

# The Oregon Statesman

"No Favor Sways Us, No Fear Shall Awe"  
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## Canby and Highway Development

Disturbed over lack of response from state highway authorities to local inquiries about widening highway 90E from New Era south, the Canby Herald concludes an editorial with this irony:

And what a waste it was just two years ago to blast and chisel the four-lane highway through the Willamette gorge between New Era and Oregon City!

At the time this widening was under consideration, communities as far south as Salem urged that the money be spent on the Wilsonville cut-off. Instead, it was spent on the section referred to by the Herald.

Now that that widening is done, Salem favors continuation of the project so we get a four-lane route to Portland. However, we are willing to leave to the discretion of the commission whether the Wilsonville route or the Canby route be given priority.

The fact is we'll need all the highways we can build as fast as we can construct them. Eventually, the route via Wilsonville will be the short, fast route between Salem and Portland, not only because of its reduced distance but also because it will be for much of the way a road with controlled access.

## How Many B-36s?

A Washington report from undesignated source says the airforce told the house armed services committee that we have only 87 B-36 bomber planes ready for action. Another 60 are said to be in process of modernization.

The report says the disclosure gave something of a shock to house members who had considered the B-36 as our ace-in-the-hole, the plane able to carry the atom bomb and dump it on enemy centers most any place in the world. This may have been why Gen. Vandenberg referred to our "shoestring" airforce in his testimony before senate committees. Since the airforce has been concentrating its spending on strategic air (bombing) planes, to the reported neglect of tactical jets, it is disturbing to feel that our reserves of big planes are thin.

Such is the progress in mechanics, however, that one wonders if ever we can be fully prepared with the right type of military equipment. For example, the B-36 now may be outdated in favor of a smaller and faster bomber if scientists at the atomic energy plants are able to turn out atom bombs of greater power and less weight. Again, new developments in guided missiles may make dependence on the B-36 less important.

It is also a fact that modern war offers its own test, and that we build as we fight. The planes in mothballs from world war II are already obsolete, particularly the propeller-type fighter planes. They are usable, but not the apex of plane development. The jets have made them appear to stand still in the air.

Fortunately, our productive capacity is such that once we settle on something to be made, machine-gun, rifle, tank, ship or plane, we can produce it in quantity far exceeding that of any other country. We need reserves of big bombers and of fighters and jets because the initial exchange of blows is highly important: We must be ready to foil an attack and retaliate in force. But we cannot in a fast-moving area like aviation expect to stockpile equipment enough to carry on global war successfully. We do not want to lose the first round, as at Pearl Harbor; hence, the need for adequate supplies and equipment and personnel now. But we must also be prepared for the long pull, and that is where our industrial power gives us the decided advantage. More B-36s, please; but not too many.

There's another reason why the Chinese may be anxious to have peace in Korea. That is to permit the growing of ginseng in that country. The country around Kaesong is the best for ginseng. The war has laid waste the fields and it will take years to restore production. Ginseng is the carrot-like plant with reputed powers of revitalizing the aged. It is also used as a drug in Chinese herb medicines. As the largest producer of ginseng—50,000 pounds valued at \$25 a pound—Korea is the principal supplier for the orient; and both the old men of the far east and the herb doctors and their patients must be eager to have the shooting stop so that the Koreans may resume the growing of ginseng.

The night breeze that comes after a hot summer day tastes like a drink of cold water. The only trouble is, like cold tapwater, it's such a long time in coming.

## "Quickie Survey" Brings Out Opinions That 'Government Doesn't Know What It's Doing'

By J. M. Roberts, Jr., Associated Press News Analyst

So congress is wondering why the stockholders—meaning the folks back home—don't write in to say what they want done about economic controls.

Well, this is by no means intended as a definitive answer. It is composed from some personal impressions and from discussion with 13 people whom I asked about it between 2 p.m. Wednesday—when the Associated Press reported an unusual lack of mail on such a controversial subject—and 1 p.m. Thursday. Hardly a reliable poll, but producing one thing which seems to be striking.

Every person questioned voluntarily injected, amid pros and cons of controls, some expression of doubt that the government was capable of doing anything about it.

For some time I had been thinking of writing a column about the control argument. But I haven't been able to get my own thoughts to jell.

I think that same feeling must have a strong bearing on the congressional mail situation. We elected a congress to handle these things for us because they claimed to know how. It now seems fairly obvious that they don't, or are unwilling, but what to do? We don't know where to get anybody who does. All is futility.

That seems to me to be a growing attitude among people whose vote represents their only participation in politics. My wife says if we don't have controls, prices are going up, and if we do have controls there will be black markets and prices will go up.

Two other women, questioned separately, said much the same. One thought production and public refusal to be gypped would take care of the situation. She was positive about her fear that government, injecting itself where she felt it was entirely inexpert would merely make things worse. The other said controls meant black markets, and that she was sorry she hadn't written her congressmen, and intended to do so. "Not that it will do any good."

The men, asked why they didn't write, were unanimous in saying "what's the use?" They didn't think the government knew what it was doing—either the proponents or opponents of controls. Most of them didn't think the government knew what it was doing about anything. One said, "I don't trust a congressman for anything."

In the passing of I. V. McAdoo, which occurred a few days ago, another of the "old school" of country editors reached the end of his "take." Previously he had laid down his makeup rule and line gauge, but not until he had spent most of his adult years following the newspaper calling. His latest work in the field was as editor and publisher of the Gervais Star, a paper which he managed for 18 years. He was both printer and editor, ably assisted by his wife. A man slight of figure and gentle of manner, he could write with spirit as the files of the Star will show. He had views on public questions and did not shrink to express them. He was faithful to the best traditions of journalism.

## Another Grade Crossing Tragedy

A mother was killed and her three children were seriously injured in a grade crossing accident Wednesday night. It was another instance of a car stalling on the railroad track. The frantic mother tried to get it off the track by pushing, then by renewed attempt to start it. Her efforts failed and her life was forfeit.

This shocking accident is another proof of the need for grade separation in Salem. That is the only sensible solution of the problem of avoiding collisions between trains and motor vehicles.

The limit of speed for train travel at Nebraska street where this accident occurred is 35 miles per hour. The fact that the train carried the auto 341 feet may indicate excessive speed at that point. In the center of town the speed limit on trains is 25 miles an hour, but those living along the tracks feel confident the speed limits are frequently exceeded. An observance of the limits—or enforcement of them—would give a longer margin of time between sighting a train and getting out of its way.

At best, though, that is only added precaution. Grade separation is the answer, either by putting the tracks in a tunnel or depressing the streets. Nebraska street might well be eliminated as a grade crossing. Adequate facility is offered at D and Market streets; and every additional crossing is an added hazard.

The city must keep on driving for grade separation, along lines recommended by the late long range planning commission.

On the surface things look fine in Argentina. The U. S. News and World Report reports, but mixed in with the business and bustle there is a measure of discontent. . . . Though the working people regard the Perons their champions, the upper classes are biting their nails for a chance to put little Eva on ice.

## Editorial Comment

HOME, SWEET TRAILER!  
More than 96 per cent of the house trailers now being built in the United States are designed not merely for vacation use but for occupancy as permanent homes. This is the estimate of trailer coach manufacturers. They estimate, moreover, that more than 500,000 trailers now in use are housing at least 1,500,000 persons.

Here is an index of the nomadic character of a large segment of American life notwithstanding all endeavors at permanence and the undoubted attractions of settled roots. And this nomadism has both its honorable tradition and its present usefulness.

With a new crop of defense industries burgeoning, many a skilled worker will be asked to transfer his occupation to some site where housing is virtually nil and where no one wants a ghost town rotting away 10 years from now. The house on wheels is a good answer which can keep at least a small family together in an oftentimes reasonably attractive "trailer park."

A degree of transiency seems characteristic of some occupations. The original nomads were herdsmen who followed their flocks in quest of pasture. In America the first "trailer" was the travois, two dragging poles pulled by a pony, on which the Indian squaw transported the contents of her family's tepee from the winter "town" to summer hunting grounds.

Migrant workers still gather a large share of the vegetable crops of the United States, though "covered wagons" no longer follow the wheat harvest. Construction work has long had an element of roving in it. And even apparently settled industries undergo changes, especially in time of national stress.

So the trailer home meets a need for the family of the man who must go where his job goes.  
—Christian Science Monitor

## DUCKS OR CHICKENS - WHICH?



## IT SEEMS TO ME

(Continued from Page 1)

thorough job. The combination of farm bloc and business bloc members in the house has been busy adopting amendments that are sure to result in price increases.

Tuesday, the house adopted amendments to kill the OPS plan of quotas for slaughtering of meat animals and for banning the importation of foreign fats and oils, including cheese and dairy products, if they would compete with domestic products. Anticipated is the adoption of an amendment repealing last month's rollback on cattle prices (the senate previously had voted a ban on future rollbacks). Business interests got in their licks with amendments in the senate bill to protect their prices and avert rollbacks.

In vain did a small group (Senators Ives, Lehman, Morse, Douglas and a few others) work to renew the 1950 law with positive powers. Like-wise in vain have house members sought to retain teeth in control legislation. Pressure groups, from cattle-raisers to motor-car makers, had the power. They succeeded in rolling back the rollbacks in the house, at least on cattle. What the country is getting is a bipartisan policy—a bipartisan domestic policy for gouging the consumers.

The explanation offered by members of congress is that they have had little pressure from consumer groups to extend or strengthen control legislation. Yet the members are old enough to know that consumers are unorganized. They depend on the members to represent them. Occasionally, they will get all stirred up as they were when MacArthur got fired. Otherwise, they are phlegmatic and silent. Moreover, they have seen so much inflation in recent years that they feel helpless in self-

## The Safety Valve

(Contributions to this column should be limited to 300 words. Write only on one side of paper; give name and full address. Poetry is not accepted.)

### Supports Arizona Project

To the Editor:  
Have you a Public Opinion column in your paper?

If so, will you please print what citizens of Phoenix are anxious to have known in other states where Hearst newspapers and others are carrying lies designed to give the impression that "The Central Arizona project" (water) is a fantastic "boondoggle"?

1. Arizona needs and has a right to Colorado river water and is willing to defend that right before the supreme court.  
2. The Central Arizona project is a self-repaying project requiring a federal loan but not requiring any gift from any state or taxpayer. In addition to the repayment of the project's cost,

it will provide, approximately, \$3.5 billions in tax benefits to the U. S. in the first 75 years of its life.

3. California is endeavoring to smear every Colorado River Basin project, including those of New Mexico, Utah, Wyoming and Colorado because California can profit if the river goes without further development.

The Central Arizona project has been passed overwhelmingly by the senate. It is now tied up in a house committee. Fair play by the representatives of other states can force the measure onto the floor of the house, where it can be voted on according to its merits.

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Phoenix, Ariz.

defense. Senators and representatives should use their own brains to analyze proposals and protect the country against the destructive forces of inflation.

Labor union leaders now say that if price controls are not made effective they will not accept wage controls. They haven't shown much readiness to do that yet. Instead, they have been looking for escape ladders and escalators and rubber language in regulations so they could get theirs. But congress can't expect to get wage controls unless it makes provision also for price controls.

One may be indifferent to the appeal of President Truman because his influence now is at low ebb. But when Mobilization Director Charles E. Wilson, hard-bitten industrialist, pleads for strong economic controls, the country—and congress—should pay heed. Bernard Baruch has been urging stiff controls for over a year.

If present senate and proposed house bills are the prescription for fresh control legislation, it might be better to have none at all and let nature take its course. At least we would not be getting legislation under false pretenses.

## GRIN AND BEAR IT by Lichty



## Better English

By D. C. Williams

1. What is wrong with this sentence? "He said that he would stay outside of the house, but he went back on his promise."
2. What is the correct pronunciation of "diagnose"?
3. Which one of these words is misspelled? Forthright, foregall, forfeiture, frugality.
4. What does the word "concourse" mean?
5. What is a word beginning with "inf" that means "unfailing"?

### ANSWERS

1. Say, "He said he would stay outside (omit of) the house, but he failed to keep his promise."
2. Pronounce di-ag-noe, i as in die, a as in bag, e as in meat, principal accent on last syllable.
3. Forthright, foregall, forfeiture, frugality.
4. An assembly; crowd; throng. "An immense concourse of spectators was present to greet the great man."
5. Infallible.

## Quote for the Day

Experience is knowing a lot of things you should not do.—Wm. S. Knudson.

## Anyway, They Changed Diet

DEPOE BAY, July 12—(AP)—Hake are being washed ashore again on the Oregon coast. They were found at Boiler bay and on the south shore of the Depoe bay mooring basin. In an earlier visitation, many of the hake, a member of the cod family, were found gorged on smelt. This time they were gorged on stickleback, which ran to pools along the shore.

## Son of Former Chief Arrested

PORTLAND, July 12—(AP)—Ray L. Fleming, 25, son of former Portland police chief James Fleming, was indicted by a grand jury today on a charge of assault and armed robbery. He was accused in the holdup of the Western Air lines office here last May. Young Fleming once was employed as a Multnomah county deputy sheriff.

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