The Oregon Statesman

"No Favor Sways Us. No Fear Shall Awe"
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Economic Foundations

Not many women write columns on business and finance. One who does and does it very well, is Sylvia Porter whose column appears in the Portland Oregonian. She writes with real awareness of what is vital in the economic sphere, particularly at its Wall Street center, and her writing style is very readable which may not always be said of those who report the news of the world of finance.

The Porter column Monday was of such pith and moment that the Oregonian gave it a front-page play, which it merited. We want to appropriate a few paragraphs from its lead because they contain a rich vein of truth:

Although thousands upon thousands of words have poured out of San Francisco this past week in honor of the United Nations' tenth birthday, not a single headline has nailed down one of the greatest, most vital stories of them all:

The brilliantly smooth shift of the massive U. S. economy during these ten years from a prosperity based on global war to a prosperity based on cold peace.

This is as giant and unprecedented a contribution toward real peace as any which has been hailed at the U.N.'s birthday party!

I offer no apologies whatsoever for any bias toward the bread-and-butter side of the news when I submit that it ranks at the top of our achievements—as leader of the free world—in this decade.

For my conviction is deep that if the United States had not attained this magnificent triumph in the economic sphere, all the intricate negotiating and diplomatic maneuvering within the United Nations would have flopped.

What the columnist might have added is that not only did the United States make the transition from war to peace prosperity, it was strong enough to lift war-wrecked countries to their feet, thus helping in restoring the whole world to economic health. (Incidentally this pouring out of aid helped to shore up our domestic economy in the period of transition).

In the postwar period our statesmen and diplomats have had to wrestle with many and grievous problems. On the whole they have done a very good job. We must not overlook, however, the contribution which has been made by statesmen of finance and business in guiding the nation's economic destiny through this critical period. They kept ours and the world's economic foundations firm.

Freedom of Travel

Gov. Averell Harriman of New York suggests that the coming Big Four conference consider the matter of breaching the Iron Curtain to permit more freedom of travel. Actually Russia has in post-Stalin months been much more generous in permitting foreigners to enter and travel about. Correspondent Stewart Alsop is now on such a tour, and is giving reports on his observations.

Since our policy of closing frontiers to admission of persons from Communist countries was in large measure retaliatory, the United States should respond with similar liberality. The McCarran Security Act is pretty rigid but if necessary it could be modified. After condemning the Iron Curtain for years we shouldn't be the ones to keep it in place. The courts are easing regulations for Americans to travel abroad; we can also do our part in permitting more foreign travel here.

America can afford to live and to act conscious of its strength which rests in the staunch loyalty of its people, and not to cringe from fears. Who's afraid of the Big Black (or Red) Bear?

Pioneer Home to Be Restored

One of the most distinguished of Oregon pioneers was Robert Newell, to whose name the title of "doctor" was attached because of his skill in ministering to wounds and illnesses of trappers.

After spending several years with fur-hunters in the mountains he was one of the three who brought the first wagons from Fort Hall to the Whitman mission at Walla Walla, and then by boat down the Columbia to the Willamette valley.

The town of Champoeg was laid out by him on his donation land claim, and his house survived the flood of 1861 which washed most of the town away.

Over the years the house has fallen into dilapidation but now the Daughters of the American Revolution has launched a project of restoring it as a typical pioneer home. Mrs. Albert Powers of Coos Bay, state regent, recently acquired the property for the society and its members now are raising funds for restoring the old house. It stands near to Champoeg park where the DAR maintains a cottage and small museum.

Other history attaches to the Newell house for its second floor served as a lodge hall for Champoeg Masonic Lodge. Newell was active in the formation of the Provisional Government and later served as speaker of the legislature. He was appointed Indian agent for the Nez Perce Indians, died at Lewiston and is buried there.

To Resume Intercoast Shipping

One of the venerable companies in intercoastal shipping was the American-Hawaiian Steamship Co. A year or two ago it announced it would discontinue this service, and did so. Recently the directors announced they would resume intercoastal shipping (between Atlantic and Pacific ports) and will build new ships for this service. This is an important news note for it means that an early expansion will occur in facilities for water transport through the Panama Canal. Assuming modern-type carriers are built, provision probably will be made for special types of cargo, such as fresh fruits. This may mean an extension of markets for west coast products.

One handicap this part of the country has suffered from has been high costs of moving its products to market. Anything which lowers that cost and provides better or additional service should prove helpful. It will be an occasion of gratification to see the American-Hawaiian house flag flying on ships in the ports of both coasts.

Wheat Quotas Approved

Secretary of Agriculture Benson can breathe a bit easier. Wheat growers have approved marketing quotas for 1956, so he will not have to rush in with substitute legislation to avert a catastrophe that would follow unrestricted wheat production with only partial price support.

The acreage cut is drastic—about 38 per cent; and the price support for next year is low—76 percent. The combination may so curtail incomes that many growers will be tempted to abandon wheat growing. That is what has to be done to restore economic balance between production and consumption. Where other crops may be grown with better chance of profit land will be diverted to their production. Marginal lands may revert to pasture. The 1956 crop year offers a good test of whether the flexible parity system really will work to step down production and erase the surplus.

Contracts are being awarded for construction of the pipeline for natural gas to the Pacific Northwest. It will be built in sections to expedite completion. Over at Olympia the public utilities department is holding hearings this week on safety regulations on gas pipelines. Unfortunately the Oregon legislature failed to set up any authority for such regulation, so people in Oregon will just have to trust that the layers of the pipeline will construct it properly. We do not do that for electric transmission lines.

School election post-mortem: Never underestimate the power of a woman.

Guess we'll have to call the Salem Senators the "Whizz Kids."

GRIN AND BEAR IT By Lichty

"Have you ever been adjudged insane or feeble-minded? . . . that is, by anyone other than your own children? . . ."

Better English

By D. C. Williams

1. What is wrong with this sentence? "He hasn't worked any for the last three weeks."

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

3. Which one of these words is misspelled? Itinerary, irascible, idiosyncracy, ignoramus.

4. What does the word "actuate" mean?

5. What is a word beginning with **os** that means "to exile; banish; exclude"?

ANSWERS

1. Omit "any," and say, "for the **past** three weeks." 2. Pronounce pre-as, e as in **let** (not as in **me**), a as in **ace** unstressed. 3. Idiosyncrasy. 4. To put into action; move to action. "He was actuated by a desire to succeed." 5. Ostracize.

Time Flies

FROM STATESMAN FILES

10 Years Ago
June 28, 1945

The American flag was raised over Berlin in the same blood-stained barracks square where Adolf Hitler's enemies were purged in mass executions by the gestapo 11 years ago.

Raymond Webb, resident of South 12th street, and Homer Plunkett, N. 22nd street, were winner of the only major awards announced to date in the Seventh War Loan contest.

Two of the navy's newer destroyers, the Twiggs and William D. Porter, were sunk by Japanese aerial attack during the later phases of the Okinawa campaign, with a total of 244 casualties.

25 Years Ago
June 28, 1930

Arthur Montgomery, cashier of the State Motor Vehicle department since 1923, was promoted by Hal E. Hoss, secretary of state, to assistant manager of the Motor Vehicle division.

Large crowds of eager buyers were in downtown Salem throughout most of Friday seeking the hundreds of bargains offered by 65 merchants in Salem's 13th annual bargain day.

The Tom Green, sturdy side wheeler, defeated pluck and tradition on the Ohio river to win her second consecutive championship over the historic Betsy Ann. The race, the third for the modern championship of the river recalled the days of Robert E. Lee and the Natchez.

40 Years Ago
June 28, 1915

It was cherry day at the Oregon building at the Panama-Pacific international exposition in San Francisco. According to word received in Salem, it was one of the greatest events so far at the fair.

A billion dollar trade balance —the greatest in American history — in a year, which had seen commerce depressed by 11 months of world war, was the commercial record of the United States. Official announcement was made at the Department of Commerce, Washington, D. C.

The United States was seriously considering taking over the wireless station at Sayville, L. I., one of the two great plants by which direct communication between the United States and Germany was maintained. The Sayville plant was privately owned.

House Okehs Northwestern Military Work

WASHINGTON (AP) — A bill authorizing a $2,363,998,000 military public works program for the next fiscal year, including 50 million dollars for the four Pacific Northwest States, won House approval Monday.

It now goes to the Senate.

Washington leads the Northwest states with a total of $32,328,000 for a dozen Army, Navy and Air Force bases. Others are: Montana, $10,141,000; Idaho, $5,961,000; Oregon, $2,134,000.

The breakdown by states includes:

WASHINGTON

Army: Camp Hanford, $167,000; Ft. Lewis, $15,275,000; Madigan Hospital, $333,000.

Navy: Shipyard, Bremerton, $200,000; Tacoma Station, $3,024,000; air Station, Whidbey Island, $1,958,000; Keyport Torpedo Station, $376,000.

OREGON

Navy: Tongue Point Station, $92,000.

Air Force: Klamath Falls Municipal Airport, $2,042,000.

Larceny Charge Brings Sentence

A 17-year-old Salem boy was sentenced to MacLaren School for Boys Monday in Marion County Juvenile Court, and a man, pleading guilty to the same petty larceny charge in district court, will be sentenced today. He is Marvin E. Klampe, Salem Route 6, Box 255.

Both admitted the Sunday night break-in of three soft drink machines outside two service stations in the Keizer area and one station in northeast Salem.

Also admitted was the theft of several minor items from other sites the same night, according to the sheriff's office.

Washington State Patrol Chief Ill

OLYMPIA (AP) — State Patrol Chief James A. Pryde, suffering complications resulting from a virus infection, was slightly improved Monday, his physician reported.

Pryde has been on the critical list since he was admitted to St. Peter Hospital here two weeks ago.

Co-op Ruled In Order by State Official

Articles of the Star Plywood Cooperative, submitted to Corporation Commissioner Frank J. Healy for filing, were in proper form and qualified, Attorney General Robert Y. Thornton ruled Monday.

The company prososes to construct a plywood sheathing plant in the Estacada area. The intention Thornton said, is that the plant be owned and operated by the members of the cooperative, none of whom are timber owners.

Thornton observed:

"While it appears from the articles that the proposed cooperative is not a marketing or consumers cooperative, it does provide for a workers' productive cooperative which is one of the oldest types known to the law.

"In this case the producers will be the employe members of the association."

Keizer, Salem School Boards Meet Together

Statesman News Service

KEIZER—The final meeting of Keizer School Board, prior to the merger of the district with Salem district on July 1, was held Monday night at Keizer school with the Salem board in attendance.

The two boards discussed the Keizer school program. The Keizer board will send a letter to the Salem district listing the construction and repairs which have been budgeted for the coming year. Action on projects involving funds for the 1955-56 budget was deferred, and the bids were turned over to the Salem board.

Approval was given to the repair of the Keizer School septic tank and for the laying of a blacktop play area at Keizer and Cummings schools, the money for which comes out of the current budget.

Principal items upon which action is expected soon are the fencing of the Cummings School grounds adjacent to the roads, the construction of a bus loading shed at Keizer School and toilets and showers for the Keizer School gym.

Loaded Bus, Car Collide

A load of berry pickers riding in a school bus escaped injury when the bus struck a parked auto at Ferry and Winter streets Monday, according to Salem police.

Driver of the bus, Merritt Loyes Pense, 440 W. Chemawa Rd., told police that another vehicle forced him into the car, owned by Herbert E. Moling, 2960 Peck Ave.

Rain was falling at the time of the 3:35 p.m. accident, said police.

Plans for 99W Route Bypassing Portland Described by Group

A step toward implementing a long-time plan to establish an alternate 99W route by-passing Portland was taken at a conference in the office of State Highway Engineer R. H. Baldock Monday.

Five men headed by Art Ostrander of Vernonia, president of the Highway 99W Alternate Road Association, outlined their plans and asked for suggestions in carrying them to fruition.

Others in the group included Ralph Kletzing, formerly of Salem and now publisher of the Carlton-Yamhill News at Carlton; Homer Waltz, Forest Grove; John Richardson, Forest Grove News-Times, and Guy Thomas, president of the Vernonia Chamber of Commerce.

Ostrander said the immediate objective was the installation of signs labeling the route from Kelso on the north to McMinnville on the south as "Alternate 99W." The route would include a 21-mile stretch of what is now a county road between Vernonia and Rainier. The Columbia River crossing would be at the Longview toll bridge.

The saving in distance over the present routing through Portland was estimated at one mile, but sponsors said time saved in by-passing city traffic would be considerably more proportionately.

The proposed route would be north from McMinnville through Carlton, Yamhill, Forest Grove, Banks, Vernonia, Rainier, Longview and Kelso. Possible later improvements to the existing road would depend on traffic checks showing what traffic the proposed signs attracted.

Articles of incorporation for the Alternate Road Association are now being prepared.

Chadwick Feted By Hotel Group

Surprise feature of the installation and banquet for Chapter 26, Hotel Greeters of America, and the women's division, Saturday night, was presentation of a hat to W. W. Chadwick, head of the Chadwick hotels, on his birthday.

There were a banquet and social hour at the Senator Hotel.

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New Squadrons of Jets Seen Over Moscow Represent Triumph of Russian Technology

By STEWART ALSOP

MOSCOW—On Tuesday of last week there was an impressive display here of Soviet technological achievement. On the morning before the afternoon reception for Indian Prime Minister Nehru in the Moscow Stadium, between 150 and 200 of the newest type Soviet jet aircraft were flown over Moscow.

The flights were largely concentrated in the area between Tushenoe airport and the Kremlin. They took place for the most part shortly before noon. There is no available breakdown here of the number and type of planes flown. But there were numerous large new turbo-prop bombers of the type believed in the West to be adapted for air refuelling purposes. There were particularly large flights of the two-engined medium bomber known in the West as the Badger. And there were large flights of fighter aircraft, including the advanced type known in the West as the Farmer.

Stewart Alsop

The very large four-engine bomber known in the West as the Bison was not observed on Tuesday. But flights of a dozen or so of this aircraft, perhaps the most impressive Soviet achievement in the field of airpower, have been observed on more than one occasion since the now famous May overflights. Indeed, the Tuesday overflights were exceptional only that more planes were flown than usual. Flights of the new Soviet jet planes, usually at around 11 o'clock in the morning or around 4 o'clock in the afternoon, have become almost routine in recent weeks.

These flights are presumably in preparation for the display of Soviet airpower scheduled for Red Air Force Day. The date for Red Air Force Day has not been set, but it is expected to take place on a Sunday early in July. No new types have been flown since the May overflights. But it would obviously not be surprising if new Soviet aircraft models of advanced design were displayed on Red Air Force Day. It is possible, for example, that the delta-wing aircraft of radical design and revolutionary performance, about which there have been rumors in the foreign press, might be flown. But this is, of course, the sheerest speculation.

So, of course, is any attempt to interpret the reasons for the overflights. But what is sometimes overlooked in Washington is that these flights are witnessed not only by a comparative handful of foreigners but by millions of Soviet citizens in this metropolis.

By a brilliant and concentrated propaganda campaign, the Soviet people have become profoundly convinced that the peace will never be broken by the Soviet government but only by foreign aggressors. The overflights provide one way of further convincing the Soviet people that the government has the means to prevent this from happening.

The Soviet government must also of course be entirely aware that foreign observers witness the overflights. To put the matter colloquially, the overflights provide a way of saying, "Look, if you want to get tough, we can get tough too."

At any rate, the planes now being flown by the Red Air Force unquestionably represent a genuine triumph of Soviet technology. It is impossible even to speculate intelligently on the economic cost of this achievement.

But the resources of this immense country are very great, and can be concentrated to achieve a single end in a way most difficult to repeat in the United States. As soon as the Soviet Union broke the American atomic monopoly, it should have been obvious that they would concentrate their resources to achieve an efficient means of delivery. And their technological triumph in the nuclear field should have fore-shadowed a similar triumph in the field of air power.

At the very least, the overflights here should provide a brake on Western smugness, and especially on the particular brand of smugness enjoyed in Washington. The United States has a national habit of judging national power in terms of the number of automobiles per thousand, or even in terms of the elegance of the plumbing. There is no doubt that there are more cars in the United States than here and that the plumbing is superior. But a better index of true national power is to be found in the remarkable aircraft which now regularly appear in the Moscow skies.

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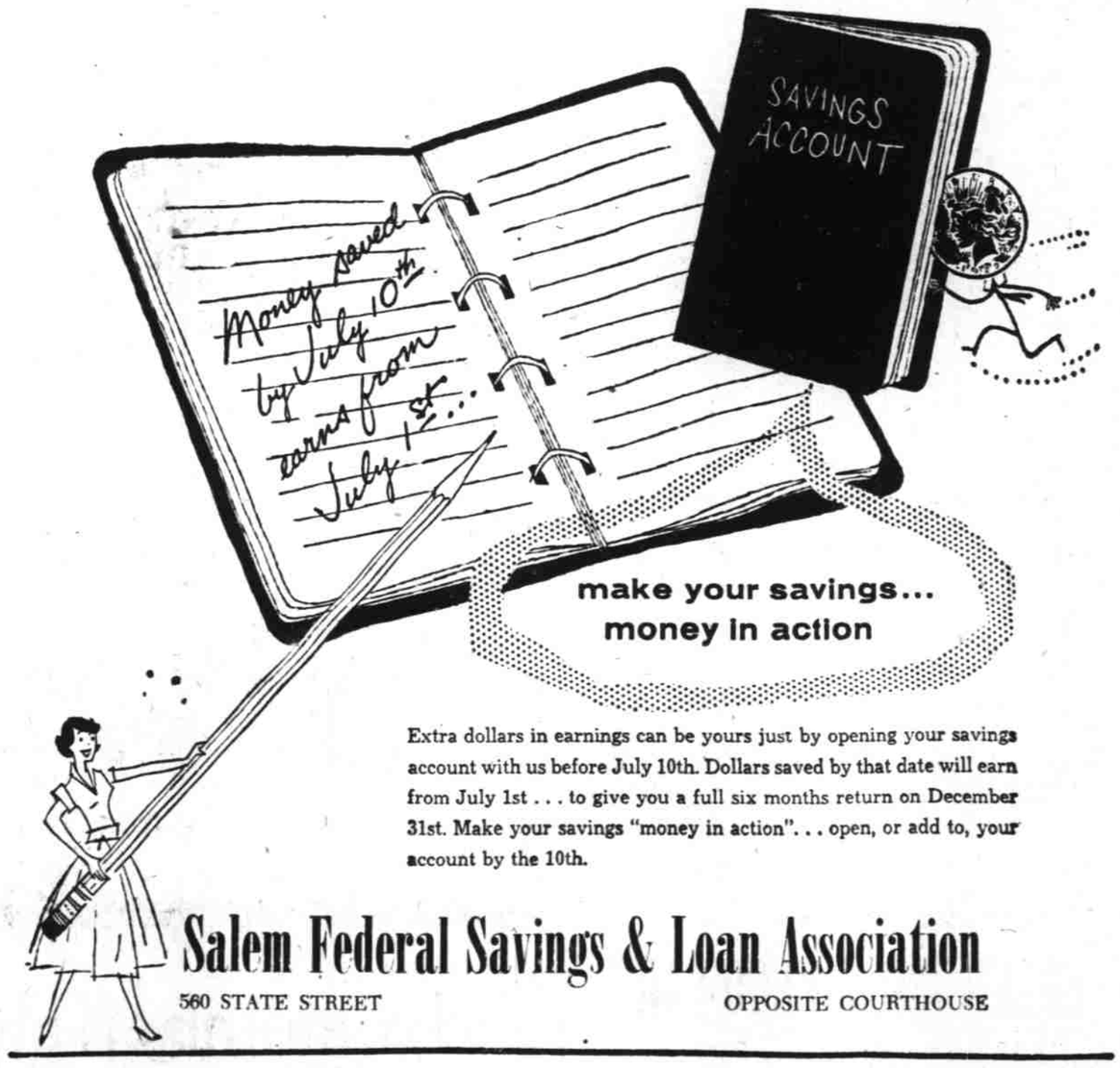

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money in action

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