

The Oregon Statesman

"No Favor Sways Us, No Fear Shall Awe"
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"Man of the Year"

For once there wasn't much argument among the hundreds of Associated Press newspaper and radio members as to whom was entitled to the accolade "Man of the Year." It is Harry S. Truman, the man from Missouri, and while in some quarters his nomination for the 1949 title might have been made rather wryly, his feat of the past year transcends parties in being the year's biggest domestic story. Few outside of the president himself thought he would be elected but more than enough apparently believed he should be.

In specific fields of endeavor there was more controversy, but even so there wasn't much argument against the nomination of Secretary of State Marshall in the foreign affairs category. Marshall, who was "Man of the Year" for 1947, holds a unique place in the American scene.

Particularly interesting was the voting for the top man in public service. It ended in a tie between former President Hoover, who has labored long and conscientiously on his governmental reorganization commission, and Paul Hoffman, director of the U. S. program of aid to Europe.

Philip Murray won the highest rank in the labor classification to climax a busy year in which his right-wing forces came through with a clear-cut victory over the leftists in the CIO, and Henry Ford II was voted tops in industry for his continued able operation of his grandfather's industrial empire and his service activities including the national chairmanship of community chests.

J. Robert Oppenheimer, wartime director of the Los Alamos laboratory where the first atomic bomb was built, took high honors in science for his work in seeking a world control plan for atomic energy; Sir Laurence Olivier in entertainment for his "Hamlet," and Norman Mailer in literature for his stark war book "The Naked and the Dead."

All-in-all a distinguished list and a difficult one with which to pick a serious quarrel.

It would be interesting to choose a name now in regards to the "Man of the year" for 1949—but perhaps not impossible at that. The top personage usually is no Johnny-come-lately to the public scene. We won't pretend to predict, but we couldn't begrudge the honor even to Joe Stalin if he'd come through with any help toward amity. No bets, however.

The Ole Mississippi

The Ole Mississippi finds an echo to the glory of its former days with the arrival of a 256-foot motorship at St. Louis. The ship, Angele Higgins of the Las Americas Shipping company, brought 900 tons of scrap steel from Havana and will take general merchandise in return.

The establishment of regular water service between St. Louis and Havana, or other off-coast ports, may presage a new era in water-borne commerce of the middlewest. On non-perishables, or on cargo for which time is not

of the essence, there should be a considerable saving over the method of rail or other handling to coastal ports and subsequently re-loading.

The Mississippi from the days of sail has been a major artery for the plains states. Its heyday of commerce is a saga in song and story. It has never ceased to be important as a water highway, but the inauguration of St. Louis as an ocean port gives it even greater significance.

C. Aubrey Smith, readily recalled as the English character actor in numerous movies—the man with the monocle and air of an English gentleman,—is dead in Hollywood, passing in his hillside mansion the papers said. He was 85 and was the only actor in Hollywood knighted by the king of England. His death reminds one that many foreigners have come to America and won fame and fortune in the movie industry. They have come from England, from Mexico, from France, from Germany and Sweden—don't forget Sweden, the homeland of Garbo and Ingrid Bergman. For that matter, many musical artists, both performers and composers, have found a second and permanent home in the United States, adding comfortable fortune to their fame. We do not complain: they all have made real contributions to art and culture in the USA.

A federal railway wage board recommends a settlement for the dispute between the non-operating unions and railroad owners: A wage increase of seven cents an hour and a reduction in the work week from 48 to 40 hours. The managers say this will add several hundred million dollars a year to their operating costs, which probably is true, because there are many more clerical than operating workers on railroads. However, since the wages and hours act establishes a 40-hour week as standard for other industry, the railroads will probably have to make the concession to the non-operating unions. Whatever cost increase that causes will doubtless be compensated for when the ICC decides the pending railroad request for a 1 per cent boost in freight rates.

A bill will be offered when congress meets to lift the president's pay to \$100,000 a year, give him an expense allowance of the same amount, and provide a \$25,000 annual pension when he retires. The expense allowance is a real lifesaver—because it is free from the big bite the income tax man takes out of salaries. The pension is a good idea making it unnecessary for the ex-president to engage in business or do lobbying or newspaper writing to get along.

Prolonged sub-freezing weather in the Willamette valley will lead to a considerable expense for road rehabilitation unless truckers and other motorists use discretion when the ground thaws. The county court is wise in serving warning that all but essential trucks and buses should stay off county roads entirely when roadbeds soften. The less lighter travel the better, too.

Weather Doesn't Stop 'Big Easy 103'

By Joseph Alesop
BERLIN, Dec. 27 — At Weisbaden this morning, a steely haze hung very low over the steel-cold ground. On the swarming airfield, the German workers clapped their chapped hands to warm them, as their truck moved away from Big Easy 103. Thirty-five minutes earlier Big Easy 103 had come in from Tempelhof. Now the C-54 was loaded again with another Berlin cargo—ten tons of dried apricots, canned applesauce, cement and roofing paper.

"We're ready to roll," said the pilot briskly. Pilot, co-pilot and engineer performed the complicated ritual of starting the engines and warming them up. The big airplane lumbered down the field and took its place in the line of other waiting C-54s at the end of the runway. Takeoffs were spaced only three minutes apart, and it was not long before the pilot called the tower.

"Hello, tower. Big Easy 103 in No. 1 position."
"Roger, Big Easy 103. You are cleared for Tempelhof at 6,000 feet, standard departure. You're No. 2 to take off." Then, three minutes after the plane across the runway had roared into the air, the final word came: "Big Easy cleared for rolling take-off."

ly lit expanse of white wool be-
reached, and Captain Hankins
reported: "Hello, Tempelhof Air-
ways. Big Easy 103 over Tempel-
hof range at 2,500." Tempel-
hof Airways replied with an order
to "go over to jigsaw," which
meant to begin taking orders
from the ground control ap-
proach controller.

On the radar scope in his in-
strument-packed trailer, the GCA
controller, by some incompre-
hensible magic, found the little
blip that was Big Easy 103. The
heavy-laden C-54 was sent by
the controller around three sides
of a small square and at last com-
manded: "Big Easy 103 on No. 12
beacon—No. 12 beacon—for your
final approach. Now go over to
final controller." And in an in-
stant, the wonderfully calm and
soothing voice of the final con-
troller, who guides every air-
plane to the ground in bad
weather, began on the radio.

"Big Easy 103 steer right to a
heading of 190 degrees." The pi-
lot answered, and a staccato ex-
change began, Captain Hankins
announcing his position and the
final controller correcting his
course, until the triumphant an-
nouncement: "Two hundred sev-
enty-five is now your heading."
Your glide path will be half a
mile. You're coming into the
center line very nicely and you're
two and a half miles from touch-
down." The exchange continued
until the big plane broke through
the overcast and almost simulta-
neously touched the Tempelhof
runway.

Then Captain Hankins thanked
the final controller. Big Easy 103
taxied up to its place in the long
line of C-54s on the grandiose
Tempelhof apron. As the plane
reached a halt, a truck backed
up to its side and discharged 15
shivering Germans, who flung
themselves upon the cases of ap-
plets and sacks of cement as
though their life depended upon
speed—as indeed it does. And
another air cargo had been deliv-
ered to the beleaguered city of
Berlin.

LITTLE DUTCH BOY AT THE DIKE



American Policy in Europe Is Gaining Ground, Critics Agree

(Editor's note: This is the first of a series of five articles on U. S. and Soviet policy in Europe.)

By Wes Gallagher
AP Foreign Affairs Analyst

BERLIN—Is American policy in Europe succeeding? Is it being soundly administered? Supporters of the policy are apt to answer in an unqualified "yes." Detractors in an equally emphatic "No."
The answer is to be found in between these two extremes. American policy is making progress. It has not achieved a decisive result yet.

By and large it is being soundly administered. It could be administered better.
ERP Backbone
The backbone of American policy is the European Recovery Program. It has the double aim of putting western Europe on its financial feet so it can support and defend itself, and at the same time contain the spread of communist dictatorships.

No nation in history has set out on such a helping program on such a scale without direct financial return. This is appreciated by thinking Europeans, but it is not going to make the United States the most popular nation on earth. No one likes to accept charity, and that is what western European nations are accepting, in a sense.

This sensitive point has been stirred up not only by communists, but self-seeking politicians trying to climb to power on nationalist policies in various countries.
Production Jumps
This aid has certainly stirred the economic processes of Europe. Without it, there is no doubt Europe would be bankrupt and an easy prey to communism.

Production has jumped by leaps and bounds in Germany, Great Britain and most European countries over a year ago. Even strike-harrassed France has shown improvement.
Western Germany's 45 millions in particular have been lifted out of a morass of poverty and started on the road to recovery.

From the point of view of containing the spread of communism the success of American policy has achieved more tangible results. Without the American aid program there is little doubt that Italy and France would now be closely locked to Moscow by tight communist dictatorships. Germany would be Europe's poorhouse, wallowing in poverty, and held down only by the force of the occupation troops.

Lead Election
With U. S. help, Italy decisively rejected communism in last spring's election. The communists are still strong, but they are not in power.
This is also true in France. The communists have kept France's government in turmoil, but their strength is less than a year ago.

The communists in western Germany have lost steadily in power and prestige and are now a negligible influence.
The first year of full American aid thus finds the United States with a defensive although not yet decisive victory.

Now comes to the second question of whether U. S. policy is being capably administered in Europe.
There have been some anguished cries from some nations that American administrators were trying to strip them of their sovereignty. But these cries have been far fewer than were expected. For this, credit goes to these administrators of American policy.

Interest Conflicts
It is true that some U. S. re-

Diary of A Sidewalk Superintendent



been trying all day to get in touch with the architects on the new Stevens and Son Jewelry Emporium. Found out their names are Dougan, Helms and Caine. Also learned that they're the same outfit that originally designed the building. Now, if they'd only asked ME, I could have told them Sid Stevens would be moving in... saved them all this work! Wonder why nobody'll listen to us fellows. Why just yesterday one of the fellows working on the building said we're the backbone of the industry. I THINK he said backbone? Anyway I hope Sid Stevens knows how much help I'm giving him!

Duck Hunters Pay Penalties For Violations

A number of duck hunters, arrested over the week end by state police on game law violations, paid their fines in Marion county district court Monday.

Calvin Maurice Hall and John A. Ennis, both of 3910 N. River rd., each paid a \$25 fine on charges of hunting ducks too early Sunday morning. They were apprehended on the Willamette river.
Ernest Junior Porter, 1025 Dietz ave., and Robert Marion Porter, 4982 Rickman rd., each paid a \$25 fine on charges of hunting too early Christmas morning and both paid \$10 fines on a complaint of hunting in a game refuge. They were arrested on Minto Island.
Albert Ray Kemp, 245 E. Washington st., was fined \$25 on a charge of hunting without a license Sunday along the Willamette river.

Fines of \$250 each also were meted out in district court Monday to Louis Joseph Danksy, Woodburn, and Adam Valentine Schell, Gervais, both charged by state police with driving while intoxicated. Edward Danksy, Woodburn, passenger in Louis Danksy's car was fined \$25 on a charge of being intoxicated.

Frank Paul Kajer, Eugene, charged with driving while intoxicated and with fleeing the scene of an accident, is slated to stand trial both counts on January 6. Kajer, arrested early last week by state police, pleaded innocent Monday to both charges. He is being held in Marion county jail in lieu of \$500 bail.

Higby Back from Scout Head School

Howard Higby, field executive in the Salem headquarters office of the Cascade area Boy Scout office, returned to the office Mon-

day from a six-weeks adult scout leader course.
Higby attended the Schiff Scout reservation school at Mendham, N. J. The course is one for professional scouters. Higby is to have charge of the Polk and Silver Falls districts in the local council.

Former Resident Albert D. Sutton Dies in Portland

Funeral services for Albert D. Sutton, former Salem resident who died in Portland Sunday, will be held from the Colonial mortuary in Portland Thursday at 1 p.m.

The Rev. A. J. Kempin of Portland and the Rev. H. A. Schlatter of Salem will officiate.
Sutton was born in New London, Ohio, April 23, 1889, and lived in Salem from 1925 to 1945. He was employed by Allen's Fruit cannery in Salem and lived at 980 N. Cottage st., before moving to Portland four years ago.

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