

The Oregon Statesman

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

THE STATESMAN PUBLISHING COMPANY
CHARLES A. SPRAGUE, Editor and Publisher

Entered at the postoffice at Salem, Oregon, as second class matter under act of congress March 3, 1879.
Published every morning. Business office 215 S. Commercial, Salem, Oregon. Telephone 3-2441.

Commission for Coal Study

President Truman, slow to invoke the Taft-Hartley law, was quick to pull back his request for powers to seize the mines. He was criticized severely for his slowness in using the powers given him under T-H. In view of what happened when he did move it is not clear that he would have got more coal mined if he had. Unless we are ready to get into government operation of major industries and perhaps nationalization we shouldn't be too eager to have the executive take over.

One recommendation made by the president was the establishment of a commission to investigate the coal industry, especially in its labor-management relations. He gave as one purpose: "to restore the coal industry to economic health." We fear this last may be beyond the capacity of any commission.

A thorough, impartial inquiry in the state of coal-mining is long overdue. It should be made by engineers, economists, labor representatives, consumers — a sort of "Hoover commission" on coal. Surely it could come up with some answers along with a clear statement of the problem.

One thing it would find is overproduction. There are too many mines for the market which has been shrinking since the war time peak. Oil and natural gas have proved more convenient, more dependable and often more economical substitutes. Each mine shutdown drove many coal users to oil, except when it was rationed.

To shrinking demand should be added mechanization as a cause for inability of mines to offer steady employment to all coal miners. Lewis' pension plan was more than just welfare, it was a move to take older miners out of the labor market.

Much is made of absentee landlordism, and it is true that lands bearing coal are owned usually by non-residents, often by corporations whose stockholders are scattered all over the country. But such has been the competitive condition in the industry that except for fortunately situated properties coal mining has not been very profitable for stockholders ever since the first world war.

The Statesman hopes that congress will follow the president's suggestion and constitute a commission to study coal-mining. It should at least clear the air and provide the public and those directly concerned with the industry with factual information of real value.

Meantime there is satisfaction that the new contract runs to 1952; and considering the dirty, hard work they do the wage of \$14.75 to miners does not seem excessive.

Commies Stir up Trouble

The commies are causing trouble in the west again. With the economic improvement under the Marshall plan they drew back their claws in Italy and France. Aside from a few communist inspired strikes the countries were quite peaceful. With the red star rising in consequence of China's conquest over come the red claws.

In the Italian parliament a fierce hand-to-hand battle raged in parliament, quelled only by the arrival of guards. The French assembly became almost a riot as the red deputies protested moves of the Bidault government to end sabotage at seaports. In fact Eduard Her-

riot remarked: "This may be the end of parliamentary government."

The French commies have seized on delivery of arms under the Atlantic pact as occasion for disturbing the peace. Red dock workers say they'll not unload the war materials. This prompted Bidault to call for fresh legislation.

Of course it is part of a pattern. The western reds move pretty much on Moscow's stop-go signals. Russia wants to keep the west impotent militarily and economically and politically. The present means are intended to cause confusion, and the French political system lends itself well to such disturbance. Divide and conquer may be as effective a way of aggression as warfare. Hitler tried it successfully until he took on Poland. Russia is using the pressure and scare techniques but so far has refrained from pressing its cause with military force.

Fortunately the western nations are alive to communist tactics and pretty well prepared to take care of agitators, strikers and marplots. The arms will get unloaded in France.

Strachey in Line of Fire

When Prime Minister Attlee put John Strachey in as war minister in his revamped cabinet the London Standard blasted the latter as a communist. Denials followed, including one by Attlee himself, a rare event for the PM to answer a newspaper. But the agitation continues and Attlee's government is thus off to a rocky start.

Strachey was in the former government, but not in so vital an office as the war ministry. And the record of his communist leanings is pretty well established. Our own reference book, Twentieth Century Authors, has this paragraph in its biographical sketch:

"Although Strachey denies that he has ever been a member of the communist party, until recently he was generally considered a Communist and was frank in his Communist sympathies. This led to two contretemps with the United States government — once in 1935 when he was arrested during a lecture tour and held for deportation, the charge being dismissed after strong protests by American publishers and the American Civil Liberties Union; and again in 1938 when his visa was canceled while he was on route to this country, and he was held for three months in Ellis island and then had to return to England."

Strachey it seems was one of the intellectual communists, not a member of the party but its apologist. Maybe he thinks straight now and has foreworn his old sympathies. Even so in these troubled times he seems quite out of place as minister of war, for which surely he has very limited qualifications. Members of commons can embarrass the government over the Strachey appointment. It is doubtful if the point will be pressed to a division however because neither of the big parties is anxious for a fresh election. The British are worried however because of the possible American reaction to the Strachey appointment, coming as it does after the conviction of Karl Fuchs for espionage in atomic warfare.

A woman at Cave Junction, Josephine county, has filed for nomination for state representative. Among her affiliations is listed membership in the Rough and Ready Riding club. That should prove an excellent qualification for legislative service.

Figures on Air Strength Declared to Point Up Johnson's Attempt to Deceive American People

By Stewart Alsop

WASHINGTON — Among other gassy generalizations, Defense Secretary Louis Johnson made the statement in his New York speech last week that "the United States is now making substantial gains towards the achievement of its goal of peace through strength."

Leave aside other areas in which Johnson is weakening American strength. Consider the air alone. The blunt truth is that, according to the judgment of the most competent aviation authorities in this country, the United States is now being provided with less than half the strength necessary, not to win a war, but to "prevent the loss of a war at the outset of hostilities." This means simply that, despite assurances to the contrary, Johnsonian "economies" are now inviting nothing less than defeat in war. Moreover, the evidence clearly suggests that Johnson's subordinates know it.

Some days before his New York speech, Johnson held an anonymous press conference, in which he claimed that a "program of expansion" had "brought the nation's offensive air arm up to the equivalent of the 70 groups" recommended by the Finletter commission. In his signed report to congress on his "economy" program he sharply reduced this claim. He asserted that the air force now has the "equivalent of 52 1/2 groups."

Contrast these Johnsonian assertions with the testimony of Air Secretary Stuart Symington and his aides in secret session before the house appropriations committee. Symington (obviously in the Soviet atom bomb in mind) warned that the 70-group program envisaged in the Finletter report might well be too low. He then stated flatly, di-

rectly contradicting Johnson's claims, that the air force now has, not 70, or 52 1/2, but "43 or 44" modern groups.

It is only possible to conclude that Johnson has been attempting to deceive the American people on the vital subject of air strength in being. Yet this is by no means all Johnson is doing. An air force — and the nation it must protect — stands or falls by the rate at which obsolescent planes are replaced by new, modern types. "We know," Symington testified, "that we cannot maintain a 48 group program from the standpoint of modern airplanes under the present amount of money being allocated for procurement." Maj. Gen. Frederick Smith then went on to spell out Symington's meaning. Under the level of procurement projected for fiscal 1951, he said, "in about five years we would have about 34 modern groups."

The whole subject of defense is technical and difficult, which is one reason why Johnson's deceptions have escaped detection for so long. The most accurate way of estimating replacement rates — and hence our strength in the air — is in terms of air-frame weight, the weight of aircraft annually delivered to the air force. Figures are dull, but the figures quoted below are worth pondering.

The Finletter report, to which Johnson referred, recommended a minimum annual delivery to the air force of 56,000,000 pounds of airframe weight by the end of 1949. The curve was to continue upward until the United States had a fully ready air force by 1952, this being the too optimistic estimate of the date when the Soviet Union would begin quantity stockpiling of atomic weapons.

The lowest estimate of needed annual airframe weight was given by the joint congressional aviation board, whose work paralleled that of the Finletter commission. After hearing the country's leading aviation authorities, this board devised what

was called "Plan B." Plan B was the rock-bottom minimum, recommended for American air strength. It was frankly designed, not to permit the capacity of strong defense or continuing retaliation, but to provide just sufficient strength "to prevent the loss of a war upon the outset of hostilities."

Plan B called for annual procurement of 45,000,000 tons of airframe weight for the air force. Now consider the Johnsonian "economy" program. For fiscal 1950, deliveries of airframe weight to the air force were permitted, not of 56,000,000 pounds, or 45,000,000 pounds, but of 23,500,000 pounds. Moreover, in the Johnsonian budget for 1951, projected deliveries are to be actually reduced by more than 2,000,000 pounds, back close to the 1947 level of 21,000,000 pounds. What this means is quite obvious. Behind all Johnson's windy assurances that "we are alert to the dangers of our times," and are "girding our loins accordingly," there is not strength but weakness. We are not headed for "peace through strength." Instead, if the best aviation experts in the country are to be trusted, we are headed straight for disaster, straight to the loss of a war upon the outset of hostilities.

There may be some mysterious reason why American air power must be whittled away in the year of Soviet mastery of atomic energy and the loss of China. There may be some mysterious reason why the richest country in the world is too poor to provide the strength required to prevent defeat in case of war. But if this is so, we should at least know what we are doing, and why. What is happening instead is that the official charged with responsibility for the defense of the United States is consistently and demonstrably deceiving the American people on a matter which intimately concerns the very survival of every one of us.

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PROBLEM IN "CUBE" ROOT



Pressure of Modern Life Affects Dogs

By Henry McLemore

DAYTONA BEACH, Fla., March 6—Where are the dogs of yesterday?

I mean those pooches who didn't know the difference between a veterinarian and an investment banker but who managed to live to a ripe old age.



The dogs of today are as sensitive as a spinster at a wedding, and spend so much time at the "vet's" that many of them know how to use a stethoscope and take their own temperature.

When I was a youngster the back yard was always filled with a "passel" of dogs, and there were always two or three sleeping in the shade of the front steps. If there were any "vets" operating in the neighborhood none of us knew about it, and yet our dogs usually died of old age at a good old age. And most of them hunted right up to the end, ranging the fields and scrub for quail and rabbit.

They ate—those dogs of yesterday—table scraps and what they could forage on their wanderings about town. But the dogs of today have to have a diet that is as carefully supervised as that of Bonnie Prince Charlie of England. Their food must contain all the vitamins in the alphabet, cod liver oil, garlic, and various other items to keep them from falling apart at the seams. Let them have nothing but the food left from dining room tables and they would go into a decline within a week.

And the clothes they wear! Yes, clothes. There are thousands of dogs in the U.S. with wardrobes as extensive as those of movie queens or international playboys. Heavy sweaters for cold weather, light panties and jackets for weather less bracing.

and boots to protect their feet against rain, slush and ice.

And their food must be served from specially-designed platters to prevent them from getting their ears greasy or their muzzles untidy. I have read ads, so help me, for jeweled clips for the ears of floppy-eared types such as the cocker, the bloodhound and the setter.

My own dogs, Dinah and Bumble, spend so much time at the "vet's" that they have acquired quite a good bedside manner, and when they find the "vet" out on a call they treat themselves. They both have become terrible hypochondriacs, and looking through their pen the other day I found a sheaf of medicine they had purchased with their bone allowance.

What has caused this change in dogs? My guess is that the high-pressure life of the modern-day world has gotten them down. Loving their masters so much they have taken it upon themselves to fret about the taxes their masters have to pay, the danger offered by the A- and H-Bombs, the never-ending speed of business life.

One of these nights I am going to eavesdrop outside the pen and listen to what Dinah and Bumble talk about. I'll be sure to let all you dog lovers and dog owners know what I hear.

There is a chance that by not letting them listen to the radio or look at television and taking away their newspapers we will be able to return the dog to his former sturdy state.

(McNaught Syndicate, Inc.)

Better English

By D. C. Williams

1. What is wrong with this sentence? "This is all the faster my car can go."

2. What is the correct pronunciation of "debonair"?

3. Which one of these words is misspelled? Antiseptic, anuity, animosity, anullment.

4. What does the word "volubility" mean?

5. What is a word beginning with "de" that means "disparaging"?

ANSWERS

1. Say, "This is as fast as my car can go." 2. Pronounce debonair, e as in bed, o as in no

The Safety Valve

Asks About Census To the Editor:

I have been reading your article on the coming census and I am wondering if it would be possible to get any of those sheets to fill out beforehand as it would save time for the enumerator and we would have more time to get all the facts together.

Mrs. Carl Hoffman
Route 2 Box 245
Aurora, Oregon

Agricultural schedules are to be mailed from Washington, D.C., to arrive at farms a week to 10 days prior to April 1, according to Cornelius Bateson, district census supervisor. He urges each farm family to complete the forms as soon as possible to save time when the enumerator arrives. Any farm person who has not received such a schedule when notice of their receipt is given through the newspapers may write or call for one at the Salem census office, Market and Capitol sts.

Widow Files Suit in Wreck

Thelma King, widow of David King, who was killed Oct. 1, 1949, in an auto accident near Sisters, Monday filed suit against the driver of the auto in which her husband was riding.

Mrs. King asks \$15,000 judgment against Victor Bousquet. The complaint alleges Bousquet was intoxicated at the time of the accident and that his negligence caused the death of his passenger. The suit was filed in Marion county circuit court.

unstressed, a as in care, accent last syllable. 3. Annuity. 4. Fluency of words, as in speaking. "There are people who have volubility without depth." — Colton. 5. Derogatory.

Meet Called to Discuss Traffic Safety Council

Groundwork for organizing Salem's first traffic safety council will be laid Friday at a luncheon meeting of representatives from local clubs and other organizations.

Police Chief Clyde A. Warren said the civic groups have been asked to meet at the Senator hotel for an explanation of the new council and suggestions as to its membership.

Salem's city council last week inaugurated a traffic safety program by authorizing both a safety commission and a safety council. The latter group will be appointed by Mayor R. L. Eitstrom and the commission will consist of police chief, city engineer and city manager.

Main duty of the council will be to plan and carry out a public education program aimed at traffic safety. The commission will recommend legislation on the subject. The city council will remain the final authority on traffic matters.

Under the council mandate, the mayor may fix the number of members and the length of terms for the safety council.

Chief Warren said he expected some 50 civic leaders at the Friday luncheon.

Horse Show Set in April

The Willamette Valley Horseman's association will sponsor its annual horse show in Salem April 15 and 16, President Lee Eyerly announced Monday night.

Both matinee and evening performances will be scheduled. Site of the show will be announced later.

General chairman for the event will be Art Smithers. Other officials and committee heads will include: Al Ingils, official host; Cecil Edwards, ring steward; Grant Ferris, cutting horse event; Dr. Fred Ellis, tickets; Walter Zozel and Graham Sharkey, program.

The sponsoring body comprises the Oregon Mounted Posse and the Salem Saddle club.

Ransom Given Alaska Project

W. R. Ransom, Salem contractor, has been awarded the plumbing and heating contract on a new \$1,200,000 government hospital at Anchorage, Alaska.

Ransom Monday night said construction of the 500-bed structure would take two or three years. The building will be used by the department of interior in connection with its Indian field service.

Four Salem workers recently left for Anchorage via the Alcan highway through Canada. They were: E. E. Griffith, heating foreman; Ray R. Ransom, plumber; P. M. Hilmoie, labor foreman; and Bud Ramshire, winch operator.

A fifth worker, Robert Hansen, plumbing foreman, will fly north this week.

Halsey Area Road Contract Awarded

Contract for paving 9.3 miles of the Halsey-Crawfordsville section of the Halsey-Sweet Home secondary highway was awarded Monday to Porter W. Yett of Portland on a low bid of \$113,010, the state highway department announced.

There were six bidders for the job. Bids were received at the last meeting of the state highway commission in Portland.

Income Tax Returns Made Out By Consultant

J. W. Coburn
1576 Market Ph. 26540

Realty Exchange Firm Organizes

Establishment of Salem's Real Estate exchange, a new local business, was announced Monday by partners V. J. (Bill) Osko and Mrs. Alta L. Wells.

The real estate firm will operate from offices at 466 Court st. where Osko will continue to manage the Farmers Insurance Co.

The new firm will specialize in negotiations involving the exchange of properties. Mrs. Wells has been in the real estate business for some time.

Tax Men Seek Uniformity in County Reports

More uniformity in tax statements and summaries issued by Oregon counties is among problems being discussed by the legislature's interim tax committee which met Monday in Salem.

State Sen. Eugene Marsh, McMinnville, is chairman of the subcommittee assigned to investigate this proposal.

Commissioner Robert Maclean, in charge of the assessment and taxation division of the state tax commission, told the committee he was outlining suggestions to assessors and tax collectors on a unified procedure. Maclean said there was wide variance in tax statements now being issued in the several counties and there was no reason why they should not be uniform.

The tax commissioner suggested that his office print and furnish all tax forms to the counties.

Chairman Howard Belton suggested that if the forms were printed by the state tax commission they could be paid for by the counties.

Centralized purchasing and auditing for all school districts within the counties is being studied by the legislature's interim committee was advised by Dr. T. C. Holy, who is conducting a survey of the state's elementary and secondary school system. Belton said if this suggestion finally was approved there would be a substantial financial saving to the school districts.

Attorney General George Neuner in a letter to the committee advised that he doubted if the proposed 2 per cent levy on income tax exemptions would be constitutional. Neuner said such a tax would be in the nature of a poll tax.

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quirement that accomplishment of his earnings goal was not enough; hence he entered college. He is now a Willamette university student specializing in speech work. He has won some speaking prizes in intercollegiate competition and has acquired an urge to go on for a master's degree in speech after his graduation here.

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