

The Oregon Statesman

"No Favor Sways Us No Fear Shall Awe"

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It's Our Port, Too

"It is sometimes forgotten that Portland, though not on the ocean, is a seaport of renown." We find that sentence in the biennial report of the Port of Portland commission, a copy of which was left with us by John J. Winn Jr., port manager.

How true that is. We uplanders, earth-bound, give little thought to the importance of Portland as a world port. Instead we think of it as the largest city in the state, a shopping and wholesale and manufacturing center, home of an art museum and symphony orchestra and several colleges, a place to change planes or trains. We know the city is divided by a river and are annoyed sometimes when a drawbridge raised for a ship blocks the crossing. Few of us living upstate have realized that Portland ranked second in 1951 among coast ports in tonnage of its exports. Los Angeles with its heavy volume of petroleum products ranks first. Over 99 per cent of Portland's export tonnage was dry cargo, chiefly lumber, wheat, barley and oats.

The city of Portland didn't grow that lumber and wheat and barley. They were grown in the "hinterland" and transported to Portland docks by rail and truck and barge for loading on ocean-going ships. To quote from this report:

"The port of Portland serves not only the city and metropolitan area of Portland, but in addition, other areas. Waterborne commerce affects not only the counties immediately surrounding Portland, but it is important for the development of a far wider area. The commercial, industrial and farming structure of Oregon and parts of Idaho and Washington are enhanced by the maximum use of the facilities of the port of Portland."

In short, farmers and manufacturers over this region have a real stake in Portland as a port. It serves also to receive ocean-borne imports, particularly petroleum products and merchandise.

Special projects the Port commission is working on include improvement of the channel to the mouth of the Columbia to a depth of 35 ft. and width of 500 ft., development of dry dock facilities at Swan Island and location of industries needing water transportation. The commission also operates the Portland International Airport—and faces a tough problem there because of the rapid increase in its use. Some 700,000 airline passengers (in, out and through) were handled at the terminal in 1952, and this number is expected to increase by a million in a decade. The airport requires more land and larger and better located terminal buildings.

The commission is a state body in that its members are appointed by the governor. Its responsibilities are by no means local because its ports—water and air—serve a wide region. Hence the tributary country is interested that its port facilities are kept modern for efficient and economical operation. For us in the Willamette Valley particularly, it's OUR port too.

Administration Policy Seeks to Leave Asians Fighting Asians in Korea Theatre

By Joseph and Stewart Alsop

WASHINGTON—The basic Administration policy is to disengage the Western forces, and particularly the American forces, now tied down in local wars in the Far East. For this purpose, South Koreans are to be substituted for Americans in the line in Korea and the Free Indo-Chinese Army is to be powerfully strengthened. The Asians are to fight the Asians, insofar as possible, as President Eisenhower suggested during his campaign.

This clearly rules out the kind of costly and grinding local offensive in Korea that has been advocated by Gen. James Van Fleet. To complete the record, however, it must be added that other moves against the Chinese Communists are not yet excluded.

In judging the gamble in such moves, it is wise to remember that the policy of the enemy is not absolutely fixed. Indeed, the most significant Soviet reaction to President Eisenhower's election clearly hinted that the Kremlin might moderate its Far Eastern policy, rather than allow the Far Eastern War to widen. This was implied by the exceedingly curious but hitherto unremarked behavior of the Soviet Ambassador to Washington, George N. Zarubin, immediately following the December interview in which Stalin declared he would like to meet with President Eisenhower.

Zarubin, it must be remembered, is an official automaton, who does what he is told, says what he is told, and quite probably thinks what he is told. From September, when he presented his

credentials, until the issuance of the Stalin interview in mid-December, this new Soviet Ambassador might just as well have been on the other side of the moon as in Washington, D. C. The Stalin interview was, of course, the Kremlin's maturely considered public reaction to the November voting in this country.

Following the interview, the formerly clam-like Zarubin suddenly and somewhat astonishingly began talking politics with his fellow Ambassadors here in Washington, conspicuously including the Ambassadors of the leading Western allies. These talks all followed about the same pattern.

Zarubin commonly opened by referring to Stalin's important statement, which he described as "sincere, really sincere." He expatiated on the improvement in the situation that might result from a resumption of East-West negotiations. He particularly emphasized the possibility of a peace in Korea, although at that time Andrei Vishinsky had just ruthlessly rejected India's attempt to achieve a Korean compromise in the U. N.

Zarubin did not ignore this recent event. Instead, he brushed the U. N. debate scornfully aside, intimating that serious negotiations could not be carried on in any such public market-place as the U. N. Assembly. He remarked that the Panmunjon talks had already produced "complete agreement" about a Korean armistice, except on the thorny issue of the exchange of prisoners. Without entering into detail, he predicted that the prisoner issue could also be compromised with ease.

The impression conveyed by Zarubin was strengthened by the lesser members of the Soviet Embassy staff, who sought out their colleagues of equal rank to tell the same story. One of the attachés even asked his opposite numbers in the British and French Embassies, "what was wrong with President Eisenhower?" Did he not wish to meet with Marshal Stalin? Did Eisenhower really want war?

There were some curious features in these conversations. To one colleague, for instance, Zarubin declared that the Eisenhower administration would be "very strong" — there are so many big business men.

There were also some suspicious features. For example, Zarubin talked more in terms of another meeting of the French, British, Soviet and American Foreign Ministers than of a direct meeting between Stalin and Eisenhower. Obviously for French consumption, he repeated the well-worn Soviet hint of a German settlement as well as a Korean settlement. There were, in short, to regard Zarubin's behavior as another diplomatic red herring. For these reasons, because of past disappointments, and because of the increasing rigidity of modern diplomacy, the Zarubin overtures—if overtures they were—have as yet led to nothing.

On his face, nonetheless, Zarubin's behavior would seem to confirm the report that Ambassador George F. Kennan sent from Moscow to the Administration. Many months ago, Kennan, the alleged advocate of passive containment, began to express the view to the State Department that the only way to get peace in Korea was to make the war there more costly for the enemy. He added that the mere intention to do this, if it were a firm intention, might bring results.

The basic policy which President Eisenhower and Secretary of State John Foster Dulles have now adopted is intended, instead, to make the struggle in the Far East less costly for this country and the West. This is another, very sensible, way of changing the balance. It remains to be seen whether the Administration will accept the heavy risk of changing the balance still further, by simultaneously seeking to increase the cost of the war to the enemy. The answer, which should be given soon, will be a historic turning point.

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NO MILK, NO HAY!



Comes the Dawn

by Conrad Franke

Our Washington grapevine notes that when Willamette U. Prexy G. Herbert Smith went to Washington to help dedicate Oregon's statues at the U.S. Capitol he tucked into his brief case a carefully prepared brief on the life of the Rev. Jason Lee. Listeners at the dedication ceremony were surprised that Dr. Smith did not once mention the name of the local institution which he heads and which the Rev. Mr. Lee is credited with having founded. And yet when he wrote his speech Dr. Smith followed carefully the dictum of his predecessor at Willamette—Dr. Bruce Baxter, who had a hard and fast rule on mentioning that glorious name.



"When you make a speech off campus," Dr. Baxter once said to Dr. Smith, "be sure you mention Willamette at least three times." So . . . in his speech under the giant Capitol dome in Washington, with VP Nixon, Secy. McKay and congressmen listening, Dr. Smith told how: (1) Jason Lee "established a mission in the valley of the Willamette." (2) The crops they planted that spring were "the first of the Willamette Valley." (3) After returning east Jason Lee set out once more on his "second trip to the valley of the Willamette."

It was bound to happen dept . . . A lady named "Mrs. A. Oregon" of Wisconsin wrote the Oregon Highway Travel Bureau for tourist information about Oregon. And she didn't once clear up that burning question: What the heck does that "A" stand for? . . .

Seems that baby sitters and other teenagers in Salem have dreamed up a fascinating new game to ease the pain of those long-sitting hours. They dial fone numbers at random around 2 a.m. and seem to get a charge out of dragging citizens out of their beds at that hour. One irate resident answered the fone twice the other early morning and got nothing but giggles and other sounds of juvenile hilarity on the other end. The third time he played it smart and let his wife answer. Fone company and others say they have received similar complaints. If one of those citizens, who answers a fake call in the early dawning, gets his hands on one of those calling sitters somebody won't be doing much sitting for awhile.

Don Dill, Secy. of State's office staffer, wasn't particularly miffed over the gas-oil price boost. But he felt things were carried too far when he got his gasoline bill. The envelope the bill arrived in was minus 6 cents postage—which Don had to pay . . . One reminder of the national Democratic regime will stand for a long time in Republican Oregon. The Liberty Bell replica installed recently on the Capitol grounds (Willson Park) notes in large letters that the bell was dedicated to the state by the Hon. John W. Snyder, ex-secretary of the treasury.

GRIN AND BEAR IT by Lichty



"Comrade agent is happily report that U.S. is hopelessly divided . . . half would like to drop H-bomb, the other half thinks A-bomb would be enough."

Ike Relaxes British Fear of Canceled Pacts

INTERPRETING THE NEWS By J. M. ROBERTS, JR. Associated Press News Analyst

President Eisenhower has made it clear that when he spoke about "repudiating secret agreements" he was actually talking about explaining America's attitude on some of them, rather than any definitive action.

Other nations, particularly the British who traditionally insist on respect for international commitments, looked askance when the President asked for congressional repudiation of all secret agreements which had led to the enslavement of peoples.

That would have meant expunging the diplomatic record which Russia has so flagrantly violated, and would tend to make America's executive agreements less valuable in the future.

It would permit the Russians to claim that the Western Allies had merely considered Tehran, Yalta and Moscow agreements as temporary, so why blame Russia for repudiating them first.

It would have created the impression that the Washington administration could talk and seem to agree on all sorts of international affairs without considering anything binding until it had been formalized by Senate approval.

Eisenhower said at his first press conference as President that he by no means intended to suggest that everything agreed upon at such and such a place at such and such a time was void.

He just wants a statement from Congress that the heart of America had never agreed to the enslavement of any people.

That's purely to assure subjected peoples that the United States, if an occasion to help them ever arises, will not be bound by the technicalities which Russia has already twisted to her own benefits.

It says particularly to Poland that the U.S. never intended the Yalta agreement to work out the way it did. It is part of the long-range encouragement regarding eventual liberation of Eastern Europe which Eisenhower and Secretary Dulles have so often stressed.

Congressional action on the resolution will of course revive the argument over the faults of Yalta, who was responsible, and how much.

The record shows pretty clearly that Roosevelt and Churchill were operating under considerable difficulties. They wanted to assure Russian participation in the war against Japan when the war against Germany should be over, although it seems fairly obvious that nothing could have been done to keep Russia out.

But the Battle of the Bulge was just over, and Germany had thrown the Allies into a fright. The end of the European war was not positively in sight. Nothing could be left undone to insure winning the global war.

Russian troops had advanced rapidly through Eastern Europe. Roosevelt and Churchill could merely argue in mitigation of what Russia was about to do, Stalin did make concessions, and support for the establishment of the United Nations was one, although the others turned out to be mere words.

In fact, both the British Foreign Office and the American State Department suspected that Stalin had gotten himself in trouble with the Politburo by being too agreeable. Soon there began to be noticed a drastic change in Russian policy as outlined by Stalin at Yalta. Imperialism and intransigence became increasingly apparent.

Then President Truman, acting almost entirely on his own, started America, British and Russian diplomats by jerking the lend-lease rug right out from under the wartime Allies.

Stalin said it might not have been so bad if it had been done differently, but that the United States wanted to play that way, Russia could double it, or words to that effect.

Suspicion immediately wiped out any goodwill which wartime cooperation had created in Moscow. If there ever was any sincere goodwill. When other countries were beginning to get U.S. aid for reconstruction, Russia asked for a loan. The request got banded about seemingly lost in Washington red tape.

If there ever had been anything in the Roosevelt dream of postwar cooperation, which seems very doubtful in view of well-outlined Communist plans for conquest long years before, it was done for by them.

All the events of the times seem to boil it down to one conclusion—that the Western diplomats just did not conceive of what Russia was up to.

Bernard Baruch suggested later that if they want to any more conferences, they should do their home work first.

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Contracts for Four By-Pass Viaducts Let

Construction of four concrete viaducts on the State Street-Battle Creek unit of Salem by-pass for \$130,580 was one of 15 construction jobs awarded Wednesday by the State Highway Commission in Portland.

At the same time the commission made plans to award some 13 million dollars worth of work in the next three months.

The Salem by-pass project—one of five in this area—went to Tom Lillebo of Reedsport.

Others were: Clackamas—Construct 222-foot reinforced concrete viaduct at Boeckman Road over West Portland-Hubbard Highway, Birkmeier and Saremal, Portland, \$45,530.

Clatsop, Yamhill, Columbia, Tillamook, Washington, Marion and Polk Counties—Oil mat surfacing of 28.74 miles of jobs on state highways, J. C. Compton, McMinnville, \$85,288.90.

Marion—Paving and widening .85 of a mile of Mt. Angel section of Hillsboro-Silverton Highway in Mt. Angel, Warren-Northwest, Inc., Portland, \$39,530.

Marion—Construct four concrete viaducts on State Street-Battle Creek unit of Salem by-pass section of Pacific Highway, Tom Lillebo, Reedsport, \$130,580.

The commission said about seven million dollars of jobs would come up at the April 8-9 meeting, and the rest in a meeting here May 18-19.

The commission heard a Clackamas County delegation appeal for a new bridge over the Willamette River at Oregon City. The same group also asked improvement of S. E. 82d Avenue from Portland to Oregon City and for widening of U. S. 99 from New Era to Hubbard and of the Mt. Hood Highway from Sandy to Rhododendron.

A Lane County delegation asked construction of 1 1/2-mile section of the Fox Hollow State Secondary Highway to connect with the Creswell-Lorane county road.

A Yamhill County group asked the state to take over as a secondary highway a 5-mile road section between Carlton and the Yamhill-Newberg Highway.

The commission awarded these projects: Baker—Rock surfacing 16.29 miles of Poker Creek-Sumpter section of Sumpter Valley Highway, R. H. Sussler, Bellingham, \$39,800.

Multnomah—Remove 415 feet of viaduct and construct 511 feet of viaduct on 102nd Avenue overcrossing reconstruction on Banfield Expressway, Donald M. Drake Co., Portland, \$188,225.

Union—Grading and paving 2.21 miles of La Grande-Island City section of Wallowa Lake Highway, K. F. Jacobson & Co., Inc., Portland, \$95,988.

Wheeler—Produce 12,000 cubic yards of crushed rock on Mitchell Willow Creek rock production project on Ochoco Highway, Rogers Construction Co., Portland, \$34,500.

Lake—Pave 7.01 miles on Fremont Junction-Rose Creek section of Warner Highway 4.3 miles north of Lakeview; grade and pave a mile of the Lakeview section of the Fremont and Klamath Falls-Lakeview Highway in Lakeview; and level .33 of a mile, shoulders and paving on Pine Street North in Lakeview, J. C. Compton Co., McMinnville, \$243,975.

Coos—Grading and surfacing 2 of a mile of Lower Fourmile Road junction section of Oregon Coast Highway, Stanton W. Payne, Eugene, \$11,546.

Deschutes—Grading 12.09 miles, paving and ciling shoulders on North unit of Bend-Lapine section of the Dalles-California Highway, Rogers Construction Co., Portland, \$756,471.

Bids accepted but referred to engineers to straighten out details included: Lane—Widening 7.83 miles and paving of Noble Slough-Foster section of Santiam Highway west and east of Sweet Home, Warren Northwest, Inc., Portland, \$216,616.

CARL TENGWALD DIES

MEDFORD (AP)—Carl Y. Tengwald, 63, member of the State Real Estate Board and a former chairman, suffered a heart attack at his home Wednesday and died. He was prominent in military, fraternal and civic organizations in Medford.

The widow and three daughters survive.

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