

# The Oregon Statesman

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

Statesman Publishing Company  
CHARLES A. SPRAGUE, Editor & Publisher

Published every morning. Business office 280  
North Church St., Salem, Ore. Telephone 4-6811

Entered at the postoffice at Salem, Ore., as second  
class matter under act of Congress March 3, 1879.

Member Associated Press  
The Associated Press is entitled exclusively to the use  
for republication of all local news printed in  
this newspaper.

## Safety in Motor-Boating

Over in Seattle Judge William J. Long of the juvenile court did quite a thorough job of disciplining two 15-year-old boys for reckless operation of speed boats on Lake Washington. The boys in trying to "spray" a boy in another boat drove their own boats so fast and so close they "crashed" the boat of the third boy. He found the two boys to be delinquent, put them under sentence (suspended) to the boys' training school, ordered their boats put in mothballs the rest of the year, and directed that they repay out of their own savings or earnings the damages due the victim.

The judge made much of this point:

"Two completely inexperienced and un-instructed children, utterly ignorant of the laws enacted for motorboat safety, were each permitted by their parents to operate their boats on public waters... they deliberately decided to interfere with the rights of their victim upon those same waters with the result that considerable damage was inflicted, and the lives of all those involved were imperiled."

Since there has been a great expansion of use of small watercraft it is pertinent to publicize the essentials of the state law in respect to their ownership and operation.

1. All pleasure boats 16 ft. long and over must be licensed annually by the county clerk. The fee is \$5 up to 20-ft. length, and an additional \$1 for each additional foot in length over 20.

2. Speed limit on motor boats (under 26 ft. in length) is 25 mi. per hour while within 200 ft. of dock or bathing beach, or 10 mi. per hour when within 100 ft. of dock or such beach.

3. Operator shall navigate the boat "in a careful and prudent manner and at such rate of speed as not to endanger the property of another or the life or limb of any person."

4. In approaching or passing another boat, motor boats shall, within 100 ft. thereof be slowed to a speed that will not endanger the occupants of the other vessel. (Does not apply in a publicly advertised and scheduled regatta or boat race).

5. There are also certain rules for passing of other craft and for right of way to boats approaching a dock or wharf. "Drunk driving" is prohibited.

6. On certain lakes speed of motor boats is limited to ten miles per hour. Among them are East and Paulina lakes and Elk lake in Deschutes county; also Crescent lake, Davis lake, Diamond lake.

7. On certain lakes use of motorboats is completely banned. Among them are, in our own area: Clear lake in Linn county, Olallie and Horseshoe lakes in Jefferson county, Breitenbush lake in Marion county.

Penalty for violation is a fine of not more than \$250 or 30 days in the county jail, or both.

Such precautions relate primarily to inland waters, but Saturday's mishap on Winchester Bay emphasizes the need for even greater care in coastal waters.

Those acquiring motorboats, or renting them at waterside docks, should know the laws and the rules of navigation. Parents should see that their minor children are in-

formed thereon, and that they observe the regulations. It is very tempting to take risks in all aquatic sports, but care should be observed not to endanger lives or property of others. The opinion of Judge Long of Seattle gives us an opportunity to offer this counsel on water safety in connection with the growing use of motorboats.

## Bridges Wins Case

On its fourth attempt to dispose of Harry Bridges the government has lost its case. Judge Goodman in San Francisco has ruled that the government did not prove by clear and convincing evidence that Bridges had been a Communist and hence was guilty of perjury in swearing he had not been. If he had been convicted he would have been subject to deportation to his native Australia.

This ought to end the long battle to get rid of Harry Bridges. Actually the shipowners have learned to live with him as boss of the longshoremen on this coast. There is this to be said for him and his outfit, they run a clean operation, free of the crime and graft that were strangling the Port of New York.

One of the weaknesses in the government case against Bridges was its reliance on ex-Communists. In his opinion Judge Goodman said of them:

"The testimony of the former Communists was tinged and colored with discrepancies, animosities, vituperations, hates, and above all, with lengthy speeches and declarations... which it is not unfair to say, is a disease with which Communists are afflicted."

That pretty well sums up the value of the testimony of most of the renegade Reds. The government has kept a stable of them and one by one they have been discredited. Harvey Matusow, an admitted double dealer, is now under indictment. The memory or the credibility of Louis Budenz is not very dependable. Paul Crouch was tied in bow knots by the Alsops some time ago. Judge Goodman's comment may instruct the Department of Justice not to put too much reliance on the testimony which former Communists may offer. Their very volubility puts them under suspicion.

Some of the business profits trickled to the top, too, for the first six months of 1955. General Motors reported net income of \$351 million and Standard Oil of New Jersey of \$344 million. Standard of California is pretty big, but its net was \$109 million for the period.

President Eisenhower has approved plans for building and launching a space ship. No chance for stowaways, though, because the first ones are to be only the size of basketballs.

## Editorial Comment

### VALUES OF THE BIBLE

But the Bible as a moral force, aside from its theological meaning, faces a formidable adversary today. This adversary is the technics of our Western civilization, which at a thousand points, and quite impersonally, would nullify or deny the moral force of the Bible—for example, a thermonuclear bomb.

Therefore the Bible needs help, all the help it can get. Though we master our environment with our dazzling intellects, that is not enough. Without spiritual content, of which the Bible is far and away our foremost repository, the Western civilization cannot survive. No civilization can endure on a mere multiplication of gadgets, on rocket flight and on touching a button to be comfortable. The ants and bees are comfortable, and superbly organized to perform their allotted tasks.

If with mystic sources of power we increase our energies a hundredfold, if we each get \$32,000, and banish disease and find the answer to all the quiz questions—if all this comes to us while we cease to remember or never know, the Biblical stories of suffering and faith and beauty and triumph which underlie our civilized being, then we are a doomed people—rich and mindless, comfortable and doomed.

—Royce Brier in San Francisco Chronicle

## Columnist Finds Porcine Paradise Attitude Behind Iron Curtain Difficult to Understand

By STEWART ALSOP

DNEIPEPETROVSK — The feeling that you don't really understand, and never could understand in a million years, is one reason why a visit to the Soviet Union is such an oddly oppressive experience for an American.

Nowhere is the feeling so strong as on a kholkoz, or collective farm. Take, for example, the pig pen on the Stalin kholkoz near here, which this reporter has just visited. Comrade Lepescha, the shy, eager, thin-faced vice-chairman of the collective, could hardly wait to show off his new pig pen.

And indeed, it turned out to be a veritable regular Ritz of pigland, a porkers' paradise, every spotless sow in her own spotless pen. There were several peasant girls about, acting as solicitous pig valets, scrubbing the pens, or washing and brushing the sows and the little piglets.

But why? Why this heavy investment in effort and woman-hours to keep pigs in such a state of unnatural cleanliness? Why was it worth it?

One possible answer of course immediately suggested itself — that the pig pen was a sort of porcine Potemkin village, erected to impress the gullible foreign visitor. But this theory could not hold water. The decision to visit the collective farm had been taken at the last minute, when it turned out to be impossible, for the usual mysterious reasons, to visit the famous Dniepropetrovsk dam. Besides, Dniepropetrovsk is well off the usual route for foreigners — there is not even an Intourist hotel — and it just does not seem likely that the Russians would build a beautiful pig pen and stock it with beautiful pigs just in case a stray foreigner happened along.

Part of the real answer was visible, instead, in the almost scholastic pride in Comrade Lepes-

cha's eyes, as he surveyed his gleaming pig house and his gleaming pigs. The porcine Ritz was clearly a sort of private hobby, a personal maggot of Comrade Lepescha's, built without any of the usual dreary prior calculations of the corn-hog ratio which American farmers are forced to make.

And another part of the answer was found in Comrade Lepescha's carefully rehearsed lecture about the kholkoz, which he gave in his tiny office under the inevitable picture of Stalin in an agricultural moment. According to Comrade Lepescha, there are 14,000 acres on the Stalin kholkoz and 1400 people.

This works out, of course, to one person per ten acres. The comparable ratio on American farming in a good district, is one family to 160 acres with father doing almost all the work. It was obvious to the naked eye that there were plenty of people about on the Stalin kholkoz, and with plenty of people, it is not difficult to keep large numbers of pigs unnaturally immaculate, if the local powers that be, like Comrade Lepescha, decide that keeping pigs immaculate is a good thing.

This may explain the mystery of the immaculate pigs. But in Russia the explanation of one mystery only leads on to another mystery. For how does this incredible system, in which there are no normal economic incentives or economic sanctions, manage to work at all? You can see that it works, after a fashion, with your own eyes. To be sure, the corn looks thin, the brown corn seedy, and the pastureage terrible. But the wheat looks fine, the fruit is abundant and delicious, and the people of the kholkoz are certainly healthy and vigorous.

Some of the people even seem happy. Take Ivan, the tractor driver. Comrade Lepescha says that Ivan has piled up a record number of "barns," the norm being the unit of measurement in the speedup system which is universal in the Soviet Union. (Another

mystery: how can you measure with any real accuracy the normal output of a tractor driver or a pig tender?)

At any rate, Ivan the tractor driver is one of the two or three top earners on the farm. Ivan is a big brawny man with an enormous grin and stainless steel teeth. He proudly invites the foreigner to visit his house. From the outside, it looks precisely like every other house on the dusty, rutted kholkoz street, and like every other house, it is surrounded by a couple of acres of carefully tended private land.

(From the air, you can see the pattern of the Russian land endlessly repeated—lush, leeward around the little houses, giving way to huge, scraggy-looking collective fields.)

Ivan's wife, a big cheerful woman who has lost one eye to trachoma, is touchingly proud of her house. It has three tiny rooms, with a front parlor which looks amazingly like a miniature of a front parlor in an old-fashioned American farmhouse. There are prim wedding pictures on the walls, and hand-crocheted antimacassars, and, as befis such a successful man as Ivan, a new radio.

As he says goodbye after showing his house, Ivan smiles his broadest smile, and repeats a phrase you have been hearing all over the kholkoz: "Our greetings to the simple peasants of America." Better than anything else, the phrase suggests the vast gulf which separates the Soviet and the American systems.

Yet somehow, mysteriously, messily, uneconomically, with little comfort and no private values at all, this system works. The food comes out of the ground, and unless all Russians are consummate actors and this reporter a complete fool, there are even Russians, like Comrade Lepescha and Ivan the tractor driver, who take real pride and pleasure in this incomprehensible way of life.

(Copyright 1955, New York Herald Tribune, Inc.)

## TOAST OF THE TOWN



## Boxcar Difficulties Blamed to Railroads

By A. ROBERT SMITH  
Statesman Correspondent

WASHINGTON — The Interstate Commerce Commission is making no bones about blaming the railroads for the current boxcar shortage that has plagued Pacific Northwest grain and lumber shippers this spring and threatens to become acute this fall.

A special Senate subcommittee headed by Sen. Warren G. Magnuson (D-Wash.) opened an investigation of the freight car situation this past week, and immediately heard a Northwestern member of the ICC, Owen Clarke of Yakima, Wash., tag the railroads with failure to order sufficient new cars and repair damaged cars.

"Since the first week of May we have had a steadily increasing freight car shortage," Clarke testified, "and it is inescapable that it will become even more acute during the next 90 days."

He said the factors contributing to the shortage included the heavy increase in loadings, strikes in the trucking industry on the West Coast and currently in New England, movement of old grain from storage by the department of agriculture and failure by snippers and railroads to utilize existing equipment efficiently.

But mostly he pointed to cutbacks in railroad car orders and repairs last year when the nation appeared to be headed into a recession. Yet for the entire three-year period from 1952 through 1954, Clarke said the roads junked 68,204 cars and ordered only 31,771.

"The only remedy for the recurring shortages is an increase in the supply of serviceable cars," Clark told the committee. "This can be accomplished in only two ways: 1. by the purchase of new equipment and, 2. by the repair of bad order cars."

Need for Repairs  
After conferring with railroad leaders May 27, Clarke said he advised them that the ICC thought "the large number of un-serviceable cars could not be justified by any standards and that the number should be immediately and drastically reduced."

"In all fairness to the railroads," added Clarke, "their loadings last year fell off to the lowest level since 1937 and their earnings on capital investment fell off to 3.8 per cent."

But Clarke said he would "welcome" legislation giving the ICC power to compel the railroads to build adequate new cars. He said:

"The ICC on numerous occasions warned the railroads. But all we can do is try to persuade them."

Support Arguments  
The railroads see it differently, and through the Association of American Railroads they gave the committee their slant. Arthur Gass, chairman of AAR's car service division, said figures that show a declining number of freight cars in service today don't tell the whole story. He claimed that faster service with diesel engines, centralized traffic control and new material handling practices have made possible increased car loadings.

To support this argument, Gass said in 1926 they carried 486 billion ton miles and in 1944 carried 785 billion ton miles with 24 per cent fewer cars.

Gass pinned the blame for the shortage on shippers and receivers of cars. He claimed that inordinate delays were keeping cars out of service. He said shippers today are detaining 19 per cent of all cars beyond the 48-hour period normally allowed for unloading, while last year the

## IT SEEMS TO ME

Continued from page 1

Crockett's reputation as "king of the wild frontier." He was a "juvenile delinquent" rather than an intrepid hunter who got his l'ar at the age of three. He sired a parcel of children, then deserted them, hired a substitute for military service. As for the Alamo crockett "managed to get himself killed"—that was in fact, "the worst military blunder in American history, short of Pearl Harbor."

But what of it? Exploding the myth apparently served to spread the Crockett craze more widely. That may have its advantage though in speeding the process by which a popular mania burns itself out.

Those who have read the other articles in the number may see in the Crockett myth the explanation for the loss of privacy which Faulkner, Nobel prize-winning novelist of Mississippi complains of. Faulkner is sore distressed because he isn't left alone, because journalists hunt him out to do a biographical sketch of him. He inflates his own love of privacy into the "American Dream" in which this was a "sanctuary on earth for individual man," where his most precious possession, his privacy, would not be invaded.

The trouble with Faulkner is that he equates his own tastes or idiosyncrasies with those of other Americans, past or present. Few folk immigrated to the United States to find seclusion, unless they were fugitives from justice. They wanted freedom all right, but not in the dosage that Faulkner demands for himself. He may find his counterpart however in Henry Thoreau, who pioneered in civil disobedience and went to jail rather than pay a poll tax.

The bloodhounds of the free press and of government may be ruthless in tracking down their prey, and the results at times embarrass all who love the genteel life (Lindbergh was a victim of public curiosity). But usually papers and magazines have harder work to keep the space grabbers and publicity seekers out of their hair than to track down the recluse and corner him for a potboiler article.

Davy Crockett was just the opposite of William Faulkner. He (with the aid of some unidentified ghost, says Harper's) became something of a hack writer, whose favorite theme was the exploits of Davy Crockett. Faulkner doesn't get much sympathy from the editor of "Personal and Otherwise" who says that Faulkner will never succeed in convincing historians of the virtue of privacy:

"Because they hold that privacy is their enemy — and that vulgar curiosity is history's chief ally. The gossips, the Peeping Toms who took notes, the prying, inconsiderate reporters have provided most of the flesh and color on our record of the past. James Boswell was just such a fellow. He invaded the privacy of Dr. Samuel Johnson, abusing his confidence outrageously — and the result is one of the great historical documents of all time. If Boswell had behaved like a gentleman, all we would have today is a shadowy Johnson legend."

But if you think Harper's Editor Fischer was hard on Davy Crockett you should read what he has to say about American women, in his "Personal and Otherwise" column in August.

for a visit from Jamestown, North Dakota. Mrs. Jaskoski is the mother of Frank Jaskoski, former of The Statesman job of vice.

## Good Fishing Right at Home

SAINT JOHN, N.B. (AP) — All right, fishermen, tie this one. Walter Hudson at nearby Grand Bay landed a four-foot sturgeon weighing more than 14 pounds while sitting on his porch. His house is a quarter of a mile from the St. John River.

The big fish, wet and wriggling, landed with a crash on the porch while Hudson was sitting there. He subdued it with a stick and kept it alive in a tub of water for some time.

Best guess is that an ambitious eagle was the fisherman but couldn't hang on to the lively catch once airborne. There were small claw marks in the tail.

## HAPPY CLEANUP

HOUSTON, Tex. (AP) — Name of a cafe here has been changed from "Sloppy Joe's" to "Happy Joe's".



## J. Earl Cook

Local agent for State Farm Mutual, helped his company hold world leadership in the auto insurance field for the 13th straight year. In 1964, State Farm insured a record total of 3,310,000 automobiles, more by far than any company has ever insured.

## J. Earl Cook

invites all careful drivers who want top-notch protection at rock-bottom rates to contact him now. No cost or obligation, of course.

Phone 4-2215

## COOKE STATIONERY COMPANY

### FURNITURE EXCLUSIVES

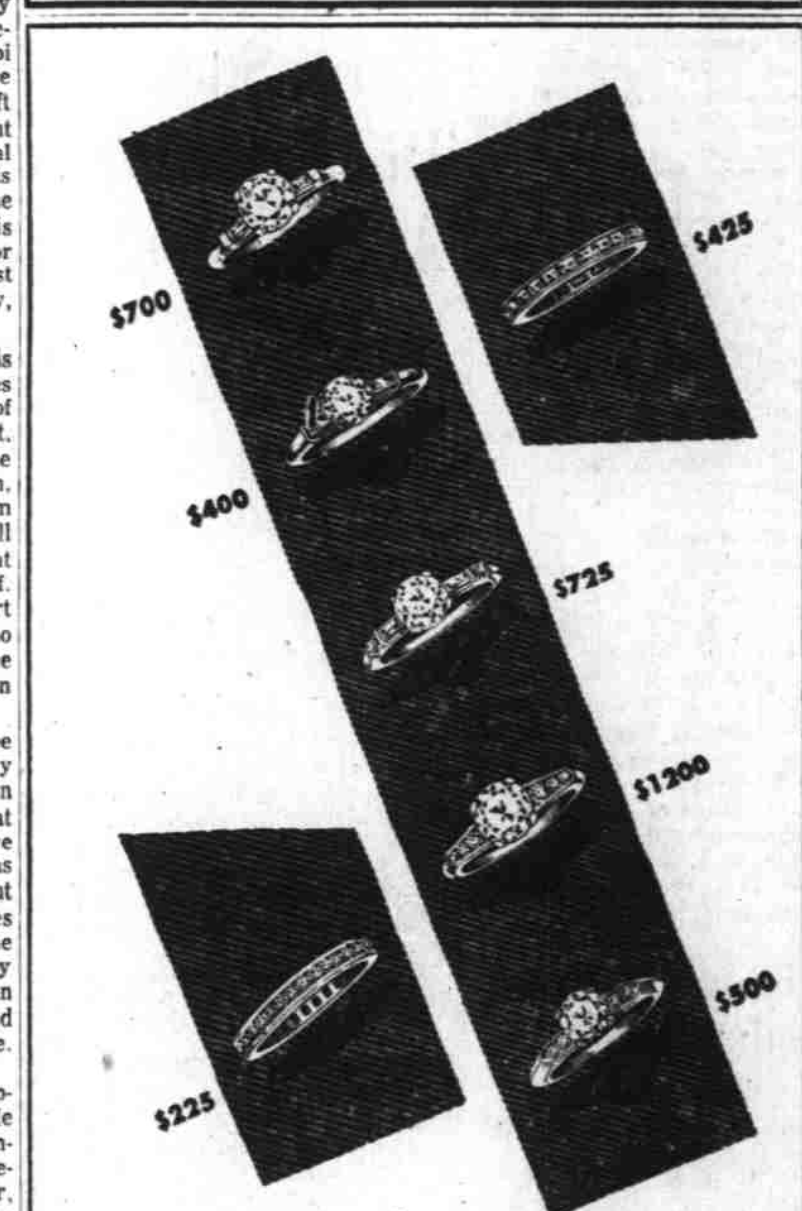
Art Metal Steel Furniture  
Postindex Visible Filing Equipment  
Harter Chairs  
Jasper Wood Office Furniture

### SUPPLIES

Webster Carbons and Ribbons  
Southworth Typewriter Papers  
Wabash Filing Supplies  
Boorum & Pease Loose Leaf Covers and Forms

### Nationally Advertised Miscellaneous Items

Hallmark and Gibson  
Greeting Cards  
Sheaffer Pens and Pencils  
Parker Pens—Pencils  
Buxton Billfolds  
Eaton's and Crane's Fine Writing Papers



## Hoops! (of Diamonds)

one of baguettes to harmonize with the baguette-ornamented engagement rings — the other of round-cuts to match the channel-set side stones of the solitaires shown below. Whatever the setting, a complete circle of diamonds will completely encircle the big day with glamour.

Prices include Federal tax Charge or budget  
Illustrations slightly enlarged

USE OUR "10 PAY PLAN"  
10% DOWN — 10% PER MONTH  
NO INTEREST OR OTHER CHARGES

Certified Gemologist  
REGISTERED JEWELER  
AMERICAN GEM SOCIETY  
**Stevens & Son**  
JEWELERS - SILVERSMITHS