

The Oregon Statesman

"No Favor Sways Us, No Fear Shall Awe"
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The Cain Mutiny

Harry Cain, the one-time flannel-mouth senator from Washington, McCarthy backer and supporter of Bob Taft for President, was named by President Eisenhower to—of all places—the Subversive Activities Control Board, when he got beat for reelection in 1952. On this job Cain has undergone a political regeneration. How his outspoken condemnation of the country's security program brought him into collision with top hands in the administration is told by L. Edgar Prina in the current Collier's.

Sherm Adams, who is Ike's right-hand man, called him in and gave him "unshirred hell" (whatever that is) over the speech he made in Spokane last January when he set loose his first blast against the way the government was witch-hunting for security. He followed this up with other speeches and got calls from Herb Brownell, attorney general, who scolded him for scolding Brownell's book on subversives. Both Brownell and Adams lowered the boom on Cain, claiming he hadn't worked on the "team," that if he wanted to criticize he should resign and then talk. Cain didn't stop talking and he didn't resign. Whether he will be reappointed in 1956 is one of the unknown quantities in politics.

One can understand the "team work" idea. After all the administration can't have every appointee riding off in his own direction. But what Cain said, needed to be said. So far his argument hasn't been successfully refuted. His "mutiny on the bounty" was needed. His campaign has brought him approving comments from three justices of the Supreme Court and from many others. Cain explains his change of heart on the stories he learned from run-of-mill government employees who were being harassed unfairly by the security traps. Always erratic, it is not surprising that Cain swung the tiller hard over when he decided to change course.

Usually a lame duck senator who takes an appointive job sinks into obscurity. By his revolt Cain has at least restored his name to the political marquee lights.

Hike for Bikes

President Eisenhower has approved a tariff increase for bicycles. This will be bad news for young Joe because it probably will result in a price increase on the bike he buys. It seems that a good many English bicycles are being imported, and American manufacturers have been complaining about foreign competition. The tariff commission looked into the matter and recommended a boost on the duty on the large wheel, lightweight imported bicycles. The President approved a 50 per cent increase, though the commission had recommended a 200 per cent increase. On other bicycles the commission recommendation of a 50 per cent increase was approved by the President.

The President said that these concessions do not alter U. S. policy of expanding foreign trade. But the British who have found a good demand in America for their bicycles will find it hard to reconcile the policy with this practice. Like the increase in duty on Swiss watches, it may injure our foreign relations and give slight benefit to a limited group of manufacturers who have been slow giving their customers what they want.

Pentagon Officials Reported Consciously Misleading People in Claiming Arms Lead

By JOSEPH ALSOP

WASHINGTON — With the help of the convenient cloak of official secrecy, a really dangerous confidence trick is being played on this country by the present leadership at the Pentagon.

It is a simple trick. High officials piously declare that the "American lead" in such fields as aircraft and missile development can never be challenged by the wretched and uncultured Russians. Every one likes to believe that there is an American lead. The hard facts of Soviet technical progress are heavily classified. So none but the closest students of the problem doubt the official claims.

But in fact the official claims are false; and what is more they are consciously false, unless the Pentagon leaders have persuaded themselves not to credit the hard and disagreeable facts presented to them by the American intelligence.

An example of the kind of nature-faking that is currently going on, the real story of the satellite was just revealed in this space. The American decision to build a small earth satellite was presented to the country as one more proof of the "American lead." In fact, it was a proof of the American lag.

The decision was taken because the policy-makers had been warned that the Soviets were already building a larger and more militarily significant earth satellite than that now planned in this country; and because there were indications that the Kremlin shortly intended to announce this fact to the world.

The Soviet lead in the satellite race may perhaps be concealed from the country by the American policy-makers' forced choice of a satellite type which has the useful virtues of being relatively cheap and easy to build.

But publicity techniques will not work forever. Consider, for example, the following balance sheet of the state of the long-range guided missile program in this country and the Soviet Union.

First, the Soviets set up a Manhattan District-style organization to press guided missile development immediately after the war; and this organization has been working full blast, with top-priority call on men and materiel, ever since that moment. They started with more Russian and captured German scientists experienced in rocketry than we had. While General Electric was building one Chinese copy of a German V-2, the Soviets were producing 1,000 improved models in the captured V-2 factory in East Germany. In short, they took the lead at the start.

Second, hard intelligence was received at least a year ago that the Soviets had successfully designed and produced a new rocket motor, the M-102, with the enormous thrust of 264,000 pounds per second at sea level. The actual design and production of the M-102 had occurred considerably more than a year ago. This clearly indicated a Soviet lead in high-powered rocket engine design.

Third, it is now accepted as quite certain that the Soviets have also designed and produced a two-stage rocket, with the M-102 engine powering the first or take-off stage, with the very great range of about 1,500 miles. Such a rocket represents the last step but one before the successful design and production of the ultimate weapon, the inter-continental ballistic mis-

Slow Pace in Politics

The Oregon City Enterprise takes up the refrain, "Where are the candidates for the Republican primary?" It regards State Treasurer Unander as a surety for the nomination to succeed himself, but notes singular silence as to candidates for other offices, such as Secretary of State and party offices such as national committeeman and committeewoman. The Enterprise does toss out some names as Democratic candidates: Bob Thornton to seek reelection as Attorney General; Sen. Harry Boivin of Klamath Falls to oppose Al Ullman for the Democratic nomination for Congress in the second district; Sen. Bob Holmes of Astoria for congressmen in the first district where he would compete with Walter Norblad, incumbent, former Astorian. Mrs. Edith Green is rated a certain candidate for reelection, but the Enterprise notes no Republican being mentioned as her opponent. The Oregon City paper says there are rumors that Sen. Monroe Sweetland, Milwaukee publisher and Democratic National committeeman, may seek Howard Morgan's post as state chairman.

Silence may be golden, but all the political talk one hears is on how to beat Morse, or who is there to do the job. Other offices seem to go begging.

Rails Order Freight Cars

Railroads in many parts of the country have been short of freight cars to handle promptly all the business offered. Announcements are made of purchases of new cars, but it takes months for them to be manufactured, so they will do nothing to relieve the present shortage.

It looks as though railroad managers lack optimism as far as purchases of freight cars is concerned. In the intervals when empties pile up on sidings for lack of freight to haul the managers get discouraged, and think business is going to pot. Then when it revives as it always does, they are caught short. They are more long-sighted on other improvements like change of grades or construction of "hump" yards. They should show the same optimism about the future in their ordering of freight cars, where factors of wrecks and obsolescence can be rather closely figured. Buying in dull times takes some courage and cash, but prudently done should pay off well when there is business to handle.

The body of a transient was found near Stayton Sunday. He had bedded down on excelsior near a gravel dump. About him were five empty half-gallon wine bottles. Clearly he was not a "man of distinction," but rather of extinction.

Editorial Comment

WHAT YOU MISS ON FAST BY-PASSES

These fine, modern roads by-passing the towns, are a great convenience to people on business trips who need to save time. The tourist, however, and everybody else who really wants to see something on his trip instead of merely getting to a given destination (perhaps in the least possible time, would often do well to take the old road that takes him past a lot of things he ought to see. We note that the Salem Chamber of Commerce is putting up billboards to remind the traveler that there's something to see in Salem.

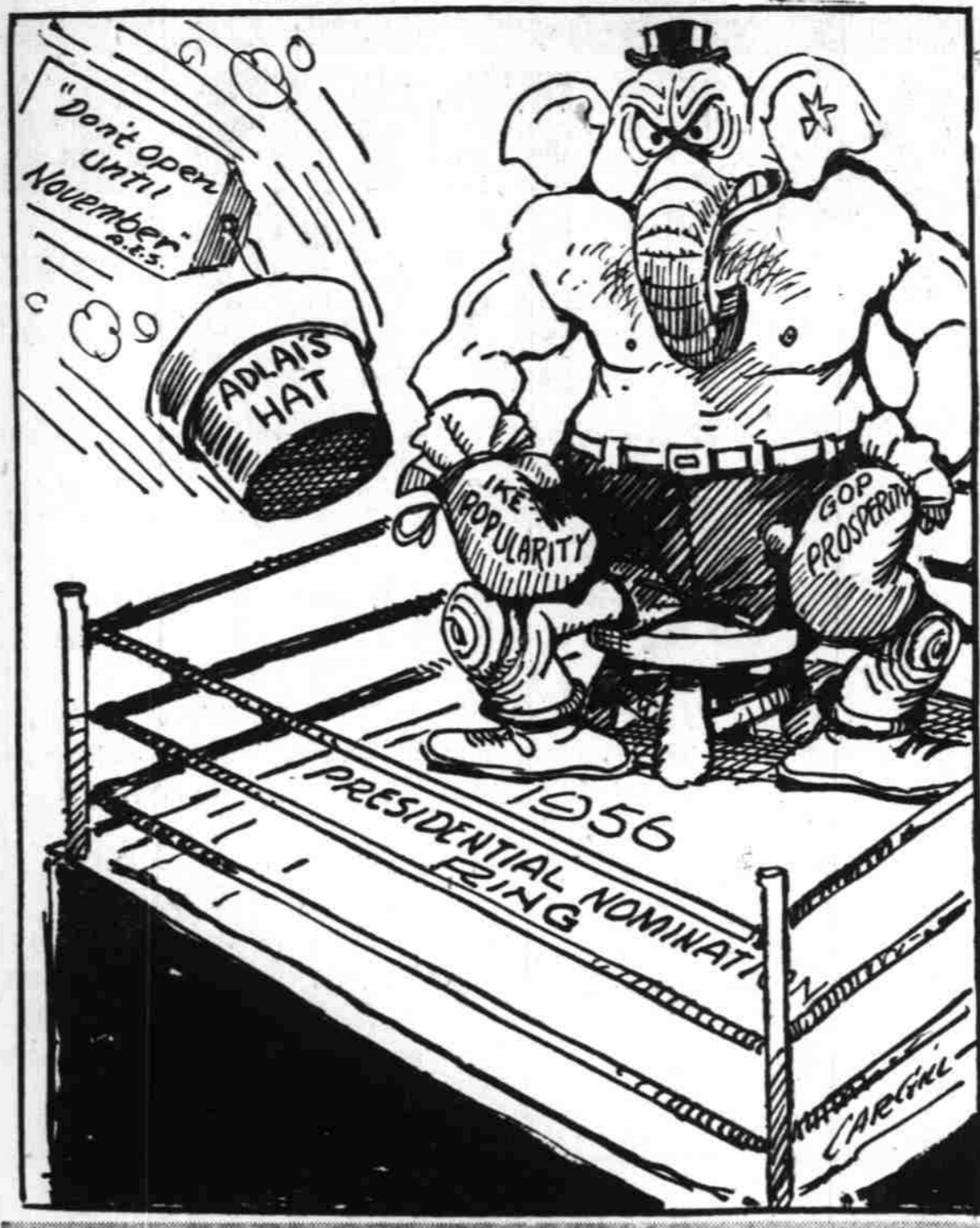
The Salem by-pass gives a distant view of the state penitentiary and the state hospital, but the old route through town offers a chance to see, closeup, what is often termed the most beautiful state capitol group in the United States. The other day, with the Wilsonville cut-off to Portland closed to permit construction work, we were surprised to find how attractive, after all, was the old route through Canby and Oregon City and Gladstone.

We can't have everything. The by-passes gain time for you, perhaps, but if you're a tourist, the old roads are better.

This, of course, does not mean that the old roads, in spite of higher scenic values and access to such attractive groups as the Salem capitol group, will be chosen by all the tourists. The fellow who will report on a long trip by telling you he averaged 65 miles an hour all day long is not going to be attracted by any road that doesn't encourage top speed.

—Albany Democrat-Herald

HOME OF THE BRAVE



Time Flies

FROM STATESMAN FILES

10 Years Ago

Aug. 21, 1945

The world-famous organ in the Latter Day Saints (Mormon) tabernacle was damaged during the two spectacular storms which lashed this city this week. Water, mud and plaster fell into some of the pipes.

Purchase of the Capital Business college, by Forrest W. Breakey, formerly of Port Angeles, Wash., was announced by the former owner, Mrs. Robert Hutcheon. Mrs. Hutcheon has been associated with the college for 20 years.

Mrs. H. M. Andrus, formerly of Madras and now residing in Salem, was informed that among the four Doolittle fliers rescued from the Japanese was her son Cpl. Jacob Deshaizer.

25 Years Ago

Aug. 21, 1930

Miss Roby Laughlin and Miss Mary Louise Aiken entertained in honor of Miss Margaret Morehouse, bride elect of Charles Kaufman at the Laughlin home. Some of the guests were: the Misses Florence Power, Caroly Braden, Rose Huston, Gertrude O'Brien.

Joe Hardy, legless newspaper salesman, Portland, saved a boy from drowning in the Tualatin river near Tigard. He grasped the boy's arm and towed him to shore.

Charles Evans Hughes, chief justice of the United States, was chosen by the permanent court of international justice to take the place of Sir Cecil Hurst to Great Britain, in the chamber of summary procedure.

40 Years Ago

Aug. 21, 1915

While working around his barn, Charles Van Cleave, who lives near Chemawa, found a large rock, which he merely kicked aside. Later his brother-in-law found it and on close examination proved it to be a piece of gold worth around three hundred dollars.

The women of the Oak Grove Social Service club near Oregon City won their fight before the State Public Service commission for lower steps on the electric interurban cars operated by the Portland Railway Light & Power company between Portland and Oregon City.

Miss Joy Turner, well-known Salem girl, will begin her fourth term as an instructor in the musical department of the Willamette university. Miss Turner is a graduate of Willamette's conservatory of music and a graduate of the Western Conservatory of Music in Chicago.

Oregon Statesman

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IT SEEMS TO ME

(Continued from page one)

groups of Christian allegiance usually bearing in their titles the designation 'Adventist' or 'Pentecostal' or 'Holiness' or simply 'Church of God' or 'Church of Christ'—the groups of which we speak, when we trouble to note them at all, as the 'fringe sects.'

"Fringe sects" we label them, fortably, condescendingly. 'Sects' they undoubtedly are, offshoots from previously prevailing churches, as were many of our spiritual forebears.

"Fringe?" On the fringes of what? Of our sects, to be sure, of ecumenical Protestantism. But on the 'fringe' of authentic Christianity, of the true church of Christ? That is by no means certain, especially if the measuring-

Better English

By D. C. WILLIAMS

1. What is wrong with this sentence: "Either Anne or her sister are coming, and that arrangement is somewhat better."
2. What is the correct pronunciation of "trousseau?"
3. Which one of these words is misspelled? Neuralgia, eczema, asthma, catarrh.
4. What does the word "remonstrate" mean?
5. What is a word beginning with ins that means "incapable of being searched into and understood?"

ANSWERS
1. Say, "Either Anne or her sister is coming, and that arrangement is somewhat better."
2. Pronounce troo-so, oo as in troop, o as in oo, accent second syllable preferred. 3. Catarrh. 4. To plead in protest. "He remonstrated against these rules." 5. Inscrutable.

LIGHT REQUEST
WATERBURY, Conn. (UP)—Firemen who raced to the home of a recent immigrant after receiving a telephone call from him finally learned that all he wanted was a light bulb.

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Literary Guidepost

By W. G. ROGERS

Winter Notes on Summer Impressions. By Feodor M. Dostoevsky, translated from Russian by Richard Lee Renfield. Foreword by Saul Bellow. Criticism.

In 1862 when he was 40, the great Russian novelist at last took the trip he had long and ardently desired to western Europe. In two and a half months he visited London, Vienna, Paris, Berlin, and 10 other cities. Back home next winter he wrote for a magazine the sizzling, venomous diatribes here printed in English for the first time.

A 48-hour train ride out of his native land bored him inexorably—though to be sure nothing to Dostoevsky was really inexpressible—and at the end of it he spent a day viewing Berlin and ran on happy to escape.

We tourists, he said bitingly, are like little dogs running senselessly after their masters. The master who interested him most were Frenchmen like Fourier and St. Simon, and consequently he gave a month to Paris. That was the crowning disillusion. His reputation grew by leaps and bounds, as in one of these deep-bend Russian dances. It was the Paris of Daumier, Cezanne, Baudelaire, Hugo, Delacroix, Ingres, Manet, Berlioz, Dumas, Merimee, Georges Sand, Flaubert, Zola, but all this illustrious traveler could see was the bourgeois, the mar-

riage de convenance, the tawdry Napoleon III, the pinchpenny standards of the shopkeeper. I would never have believed I'd live to find fault with Dostoevsky, but the time has come. His prejudices and bias in the novels belong to his characters and make superb, however perverse, sense. Here they're inexcusable.

W. G. Rogers

Legion Adds To Sick Room Equipment

Six new pieces of sick room equipment have been purchased with proceeds obtained from magazine sales drives sponsored by American Legion Post 136.

The equipment will be loaned to Marion County residents needing it, free of charge. The eighth annual drive is now in its second week and will continue several weeks more.

Of the new equipment, a wheel chair will be placed with the Delbert Reeves unit of the Legion auxiliary in Silverton; a bed and wheel chair with the volunteer fire department at Jefferson; a walker and two wheel chairs will remain with the Salem Legion unit.

Modern pewter consists essentially of tin hardened by the addition of antimony and copper.

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