

The Oregon Statesman

"No Favor Sways Us, No Fear Shall Awe"
From First Statesman, March 28, 1851

THE STATESMAN PUBLISHING COMPANY
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Member of the Associated Press

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Truman Swings His Axe

President Truman has followed up his verbal lambasting of congress with vetoes of bills which congress has passed. Within the past week it has been one-two-three down for the count. First was the Bulwinkle bill to permit railroads to enter into traffic agreements, subject to review by the interstate commerce commission. The second was the bill to raise grants for old-age assistance and at the same time closing the door to the social security system for certain classes of workers. The third was a billion-dollar appropriation bill which contained a rider calling for the transfer of the federal employment agency from the labor department to the federal security agency.

The president based his veto of the Bulwinkle bill on the ground that it would permit the railroads to enter into traffic and other agreements, thus bypassing the Sherman anti-trust act. That is pretty much adherence to a shibboleth. Railroads are now regulated as to rates by the ICC and pretty well bossed as to wages by government mediation boards. They are no longer private corporations in free competition. Nor are they any longer monopolies, for they face stiff competition from motor trucks, stages, water and air carriers. A national transportation system such as the railroads requires coordination for efficient and satisfactory service. As long as the ICC is made the final arbiter, the roads ought to be allowed to work out agreements which will make for uniformity. This seems to be a case where political slogans of the past prevailed over sound administration in the light of current conditions.

On the other two bills the president has the better of the argument. The social security system should be extended, not contracted. And attention should be paid to increasing the benefits under the annuity system rather than to increase doles for aged under the welfare program. Congress still seems to be appealing for votes of the Townsends rather than providing for the sound development of the social security system.

The appropriation bill got the axe because of its rider. The president objected to the provision it contained and to that method of legislation. We are not informed as to the merit of the provision, but the method of law-making by rider to appropriation bills is highly objectionable.

So rarely does a president veto a bill for a departmental appropriation that it has become a smart custom to take on legislative provisions which wouldn't get through on their own merit. Usually a president signs these bills because the departments have to have money with which to operate. One such was the bill which carried a rider denying use of certain appropriations for payment of salaries to specified individuals. Later, the men affected took the matter to court and the provision was declared invalid as an improper encroachment on executive authority.

President Truman, however, had the courage to break with custom and veto the bill. That makes him off the spot and puts congress on, as far as providing funds for the department is concerned; and that is quite as much a duty of the congress as it is of the president.

Greater Cleveland made quite a reputation for himself by his vetoes. That may be one avenue to fame for Harry Truman.

Airport Improvements

Salem is glad to have its airport used as an alternate to the Portland field and already is busy improving facilities, particularly access roads to the field. It is regrettable that the improvements in the way of a new terminal and apron on the west side of the field have not been installed, but there the delay is that of the United Air Lines which has had the brake set on capital outlays for some months.

The Salem field ought to be developed into a complete field, equipped to handle the biggest aircraft in commercial use. It might well serve permanently as an alternate to the Portland airport, but needs such improvements as will permit of instrument landings and better arrangements for handling traffic. There are times when the Portland airport is fogbound and this port is clear, and then the Salem field could be used.

The city of Salem should be prepared to do its part, but first it needs to know what the prospects of use are and what co-operation it would have from the CAA and private airlines in airport improvement. It would be a mistake to rush in with a costly program merely on the expectancy of a few months' use in this flood emergency.

Clothing Is Surplus

A navy plane brought 4000 pounds of clothing from Sunnyvale, Calif., naval air base to Salem for delivery to Portland flood sufferers. The gesture is kindly; but, as we are informed, clothing is stockpiled in large amounts in Portland, for which there is no demand. The Red Cross is supplying new clothing to those who have lost their own. In the emergency, used clothing was needed, especially for infants; but that time has passed. How to dispose of all the clothing sent to Portland becomes something of a problem. Some of it may be baled and shipped overseas.

The great loss, aside from the Vanport housing project, is to farmers who stand to lose their season's crops and may find their farm buildings and equipment washed away or badly damaged. Most of the livestock was evacuated but that means heavy extra expense for care and feeding. The Red Cross, we understand, will make loans or grants for rehabilitation. So the best way of expressing sympathy to flood sufferers is by donations of cash to the Red Cross.

Congress finally got around to pass a resolution for the USA to join the World Health organization, one of the institutions related to United Nations. Since this country has been a leader in advancing the health of the world through measures of sanitation and of combating sources of plagues and diseases it should have been first to join. The WHO should be able to do far more than nations working individually could do toward health improvement the world over. We have a stake in world health ourselves in these days of airplane travel to all corners of the globe. It is gratifying that our country affiliates with this organization, though the delay has been inexcusable.

The city fathers cracked the whip Monday night at the truck drivers who drive with open mufflers. This is a periodic crack-down, because enforcement is apt to be irregular and in the "soft" intervals the motor truck drivers "open 'er up" thinking they can get away with bruising the night air. The police were on the job last Thursday however when 25 drivers were hailed before the court. The council, acting on complaints from citizens, made it clear they wanted stiff penalties against violators of the city ordinance banning noisy truck operation; and that may effect a temporary cure.

The department of commerce suggests that Russia's satellites are getting goods we don't want them—and Russia—to have by trading with other countries. Of course they are. Embargoes in peacetime are generally futile affairs. We ought to build up our trade with Russia and eastern Europe. Some day we may need that business to help support our own economy.

The democrats do not need a party platform if Harry Truman is their nominee. He can run on his White House balcony.

French Still In Fear of Move By Russ Army

By Stewart Alsop

PARIS, June 16 — A recent episode helps to explain the profound sense of insecurity which underlies the current bitter wrangle in the French assembly over the six-power agreement on western Germany. The incident followed a now familiar pattern. An official of one of the Soviet satellite countries, who had just returned from a pilgrimage to the Kremlin, obligingly offered to describe his visit to a French diplomat. He had conferred at some length with the Russian chiefs, the satellite official told the Frenchman, and they had assured him that their one desire was peace.

The Russian leaders had also asserted, however, that one development would leave them no choice but to order the Red Army into action. That was the rearmament of western Germany by the western powers. Moreover, the Russians had clearly intimated, they were inclined to consider the establishment of a government for western Germany as the first step toward German rearmament.

This conversation was of course reported back to the French Foreign office, as it was intended that it should be. Its meaning was perfectly clear — beneath the facade of the Soviet peace offensive, a grim warning to the French. The episode occurred before the end of the six-power London conference on western Germany. Yet French Ambassador Rene Mas-sigli, acting on instructions from French Foreign Minister Georges Bidault, agreed to the establishment of a western German government at Frankfurt. In that sense, the no doubt carefully rehearsed warning from Moscow failed.

Soviet Bullying Tried

Yet in another sense, this example of the well established Soviet technique of bullying at one remove has no doubt succeeded. For it has aggravated the French fear of a war in which the French would be powerless to protect themselves, a fear which is the most striking feature of French political life.

One reflection of this profound feeling of insecurity is a French proposal which has recently been forwarded to the American and British governments on the initiative of French Premier Robert Schuman. The French have proposed a joint demarche to Moscow of the three Western powers. The three powers would again assert that the Soviets are free to join their zone of Germany to the three Western zones, and would repeat that the formation of a western German government implies no threat whatsoever to the Soviet Union. The chief purpose of this demarche would be to placate both the Kremlin and French public opinion, which has undoubtedly been deeply disturbed by the agreement on western Germany.

Much will depend, of course, on the resolution of the French crisis which is now in progress, but it is believed that the American and British governments are considering accepting this French proposal, on three conditions. One is that the note be sent to Moscow only after all the governments concerned have approved the agreement reached at London. Another is that it be made clear to the Kremlin that no further conferences on the futile pattern of the past, are contemplated. And a third condition is that under any circumstances the Soviets should have no part in the management of the Ruhr.

Pact with West Unlikely

It is extremely unlikely that any real Soviet-western agreement could result from such a move. Yet it might help to reduce the growing French fear of a Soviet armed assault on the west. More formal American commitments to France and to Western Union, on the lines of the Vandenberg resolution, will also certainly in part dispel French doubts of the dependability of the United States as an ally in the struggle between east and west, doubts which the great-axing of ECA appropriations has brought to a head.

Yet the plain fact is that the fear which hangs like an almost visible cloud over this lovely city, as to a greater or lesser degree over every city in western Europe, cannot really be dispelled by placatory notes to Moscow nor by American assurances. For the fear springs simply from the conviction that the Red army, at the word of command from the Kremlin, could push to the Atlantic in a matter of weeks. While this conviction persists, the fear will persist.

Can Western Europe be placed again in a "posture of defense"? The joint military staff committee of Western Union is reported to believe that the answer is "yes" — with American help. The Western Union experts have reportedly estimated that between 40 and 50 crack divisions, with the best equipment, largely American, and with decisive air superiority, could hold the Red army on the Rhine.

General Charles de Gaulle is believed to differ with the Western Union estimate. He is quoted: "They would create an army of prisoners again." De Gaulle believes in a system of "redoubts" — strong points which, supplied by air, could hold out on French soil until a counter-attack could be mounted from the West. Aside from the strategic problem there is also the economic problem: Can the economies of both Europe and the United States now stand the

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Public Records

CIRCUIT COURT
The First National Bank of Monmouth vs. W. B. Cressy. Suit seeks to collect \$4,928 allegedly due on several promissory notes.
Donald MacArthur vs. Theodore L. Frederickson. Suit seeks to collect \$115 allegedly at costs required to fix a street pole after defendant's truck ran into it on Dec. 8, 1947.
Hiroshi Kaneko vs. Ronald E. Jones and Labish Celery Growers Cooperative association. Order allows certain portions of defendant's motions to strike and denies others and orders plaintiff to file amended complaint within 10 days.
Mary E. Little vs. Clara M. Seeley. Judgment permits plaintiff to recover \$1,700 allegedly due on a loan.
Earl Sharp vs. Sarah R. Riley Sharp. Suit for annulment of marriage contract on grounds of prior marriage, asks that defendant's former name of Sarah R. Riley be restored. Married Dec. 27, 1947, at Salem.
Reta D. McNeil vs. James S. McNeil. Default of defendant entered.
Alire Campbell vs. Oscar Campbell. Default order entered.
MARRIAGE LICENSE APPLICATIONS
Lavell E. Davenport, 44, lumber inspector, and Marguerite E. Striker, 38, clerk, both of Lebanon.

Court to Hear Noisy Muffler Cases July 1

Salem municipal court has set July 1 at 9 a. m. to hear the pleas of anti-noise ordinance violators who have been cited in a month's drive by the Salem police department.

City police received a vote of confidence by the city council Monday night for action to eliminate noisy mufflers and exhaust noises from city streets.

On Tuesday night and Wednesday five other names were added to the police blotter for noise violations, police records show. These were Vernon Rich Agee, Portland; Otto Adell Peterson, Portland; Robert Franklin Morse, driver for Ashbury Transportation company, Canby; and Cyril H. Vorpahl, Milwaukie, all on charges of noisy mufflers, and Robert F. Shore, Alameda, Calif., driving for the Converse Trucking company, on a general noise ordinance charge. Morse posted \$10 bail on his charge.

Since May 12, when the anti-noise drive began, 63 names have been entered in police records for noise violations.

Warden Cites Clerical Error In Writ Reply

A return on a writ of habeas corpus was filed by George Alexander, state prison warden, in Marion county circuit court Wednesday, alleging that William Milo Mosher pleaded guilty to the crime which sent him to prison. The writ arose recently out of a petition filed by Rosemary Lee Mosher, wife of the prisoner. She alleged that the information charging Mosher with the crime of larceny stated the crime was committed on "November 16, 1948."

Alexander said that the information contained a clerical error; that Mosher pleaded guilty to the charge in Linn county court, waived grand jury proceedings and time for sentencing and on March 3 was sentenced to two years in prison.

Newby Tells High Death Rate in Rural Wrecks

Reminder that four out of five Oregon traffic deaths take place on the open highways outside cities was issued Wednesday to vacationing motorists by Secretary of State Earl T. Newby.

The office said that, out of 35 persons killed in May accidents, 33 died in rural areas.

Alcohol is bad for some heart conditions, but may be allowed in moderation for some others.

District Court Case Continued

Marion county district court trial of Frederick C. Aldrich of Portland, charged with driving while under the influence of intoxicating liquor, will be continued today with Circuit Judge E. M. Page presiding.

District Judge Joseph Felton, who opened the trial Tuesday, disqualified himself after he was called as a witness by Deputy District Attorney Reginald Williams. Aldrich was arrested by state police April 22 on highway 99E south of Salem.

Newell to Head Livestock Show at Oregon State Fair

Ben Newell, assistant Marion county agent, was named Wednesday as superintendent of the Oregon state fair livestock show in Salem, September 6 to 12. Newell held a similar post as last year's fair.

Edwin Ridder of Sherwood will again supervise the swine entries, while sheep competition will be supervised by J. J. Thompson of Salem. Poultry entries are under the direction of Kenneth Jennings of West Salem.

Other divisional superintendents announced by Manager Leo Spitzbart include Mrs. Anna Rundell of Portland, art; Mrs. Alma Knowler of Salem, land products; textile and culinary, Anne Hunt McKennon, Salem; and Mrs. Verle Goode of Stayton, floral.

DISTRICT COURT
Lavern Dorothy Lapachies, 3235 Portland rd., parking in a restricted area, \$5 fine suspended on payment of court costs.
Gerald Thornton Hall, 640 Chemeketa st., inadequate muffler, fined \$5 and costs.
William Joseph Whitney, Jr., Lincoln, violation of basic rule, fined \$15 and costs.
Dick Roy Carter, 196 S. 25th st., driving with operator's license revoked, fined \$30 and costs.
MUNICIPAL COURT
Andrew Gatto Mello, Stockton, Calif., charged with violation basic rule, posted \$7.50 bail.
Robert Franklin Morse, Canby, route 2, charged with violation of anti-noise ordinance, posted \$10 bail.
Paul W. Harcourt, Jr., 240 Marion st., charged with running red light, posted \$2.50 bail.

IT SEEMS TO ME

(Continued from page 1)

per quart; butter 27c per lb. Wages in Great Britain are relatively low and unless prices were held down the people would starve or else wages would zoom.

The real trouble with Britain is its lack of ability to finance imports. Its income from overseas investments is greatly reduced, likewise its profits from such services as shipping, insurance, etc. In spite of heroic efforts to increase its exports, which are well above the 1938 levels, it still is unable to balance its outlay for imports. The difference has been met out of the U. S. loan and by use of gold reserves. Now the Marshall plan will bring timely relief. The British, though, protest accepting any ERP aid if the United States ties strings in the way of promise of support for American policies.

The long-range problem for Britain is serious, as politicians and economists realize. The Beaverbrook press may clamor for belt-tightening and standing alone, but the politicians do not relish the prospect of hungry people. So more American aid will probably be sought to help the British a few years longer.

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From where I sit ... by Joe Marsh

How to Live Longer

Someone asked Pappy Miller last week how he stayed so spry at ninety. Pappy told him:

"Well, sir—when I work, I work hard. When I set, I set loose. When I think, I go to sleep."

According to Doc Hollister, that formula isn't far amiss. "Hard work," says Doc, "never wore out anyone before his time, providing he knew how and when to relax."

Doc himself works overtime, with his daytime patients at the office, and his evening calls. And

when he gets home he takes it easy with a mellow glass of beer and chats with the missus until it's time to go to bed.

From where I sit, relaxing is a fine art—especially in these tense, fast-moving times. And there's nothing like a temperate glass of beer—enjoyed with pleasant company—to restore that easy frame of mind that one needs after a hard day's work.

Joe Marsh

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