

The Oregon Statesman

"No Favor Sways Us, No Fear Shall Awe"
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Near Record in Car Production

The automobile industry is still the one that amazes people with its performance. It still is the one which makes dreams come true for Americans, giving them in economical transportation a standard of living which is the envy of the world.

In 1948, despite lack of steel, the automotive industry produced a total of 5,282,000 cars, trucks and buses. This is only 76,000 units short of the record year, 1929. A larger percentage of vehicles were trucks, indicating the tremendous growth of the trucking business. Passenger car production was 3,911,000, the third highest in history.

Still production lags behind demand, though the gap is narrowing. The lower-priced cars (Chevrolet, Ford, Plymouth) still have waiting lists, with deliveries definitely months off. For larger cars and other makes the delay is not so great; a few are almost on a quick-delivery basis. Barring interruptions due to labor troubles (quite improbable) or lack of materials 1949 should see the output of motor vehicles exceed that of 1929.

One important phase of the automotive industry is replacement parts. There are so many old cars on the roads, getting older each year, that the requirements of new parts is tremendous. They increased in 1948 ten per cent over the year before and were four times the pre-war total. As scrapping of old cars is accelerated this demand may decline; but during the war and postwar period car owners have got out of the habit of a new car every year. As cars become readily available they will work back in that direction, but probably never will they be as lavish in their use and discard of automobiles.

Rising prices for cars, increasing costs of operation, growing difficulties in parking may hold back many from car ownership; but the motor car is so much a part of the modern standard of living that it is impossible to see, short of war, a situation where the masses of Americans will go without one. And motor car makers will be alert to keep car prices within universal reach.

Harnessing Atomic Energy

The atomic energy commission has assigned to Westinghouse Electric corporation the job of building an atomic energy plant for ship propulsion. General Electric already has the contract for developing a commercial power plant employing atomic fission. Westinghouse will construct a plant which will drive a battleship using uranium as "fuel."

At present the method contemplated is use of heat generated in atomic fission for heating a boiler that will drive an engine. This is conventional in its later stages — just like any heat-fired boiler. If some other way can be devised for transfer of the energy released by fission into energy for driving machinery the process might be made far more practical.

That the heat energy is tremendous in atomic fission is indicated by the reported fact that the discharge at the Hanford plant raises the temperature of the Columbia river perceptibly. Considering the huge volume of water in the Co-

lumbia the heat loss there must be tremendous. This gives an inkling of what power can be generated through atomic fission.

We are just on the threshold of the use of this new energy for peaceful purposes. Its practical application may usher in a new day for the whole world. It will take years to do the pioneer work and bring even a semblance of "mass production" of such power plants; but the news that the development work has been authorized marks an important milestone in scientific and industrial progress.

Taft Again Party Chairman

Conservative republicans in the senate changed the rules of the party caucus and re-elected Senator Taft chairman of the party policy committee. Fourteen self-styled liberals voted for Senator Lodge of Massachusetts. The liberals in effect served notice that they would do their own thinking and voting. That is just what Senator Morse had done in the past and what he said in his speeches this fall he would continue to do. Party ties are always more or less elastic for the liberals. They put principle above partisanship in voting; but hoist and wave the party banner at election times.

The split is dangerous to GOP prospects. Unless they can be a cohesive force in opposition they cannot recruit and hold a following. And there needs to be some measure of party discipline if anything is to be accomplished.

The tide now is running with the liberals; but the voice of conservatism in political and economic affairs should not be stifled. If the liberals are disposed just to go along with the Truman program then Taft is a better man to head up opposition. He is intelligent, has a thorough knowledge of government and is a hard worker.

What this congress will do is enact laws for the government of the country. A strong, vocal minority is needed to police the majority in exercise of its lawmaking powers. Taft can do a better job of this than Lodge, though from the standpoint of political expediency Lodge probably would have been the better choice.

Pray as Portland Police Chief

Mayor Dorothy McCullough Lee cleared the first hurdle in her obstacle race as the woman mayor of Portland very neatly when she got Charles P. Pray to accept the appointment of chief of police. Pray, who organized the state police and served as its superintendent under four governors, did not want the job. He had left the state position because he wanted to retire. Mrs. Lee prevailed on him to take the Portland job as a public service.

The appointment will give instant satisfaction to all who want honest, efficient policing. It will restore confidence in the Portland police department; and it will chill the bones of the "fixers" who thrive on police disorganization or corruption.

The Pray appointment gives Mayor Lee freedom to tackle other municipal problems, which she shows capacity for doing with plenty of courage and intelligence.

China Reds Not Soviet Puppets--Yet

By J. M. Roberts, Jr.
AP Foreign Affairs Analyst

WASHINGTON, Jan. 4—Some observers of the Chinese situation are taking the view that the realistic course for the United States is to withdraw recognition from Chiang Kai-Shek and be ready to deal with any new regime.

This will hardly be done—it would violate moralities which are in the long run just as important to American policy as are more concrete considerations. America is not likely to do anything much for the time being. But these observers are alarmed over the prospects that the communists may take over all or most of China while the U. S. continues to recognize what may become a "paper" regime.

They discount any possibility that Chiang or any Kuomintang group can save the Nanking situation. The widespread peace movement in China is taken as anticipatory of Chiang's collapse. It does seem probable that communist occupation, rather than peace through negotiation, will be the upshot. European observers are saying that the communists can occupy Shanghai and perhaps Canton in a few months—two, three, or four. They point out, however, that the communists may not want to occupy Shanghai immediately, since assumption of responsibility for feeding the city only means trouble.

There are those who believe that the communists will be forced by daily pressures to operate on a nationalist rather than an international basis. That they will have a vast job of economic reorganization if they are to maintain any sort of hold over the people, and that they will do business with which ever foreign power can help them most. They believe that ideology has no influence in China compared with the influence of the belly. That communism in China is still spelled with a small "c," that it has as yet no real connection with international communist imperialism as exemplified by Russia, except in some lip service extended by its leaders because they have no other outside force to "butter up." Relations between the Chinese communists and the Russian where they are in direct contact — in Manchuria — are reported poor to bad.

Literary Guidepost

MASTER OF THE GIRL PAT, by Captain Dod Orsborne, edited by Joe McCarthy (Doubleday; \$3).

The Girl Pat was the fishing boat that was sailed across the South Atlantic in two weeks and two days, with the crew of three and skipper Orsborne so weak from hunger that they were crawling around deck on hands and knees at the end of the spectacular voyage. That adventure, which Orsborne in effect repeated once later after World War II, is only one incident in a career so packed with thrill and danger that the captain seems to have nine lives, or no less than nine for he must have used up that allotment already.

It began when, as a baby in a village in the Scottish highlands, he nearly died of pneumonia. He can't be held responsible for anything at that age, nor for illness, of course, but he was quick to stick out his neck on his own account. At 14, in 1917, he joined the British navy; at 15 he was serving on a subchaser; at 16 he was dis-

charged from World War I service. He quits an air raid shelter just before it is blown to bits, he steps away from the ship's rail just before machine gun bullets splinter it, he loses the tip of a finger while a man at his side dies.

Desperate Dod seems to have been born a Commando, with a knife in his teeth and grenades looped around his waist. He plants flares to guide planes to a Nazi factory in Belgium, parachutes to blow up a bridge in Holland, takes part in the bloody raid on St. Nazaire, lands at Salerno and then in Normandy at Arromanches, is captured on the Sittang river by the Japanese.

Almost anywhere you've been, or any place you can think of, Orsborne was there first having a fight. And he wants to go back. He wrote this book for money with which to start a cruise to exotic and hazardous shores. At 45 he ought to stay home, but you'll probably buy his book and help him on his way.



IT SEEMS TO ME

(Continued from page 1)

produce, for sugar, containers, etc. and still lift prices only about 60 per cent? Largely through more use of labor-saving machinery, also through handling large volume.

Growers may expect some cuts in prices for their produce this year, especially on those items where the price runup has been excessive.

With food prices at a visible ceiling, at least on the present twist of the inflationary cycle, both canners and growers may feel a pinch this year. Canners face higher costs for cans, labels, supplies and probably for wages. They will feel forced to reduce prices on produce. Growers on the other hand face high operating costs for fertilizer, machinery, gasoline and wages. For both it will be a battle to retain a working margin. If yields are good and if employment continues at high levels to support demand the year ought to turn out well both for growers and processors. And on the basis of relative prices consumers should be pleased over what they can get off the canned goods shelves at their markets.

It is evident though that 1949 is not going to be a year when any of the market factors can indulge in "rocking the boat."

Councilmen, Bus Firm Consider Plan to Increase Downtown Bus Stops, Add to 'Terminal' Spaces

Salem city officials and city bus system executives are mulling latest proposals to improve downtown bus stops, terminal and transfer facilities for the city's 7,500 daily bus users.

Changes in the present downtown bus loading practices are recommended by City Manager J. L. Franzen who worked out a plan with officials of the bus system. The city council received the recommendation at its December 27 meeting and deferred it for further consideration January 10.

The plan as it now stands would provide five 50-foot bus loading spaces at downtown intersections, plus two larger "terminal" loading spaces at the north end of the North Commercial street block between State and Court streets.

R. J. Davidson, local bus manager, states these downtown stops already have been endorsed by the merchants operating at the proposed locations, but at least one alderman has hinted there will be merchant opposition to parts of the plan.

New Corner Stops Needed

New corner stops in the downtown business section are considered necessary to reduce the prestresses of loading and unloading buses in regular traffic lanes, it developed in the council discussion. In fact, reported Carl Wendt, general manager of the new City Transit Lines company which now operates Salem's bus system, the present loading practices are subject to severe criticism by the city's insurance representatives.

The proposed curb stops would be on the north side of State at High street, west side of Liberty at State street, and south sides of Court at Liberty street and Chemsaketa at both High and Liberty streets.

Terminal spaces would be moved from the present south end of the block to the north end, with the principal space to extend 170 feet along the east side of Commercial south from Court street. Across the street would be an 80-foot zone from Court street south.

Principal reason for these changes, it appeared, is the objection of Salem Hardware Co. to the congestion of bus loading at its front entrance.

"Although why any merchant should object to 7,500 people being dumped at his doorstep every day is a mystery to me," Wendt commented to the city council.

Alderman Daniel J. Fry said he felt much of the objection was due to the fact hardware customers could not bring their cars to the curb for loading heavy items purchased in the store.

Fry and other aldermen asked if possibly an even better system could be worked out if the entire block of Commercial from State to Court be set aside for bus zones, including space for the West Salem bus which now loads around the corner on State street. Under this system, it is felt, loading for the hardware customers could be allowed at the curb in other than rush hours for bus loadings.

"Too Much Street Space" Alderman Albert H. Gille voiced a frequent complaint, however, when he suggested that the plan "gives entirely too much street space to the bus lines." He went on to say that with parking of private cars remaining a big Salem problem, the removal of so many more parking spaces might be unwise at this time.

Bus manager Wendt, however, differed sharply with Gille in this respect. He asserted that traffic studies everywhere have concluded that a convenient bus system with adequate stops in the congested business areas does much to expedite a city's free flow of traffic and reduce the car parking load.

Wendt also scotched a suggestion that Front street property might be available for a downtown bus terminal.

Not Convenient Spot "You simply cannot put public transportation beyond the Front street railroad tracks, or at Marion square, or somewhere south of the Marion hotel, and call it convenient transportation for your citizens," Wendt declared.

Wendt asserted his company had made every effort to cooperate with the city since early 1946 when the city prescribed a staggered system of bus arrivals downtown to reduce congestion. This plan, said Wendt, had cost the bus company patronage, because it increased the time between transfers to as much as 25 minutes. "As a matter of fact," the bus general manager declared, "we have made a profit on the Salem city bus lines in only three separate months since that change was made."

Insurance Rising Wendt said insurance rates had

At Salem Schools

By James Cooke
Statesman School Correspondent

SALEM HIGH SCHOOL

Twenty-one new members will be initiated into "S" club at Salem high school Wednesday at 6:30 in the boys' dressing room. The annual initiation, held by the club composed of boys who have won letters in school athletics, will include an obstacle race and the traditional initiation "feed" of raw eggs and oysters for the new members.

At 8:30 the old and new members both will go to the cafeteria for hot dogs, pop and ice cream. Athletic coaches and school officials have been invited to the event.

Planning the initiation are Bruce McDonald, president, Fred Sproule, Jim Houck and George Error. Vern Gilmore is the club's faculty adviser.

Coast Guard Talk Heard Lieutenant Stanley Russell, United States Coast Guard, described the U. S. coast guard academy at New London, Conn., at an assembly for senior boys Tuesday morning. He said the entrance examinations to be held February 23 and 24 are strictly competitive. Lt. Russell also showed motion pictures of the academy.

LESLIE JUNIOR HIGH Gene Malecki will present a Leslie assembly program Wednesday at 1 p. m. During the program he will impersonate radio actors, announcers, singers, comedians and other famous persons.

Formerly Malecki topped the nation with top name bands, but is now in business in Salem. He also played on the "Command Performance" show.

Petitions Name Candidates Petitions were issued Monday for Leslie students who wish to run for spring semester student body offices. The petitions require the signatures of at least 50 persons.

Primary elections will be held January 24, final elections on January 28.

Students who have filed for the office of student body president are Helen Booth, Wallace Carson, Jim Humphrey and Dorothy Swigart. A total of 30 petitions for offices have been completed.

Public Records

PROBATE COURT

Bertha A. Burgess estate: Order appoints Mabel A. Needham, Allen C. Jones and Edna R. Nelson as appraisers.

Fred J. Klein estate: Decree of final discharge releases executors and closes estate.

Peter Flerchinger estate: Order appoints Michael Gaffke, Alois Keber and Matt Wagner as appraisers.

Wilbur D. Pfaff, Elmer Pfaff, James Pfaff and Margaret Pfaff guardianship estate: Order releases guardian.

John Russ estate: Decree of final discharge releases administrators.

Mae Ledgerwood estate: Order appoints Clifford T. White as administrator.

MARRIAGE LICENSE APPLICATIONS

Kay J. McGuire, Jr., 23, student, 1723 N. Farway st., R. 1, and Robert Staub, 23, domestic, 1735 D st., both of Salem.

CIRCUIT COURT

Jim's Electric vs. Grace Neff Spencer: Defendant files motion to strike.

Darrel P. Shelley vs. Virginia C. Shelley: Decree modifies previous divorce decree regarding custody of a minor child.

Billie J. Hatfield vs. Richard Janoe: Order dismisses suit with prejudice and without costs.

J. C. Marsh vs. Jim Bartlett: Defendant demurs to complaint.

Floyd Monroe vs. George R. Hoffman: Defendant files answer admitting and denying.

State unemployment compensation commission vs. Sam P. Ma-theny and others: Plaintiff's motion to strike is sustained.

The Pacific Telephone and Telegraph Co. vs. George H. Flagg, public utilities commissioner: Order stays proceedings on motion of plaintiff pending disposition of hearing.

Norma Joy Sines vs. Melvin L. Sines: Decree of divorce restores plaintiff's maiden name of Norma Joy Morrison.

Louella May Stone vs. Robert Russell Stone: Decree of divorce restores plaintiff's maiden name of Louella May LaFontaine and approves property settlement agreement.

Margaret I. Hurley vs. Walter W. Hurley: Decree of divorce restores plaintiff's maiden name of Margaret I. McKenzie.

Mignonne Crosby vs. Paul Dean Crosby: Suit for divorce charging cruel and inhuman treatment. Married May 19, 1947, at Eugene.

Dorothy O. Frydendall vs. Vern M. Frydendall: Suit for divorce charging cruel and inhuman treatment asks for custody of a minor child, \$200 a month support money and equity in personal property. Married Nov. 4, 1938, at Home-dale, Idaho.

Andrew C. Burk vs. George Putnam, doing business as Capital Journal: Suit seeks \$150,000 damages for alleged libelous editorial printed Oct. 30, 1947, in defendant newspaper.

been steadily rising despite that the Salem bus system has been fortunate in having as few accidents as have occurred under the present "hazardous loading practices." He said the company pays about \$2,500 monthly for insurance, and the premium automatically rises in the event of accidents.

A 1946 plan to establish a downtown bus terminal on High street in front of the courthouse met with public disfavor, with county officials and many citizens expressing the view that such a development would mar the courthouse block.

Stayton Youths Held in Charge

Two 18-year-old Stayton youths are in Marion county jail awaiting grand jury action on check forgery charges.

Richard Dale Nienke and Robert Youngs were arrested Tuesday morning and are lodged in Marion county jail in lieu of \$250 bail each. They appeared in Stayton justice court Tuesday afternoon.

Their arrest climaxed a week-long investigation by Marion County Sheriff Denver Young and Deputy Sheriff William DeVall, who said the boys told him they cashed forged checks at Salem branches of the U. S. National Bank of Portland and the First National Bank of Portland, and at a local department store.

Guide



PITTSBURGH, Jan. 4 — K. A. Simko (above) used his United Airlines transport plane to guide an air force plane, piloted by G. E. Ridler, to safety after the air force flyer lost his bearings near Pittsburgh, Pa. Simko got on same radio frequency as the air force pilot and in 45 minutes had guided him to within 2,000 feet of the Pittsburgh airport. (AP Wirephoto to the Statesman.)

Professors Return From Trip to East

Dean Melvin Geist and Prof. Bennett Ludden of Willamette university music school have returned from Chicago where they attended the annual meeting of the National Association of Schools of Music.

Geist represented the northwest district of the National Association of Teachers of Singing, of which he is regional governor, and read a paper at one meeting on "The Relation of Musicship to Vocal Technique." Ludden also visited in New York City on his trip.

Diary of A Sidewalk Superintendent



Being an expert on plumbing and heating I asked the fellows at the new Stevens & Son Jewelry Store who was handling this part of the deal. "Ken Graber," they told me. So I went straight to his place to check. Found out he's using radiators made of the finest cast iron tubing. Told him to be sure they're recessed back of the counters. Said he's already thought of that. Well, if ANYBODY happens to be a step ahead of me once in awhile I'm glad it's Ken Graber. Sid Stevens knows there's not an envious bone in my body. I'm just one of those quiet geniuses that help everybody.

Youngest Minister



LONG BEACH, Calif., Jan. 4—Five-year-old Farjoe Gortner signs the marriage license after performing his first marriage in Long Beach, Calif. Marjoe, the boy's father says, has been preaching since he was 3 and was ordained last October by the Old Time Faith Church. He married Raymond Miller, 23, and Alma Brown, 21, of Long Beach. (AP Wirephoto to The Statesman.)