 1 1/2-inch special analysis steel cutter, patent lever and screw adjustments. Hardwood handle and knob. 8 1/2-inch. 1.49

G. GIVE HIM... a "Craftsman" automatic push drill. Chuck has hardened steel jaws, heavily nicked. Plate. Knurled handle and 8 drill points inside handle. 1.69

H. GIVE HIM... a "Fulton" ratchet brace. Rugged alligator jaws take all square-shank bits. Has highly polished, heavy steel frame with full 10-inch sweep. 1.59

I. GIVE HIM... a "Craftsman" 6-piece auger bit set packed in a handy metal case. Graduated sizes from 1/4-inch to 1-inch. Made of chromium-plated steel. 2.98

J. GIVE HIM... a "Dunlap" aluminum level. Machined and polished with patented disc rings to hold glass. 24-inch size. 6 glasses, 2 levels, 4 plumbs. 2.19

K. GIVE HIM... a "Craftsman" tough vanadium steel pipe wrench. Tempered, hardened jaws with machine-cut teeth. . . won't crush, slip or lock. 14-inch. 1.59

L. GIVE HIM... a "Fulton" tool grinder with easy-running, machine-cut gears in dust-proof gear case. Has silicone wheel. He needs one on his work bench. 1.00

M. GIVE HIM... a spill-proof tool chest of 26-gauge steel. 19x6 1/2x8-inch with cantilever lock and automatic, nickel-plated lock. Brown crystalline finish. 1.69

N. GIVE HIM... a "Craftsman" super-grip garage vise with 3-inch Max-Ell alloy steel jaws. Cold-rolled steel beam and Acme threaded forged steel screws. 3.49

O. GIVE HIM... a "Craftsman" curved claw hammer with 16-ounce, bell-faced head of best vanadium alloy steel, heat-treated and tempered. Hickory handle. 1.19

P. GIVE HIM... a "Craftsman" broad hatchet with finest quality, high carbon forged steel head. Velvet black finish. . . 4 1/2-inch cut. White hickory handle. 1.75

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