

The Oregon Statesman

"No Favor Sways Us, No Fear Shall Awe"
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Penalizing "Iniquities"

The Ways and Means Committee is putting the bee on the Liquor Control Commission to provide more money by upping the price of whiskey some eight per cent. Why pick on the whiskey drinkers any more? Already they with consumers of other intoxicants pay two and three quarters billions annually to the federal government. The federal tax is a stiff \$10.50 per gallon. Then the state stores tack on a 48 per cent markup to the laid-in price of liquor including the tax. Oregon's net revenues from the state liquor stores this biennium is estimated at \$19,000,000. So it seems that liquor consumers are already contributing their share for their "vice." (Perhaps this teetotaler editor can say that when the tiplers can't.)

If boosting the price would reduce consumption then it could be defended. But it hasn't worked that way in the past. Excessive prices though do tempt persons to go into illicit distilling and bootlegging of whiskey in which event both federal and state governments lose revenues.

Fundamentally though it's a matter of equity. Just how far should the government go penalizing persons for their "iniquities"?

Danger to Rogue River

Senate Bill 151 by Senator Brown of Josephine County would repeal the law creating the Rogue River Coordination Board. This was created in 1941 to end the strife between mining and fishing and recreation interests. Strong complaint was raised when the upstream dredges engaged in placer mining made the Rogue turbid with the silt from their operations. The board had authority to shut down the dredges in seasons of low water.

The board functioned successfully until the war when all gold mining was suspended. We do not know that it has met since, for lack of any complaint. Downstream interests are however apprehensive if the law is repealed and dredging is resumed that again the Rogue will be muddied and made unattractive to tourists and fishermen.

We incline to agree with the protest, unless the state sanitary authority has power to protect the quality of Rogue River water. It would be a serious mistake to expose the Rogue to the pollution of silt from dredging particularly in the summer season.

S. P. to Build Pipeline

If you can't lick 'em, join 'em, is a familiar adage. The Southern Pacific Company is following it out in a new way. Already it tries to meet truck competition by operating its own truck service, now supplemented with piggy-back rail transportation. And it has announced plans to build a pipeline between Los Angeles and El Paso primarily to serve the intermediate territory with petroleum products: gasoline and diesel oil and jet fuel. The cost is estimated at \$30,000,000. The line will be built largely along the SP right-of-way, so land costs will be held at a minimum.

Railroads have lost a lot of business to pipelines in recent years. The share of the latter in intercity freight traffic increased from 5.4 per cent in 1930 to 14.1 per cent in 1953. Pipelines are common carriers, so there is no reason why railroads should not operate them. Wonder is they didn't get into the business before this.

Ike Becoming 'Increasingly Interested' In Nation's Economic Matters, Problems

By STEWART ALSOP
WASHINGTON — Despite the recent sharp break in the stock market, President Eisenhower continues to get reasonably cheerful estimates of the future of the national economy.



Since his election, the President has become increasingly interested in economic matters, and increasingly knowledgeable about them. Early in 1953, he thought seriously of abolishing entirely the Council of Economic Advisors. Now the Council's chairman, Dr. Arthur Burns, is one of the most influential men in the Administration.

Burns briefs the President once a week on the state of the economy, and he also sits in, on Eisenhower's invitation, at most Cabinet and National Security Council meetings. The President also often calls in Dr. Gabriel Hauge, a presidential assistant specializing in economic matters, for advice on particular economic problems.

The sort of thing the President is hearing as a result of all this consultation is, for the most part, distinctly reassuring. Neither Burns, nor Hauge, nor any of the other Administration economic specialists claim that the economic sky is all blue. There are a number of clouds—the drop in farm income, for example, and the doldrums in the textile industry and especially the coal industry.

But there is plenty of blue sky too. For example, according to

the economic advisors' most recent unpublished estimate, the gross national products (the basic yardstick for the economy) is today only a shade below the all-time high of 1953. Most other basic indices also show a healthy upward trend.

As for the stock market, there were a good many quiet sighs of relief in the Administration when the vertiginous rise in stock prices was checked a few days ago. Before the market setback, serious consideration was being given to increasing margin requirements from 60 per cent to 75 per cent, and even sterner measures were not ruled out. Now it is felt that such measures will probably not be required. And the majority official view is that stocks are not badly overpriced for the long haul.

Thus the Eisenhower administration's economic forecast is "Fair and Warmer." By contrast, the semi-official Democratic forecast is for increasing cloudiness.

The chief spokesmen on economic matters, for the northern wing, at least, of the Democratic party are Sen. Paul Douglas, of Illinois, the Senate's only trained economist, and Leon Keyserling, Dr. Burns' predecessor as chairman of the Economic Advisors. Both take a much gloomier view of the economic future than the President's advisers.

As he wrote in the Congressional Joint Economic Report, Douglas is critical of the President's advisers for failure to "analyze all considerations, unfavorable as well as favorable." Douglas points to a number of unfavorable factors, with emphasis on the possibility that automobile production, which has sparked the recovery so far, is

Loan Insurance

By a recently passed measure (HB 63) veterans who borrow on real estate from the state loan fund can obtain at small cost mortgage cancellation insurance. By this the mortgage debt would be paid off by the insurance company in event of death of the mortgagor. This is now offered or perhaps required by private lending agencies. Since it is only term insurance, with the risk diminishing as the loan is paid off the cost is not excessive. In fact this same form of insurance is now sold with the financing of purchases of cars and appliances. The advantage is that the debt will be extinguished if the one who signs the purchase notes should die, so a housewife for example would not face the prospect either of a debt staring her in the face or loss of automobile, kitchen range or refrigerator if her husband dies. This looks like good business all around: for the purchaser, the lender and the insurance company.

"Dennie"

To this editorial desk has come a small blue-bound book with the single word in gold on the cover: "Dennie". It is the tribute of Dr. Carl Gregg Doney, president-emeritus of Willamette University to his wife, Mrs. Jennie Evans Doney, who passed away last August. It is the record of their life together from the time they met as children at a country school in Ohio, through courtship and marriage, and lives filled with achievement and good works and a full sharing of losses and gains to the time of their separation when she fell away in sleep. "I live with my memories now," writes Dr. Doney, in the house at Columbus to which they retired in 1934; and in this book he shares those memories in the intimate style which made him beloved wherever he lived and served.

Sen. Harry Byrd set a road block against the administration road program to be financed by side authority bonding. Harry Truman broke his political silence however to urge highway modernization. Maybe the promoters can find a detour.

Discussing the dangers from atomic warfare the New York Times observes: "We can't escape by sticking our heads in the sand." Maybe if we could crawl in, body and feet, that would be just the way to get security.

Editorial Comment

WORLD LOSING PIPE ORGANS

A story from New York the other day told how junk dealers there missed the bargain of their lives. They missed bidding on the Wanamaker organ, originally worth \$200,000 and now worth at least \$20,000 for junk alone. The organ was bought by an organ building firm for \$120,000. We're glad the junk dealers lost out. Even if the heavy notes of this famous organ no longer will be heard in Wanamakers' then at least parts of the organ will help keep others in repair; perhaps much of it can be relocated in some other large building.

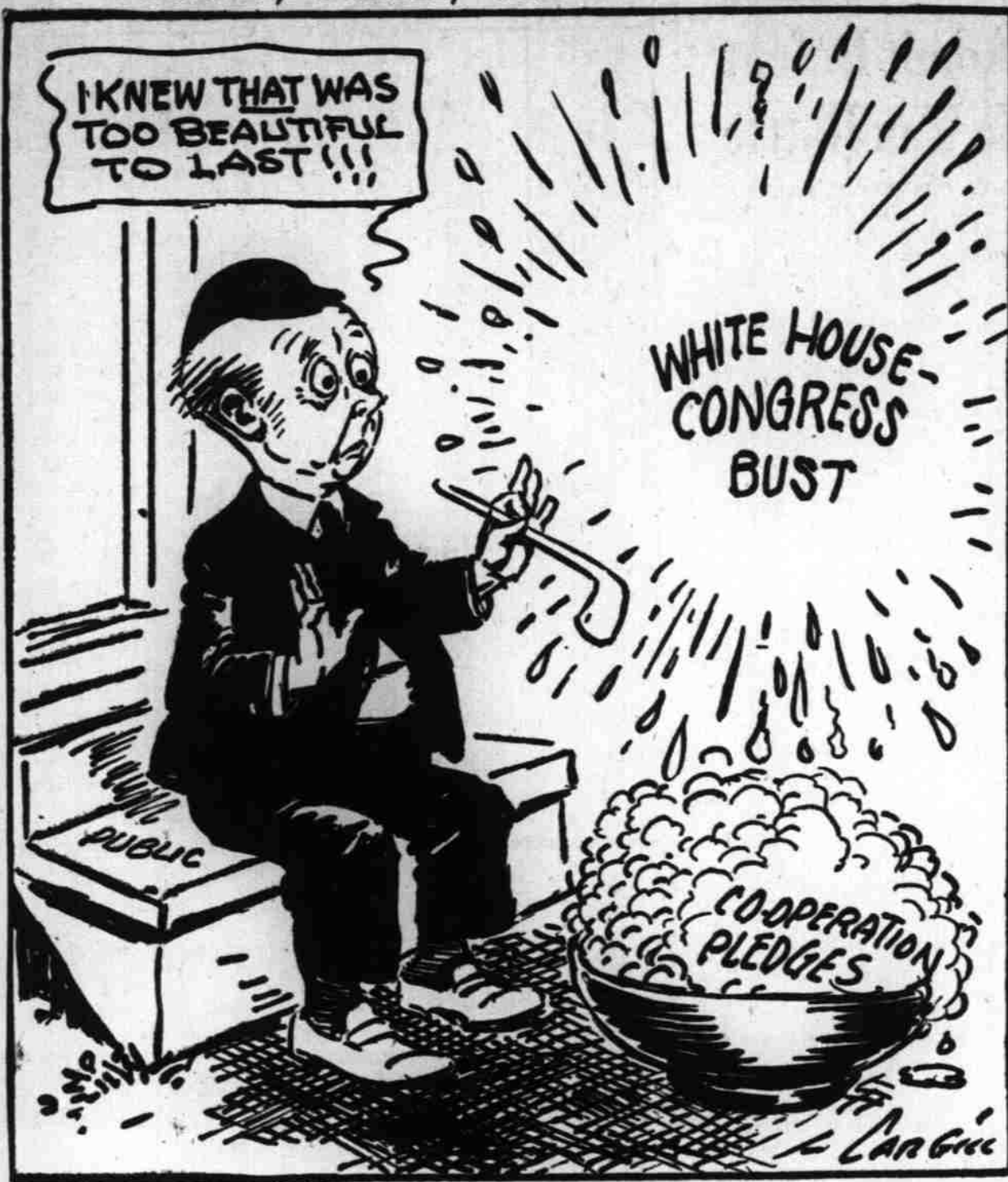
Pipe organs are rapidly becoming things of the past. They reached their high point in popularity during the Twenties when most movie houses had them installed to give some grander background music than that available from a piano. Today's younger generation will hear little pipe organ music because those instruments are being supplanted by the more compact electric organs.

Pipe organs were built in part through an attempt to duplicate all the instrumental and vocal sounds so one person seated at the console could weave these sounds into glorious music. The big pipes seen by the audience were mostly for show. In the pipe loft there were rows of wooden, or metal, columns and by pushing the Vox Humana or the oboe or the flute stop the organist could use those voices to provide diversity and grandeur. They never quite duplicated the original but in the process they developed a type of music that had a quality of its own. Electric organs never quite duplicated the pipe organs.

Nowadays it is difficult to find someone qualified to play pipe organ music. (A fine organ in the Egyptian Theater gathers dust for want of someone to play it and someone to listen.) Thus progress, a wonderful thing, does damage to a bit of the world's culture.

—U. E. B. in Coos Bay Times.

BUBBLE, BUBBLE, TOIL AND TROUBLE!



Time Flies

FROM STATESMAN FILES

10 Years Ago

March 21, 1945

Twelve Salem bus drivers with special safety records were given awards at the Marion hotel by Mayor I. M. Doughton following a safety meeting conducted by Ira T. Butterworth, safety supervisor of the Oregon Motor stages.

American tank columns were less than 170 miles from Berlin. Here is that distance as measured approximately between American cities: New York to Baltimore; New York to Boston or Kansas City to Wichita.

Gov. Earl Snell announced the re-appointment of Merie R. Chessman of Astoria as a member of the State Highway commission for a three-year term beginning April 1, 1945.

25 Years Ago

March 21, 1930

Astoria's fighting, dashing basketball team won its way to the finals in the state tournament by defeating Pendleton 20 to 17. (They became state champions in beating Salem High 32 to 17).

Two Salem high school basketball players, two from the Commerce quintet of Portland and one from the Astoria team, were chosen on the mythical all-tournament quintet. Two from Salem were Kitchen and Sanford.

The completed records from the physical examination of the first and fifth grades showed Swegle district to be in possession of one child who ranked perfect physically. She was Ruby West of the first grade.

40 Years Ago

March 21, 1915

Inasmuch as the desecration of the American flag flying above the home of John B. McManus, an American citizen murdered in Mexico City, was the act of lawless persons acting without authority, the United States government decided to make no demand for an apology.

Governor Withycombe reappointed Dr. H. H. Olinger of Salem as a member of the State Board of Dental examiners and appointed Dr. Herbert H. Schmitt

partnership programs. Left is the possibility of private development; but when you take out the fish sanctuary streams and the Columbia, Snake and Willamette there are no good hydro sites available for the two big power companies serving Northern Oregon. Neither shows any disposition to go ahead with fuel-fired generating plants.

Into this deadlock is projected the idea of a regional power corporation, a public body, with authority to build and operate electric generating plants and dispose of the output to public and private bodies. The Northwest Public Power Association has drafted a bill along these lines. The Oregonian, which has been agitating the idea for some time, has recently given it lengthy and strong endorsement.

There is a great deal to be said in its favor. It would provide for integrated development, would assure a continuing sufficiency of energy, would allay the strife between public and private power interests by leaving such issues to local decision, would command low-rate capital by issuing tax-free bonds.

But I note no enthusiasm for this idea. Its very sponsorship—NW Public Power Association—probably makes private power people shy off from it. Advocates of federal power or of the partnership power fight in their own trenches. State governments which backed off from the rather innocuous Columbia Basin Compact so far ignore the plan.

So the prospect is for another year of indecision save as some of the Washington utilities, public or private, get busy with major projects. (The Puget Sound partnership of local public bodies and the Puget Sound Light and Power Co. is busy with exploratory work now.)

Meantime Bonneville curtails its deliveries though steam is able to make up the deficiency. There will be more water come spring and summer, and more

of Portland to succeed Dr. Frank Vaughn, whose term expired.

Paintings of foremost American artists which were on exhibition in Portland at the Art Museum, included a canvas which was of special interest to Salem people, that of an Indian chief, by E. Irving Couse, brother-in-law of Claybourne M. Walker of Salem.

GRIN AND BEAR IT By Lichty



"I think it's silly to clean out the attic this spring, dear! ... All this junk is fine protection against possible Atom-bomb "fall-out" ..."

IT SEEMS TO ME

(Continued from page 1.)

more (and less demand). Later more units in the Columbia system will be producing energy. But the starts for the added needs of 1960 and later are not being made. Rival ideologies and interests persist in fighting either to a victory or to a deadend draw.

Both Nevada and Arizona have doubled their population since 1940.

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Needs Told at Two Oregon VA Hospitals

WASHINGTON (U) — Veterans hospitals at Portland and Roseburg, Ore., were listed by a House committee Sunday as among 56 requiring complete renovation or modernization.

Although the cost of modernizing the two Oregon facilities was not given, the report released by the House Veterans Affairs Committee estimated the nationwide modernization program cost in excess of 150 million dollars. The reports lists \$4,191,560 in work which is proposed—but not necessarily programmed—for improvement of facilities at the three VA hospitals in the state.

This list of proposed improvements, prepared by VA headquarters here, estimates project costs at the three facilities as follows: Camp White, \$276,760; Portland, \$2,030,000; Roseburg, \$1,884,800.

Two improvement projects, the VA list shows, are planned for the year beginning this July 1. This includes acquisition of a sputum cup disposal unit for Portland, costing \$11,500, and alterations and additions to the kitchen, dining hall and building No. 1 at Roseburg. The latter work is estimated to cost \$523,300.

Scheduled in the following year are: Camp White—laundry, conversion of building No. 235, \$250,000. Portland—modernization program, \$1,383,500.

Roseburg—therapeutic exercise clinic building, \$577,500; incinerator, \$41,000. (Consideration also is being given to construction of a paint shop and inflammable storage building, \$31,000, and installa-

Solon Subway Car Crashes; One Injured

WASHINGTON (U) — One of the senate's famed monorail subway cars got out of control Saturday and crashed into a cement block at the Capitol end of the line. Richard T. Butler, chief messenger of the Senate disarming office, was thrown off the car and suffered a bruised leg. Another Senate employe jumped to safety before the crash.

They were the only two aboard, although the car has a capacity of 18 passengers. Two cars, each on a single rail, shuttle back and forth in a tunnel between the capitol and the Senate Office Building carrying senators and others. They provide a major attraction for tourists.

Fred T. Brown, operator of the car, told newsmen "It felt as though we were sliding along the track." He said he was not sure just what happened but "I probably had too much power on."

tion of sprinklers in nine buildings, \$43,000. Still unprogrammed for the three Oregon hospitals are the following improvements:

Camp White—cafeteria counter, \$5,000; concrete slab for coal storage, \$13,700; greenhouse, \$8,000.

Portland—additional modernization, including adjustment of the elevator in warehouse building No. 12 to truck body height, \$15,000, and a new laundry building, \$620,000.

Roseburg—garage addition, \$25,000; connecting corridors between buildings, \$495,000; chapel, 125 seats, \$125,000; water main (convert deadend water distribution system to loop system), \$18,000; tool-storage building, \$6,000.

TRAVEL SMILES

By Merry Miles



Have you ever been on a hayride? Lots of fun, aren't they? There is something about group travel that creates a warm, carefree spirit of conviviality.

I know about something that I think is even more fun than a hayride! That's a trip aboard a Greyhound Chartered Bus. Except for the hay, it's got everything a hayride has, plus much more.

DO AS YOU PLEASE
You and your group can relax in a comfortable, weather-conditioned Greyhound Chartered bus and do just as you please: Sing, play musical instruments, conduct a meeting, or just plain talk and watch the scenery. Your group can charter one bus or a hundred, for an evening or for an entire year. Furthermore, you can go wherever you wish, whenever you please, and make as many stops as you desire. The bus will pick up and discharge members of your group at the central points you choose.

And here is what I think makes

Greyhound Charter Service stand head and shoulders above any similar service: Dependability. It gives you a warm feeling of security to know you're riding in expertly-serviced, first-rate equipment of the world's largest transportation system. And your "chauffeur" also happens to be one of the world's finest, best-trained drivers.

COST EXTREMELY LOW

The cost? It's often less per person than regular lower than low Greyhound fares. You may be wondering what type of groups use Greyhound Chartered Buses. The answer is: Every imaginable type. This includes clubs, lodges, churches, schools, convention groups, sports fans attending games, military units, big "name" bands and many more.

Next time your club or organization is planning group travel, just remember, "It's smarter to charter a Greyhound!" Please see your local Greyhound Agent for more information.

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