

# The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"  
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### Our Interests Are Mutual

There is no use mincing words in saying that there has been a wrong approach, on the part of all sides, in regard to the city-suburban controversy over the extension of municipal fire protection and other facilities outside Salem's boundaries.

It is unfortunate, that a home just south of Salem had to burn down last Wednesday night with city firemen within striking distance. But it is more unfortunate that there has been, unnecessarily, a growing cleavage between Salem and its immediate neighbors.

It is to be regretted that some city officials have commented that those who reside just outside the city do so solely for the purpose of escaping city taxes. That is far from 100 per cent true. Some of them need or want more room than could be acquired within the municipality. Many were unable to find a suitable residence within the city itself.

But it is just as much to be regretted that many of these suburban neighbors have come to regard the city as Uncle Shylock. Their stand is ill-advised. The city for years has attempted to draw in the confines of its public facilities, so that they served only those who pay city taxes. And there was plenty of notice given when the city council finally took action to limit fire protection to the city limits.

The mistakes have been, on the part of the city, not in the desired ends but in the comments which have surrounded their achievement, and in the lack of a helping hand.

The mistakes, on the part of the suburban residents, lie in the lethargy with which they have greeted the city's justified announcements of limitations. They should have formed their own districts or joined the city.

The remedy is made up of the same factors that could have constituted the preventative—the city should go out of its way to have representatives meet with the suburban areas and offer all aid and advice possible. The suburbanites should seek the help of the city in charting their course, and take some specific action.

Salem's immediate neighbors spend their money in Salem's stores, restaurants, filling stations and other businesses which pay city taxes, and the city thereby shares both directly and indirectly in their prosperity. It could well afford to recognize the city's problems and seek its aid—not just get their water all hot when the city sits tight on a well-publicized decision which was prefaced by plenty of sober consideration.

It is worthy of comment, too, that many residents of the city entrust their children to McKinley school—which is outside the city limits and therefore outside its fire protection zone. It is not a time to cast stones—W.W.

### Truman's Message

President Truman's message confirmed prophecies that he would endeavor to bring the budget into close balance. The estimated deficit for the next fiscal year is less than \$5,000,000 which will require no further borrowing by the government. It can be cared for out of Treasury reserves. This should have a tonic effect on confidence in government finance. It marks the first return to a near-balance of the budget since 1937. While spending continues at fantastic rates it will be only a little over a third of the wartime peak.

The president touched on the current industrial unrest, warning that it checks badly needed reconversion and threatens the whole economy. What the country needs, Truman said, is full employment and increased production. He described business as a public trust which must adhere to national standards, and said that labor as it grows in political and economic power must assume increased responsibility. He urged that disputes be settled by collective bargaining, without government compulsion.

He urged continuation of price control legislation and its extension to cover housing. He said the country would need to have an army of 2,000,000 men and that selective service should be continued if voluntary enlistments did not furnish sufficient soldiers.

The president reiterated his endorsement of a specific program of legislation: fact-finding in industrial disputes, minimum wage, fair employment practices, full employment, unification of army and navy administration.

The budget message was full of facts and figures dealing with the nation's financial condition and prospects. Further tax reduction is opposed at this time.

President Truman has given the congress much material to work on, and the country much to meditate on during the months immediately ahead. It looks as though his reiteration will bring early and definite action, one way or another, on the important measures which he recommends.

### Bequest for Parrots

A spinster in London has left \$24,000, two-thirds of her estate, to the London zoo. The money is to be used to provide parrots in the zoo with larger cages, tree trunks, swings and baths. "where they can enjoy life with their amusing ways." When one reads the haunting stories of destitution among humans in Europe, lack of clothing, of food, of shelter one shakes his head over this news story. Undoubtedly there are thousands of children in Europe who wish they were parrots in the London zoo, as far as their physical well-being is concerned. The natural presumption is, though, that the spinster in her life found more entertainment and diversion from the parrots at the zoo, "with their amusing ways," than she did with human beings, particularly those of the male persuasion.

### Three Portable Houses

We have heard of races for a house or apartment, of competition so keen it nearly came to brawls, but now we have the spectacle of ponderous units of government engaging in grave controversy over three (3) portable houses. The houses were part of the government housing project at Richland, Wash. The state of Oregon's board of higher education pounced on them as housing for veterans at state colleges. It took a trip by Secretary Byrne to Washington and numerous phone calls with other agencies to get release of these and other housing units for Oregon. But the bureau of reclamation says it wants these three houses for Grand Coulee, and has "nibs" on them because as a federal agency its claim takes priority. To counter the reclamation bureau the board of higher education is appealing to Senators Cordon and Morse who are to go to Harold Ickes, boss of the reclamation bureau, to get the latter to release its claim on the three portables.

Actually the houses were en route to Eugene last week; have probably arrived; and may be occupied now. Thus possession may be worth nine points for Oregon in the final showdown. If so much squabble occurs over three portables what chance does a lone civilian have to get a roof over his head.

### "X Marks the Spot"

The Linn county authorities have a difficult crime problem on their hands. They have a man in jail who confesses he murdered another man, and they have a material witness to the crime. The body of the victim has been fished out of Marys river in Benton county. But the authorities are stymied in filing of murder charges because they do not know where the crime occurred.

Three men were in an automobile. One man shot another and killed him. The car was driven around in the valley and the body dumped in Marys river. The witness said at first that the shooting took place in Portland; the reputed murdered says it didn't but is fuzzy on where it did take place.

It is necessary to establish a spot for the crime in order to know in which county to bring the charge. Justice would get a bad bump if the murderer should go free for lack of proof of the location of the crime. The spot is definitely X, an unknown quantity.

This Tommy Manville marriage-divorce business is an affront to common decency. The eighth wife has gone for the Reno cure after 28 days of marriage. She must have been just a gold-digger. As for Tommy, everyone knows what the cure for him is.

Shortages are what we're longest on.

## Interpreting The Day's News

By James D. White  
Associated Press Staff Writer

SAN FRANCISCO, Jan. 21.—(AP)—What do Japanese think about drunks, particularly drunks who get violent?

This hasn't yet been brought out in the cables that are coming in from Japan on the case of the American soldier whom a court martial has condemned to death for killing two Japanese at Nara following what was described to the court martial as a drinking bout.

No doubt the first Japanese reaction will be that of any occupied people who see a member of the occupying force get out of hand while under the influence of too much alcohol.

But behind this will be the rather contradictory attitude which the Japanese have shown in the past toward the things men do when they are drunk.

Traditionally, Japanese teachings frowned upon any form of excess, but in recent years such teachings have been ignored or perverted in many cases by a militaristic Japan. Still, the problem of drunkenness appears to be a relatively new one in Japan.

The Japanese women's Christian temperance union was formed 50 years ago, but according to the Japan year book it concentrated on reducing licensed prostitution and the geisha traffic. The year book mentions no W.C.T.U. activity in regard to alcohol.

There was a prohibition league in Japan which claimed 160,000 members. It worked 20 years to get prohibition for minors through the imperial diet, but the year book credits it with no other success.

The customary drink in Japan is sake, a light wine made from rice and probably a little stronger than a Rhine table wine. The Japanese drank it at banquets and parties, and only the wealthy could afford to indulge regularly.

A survey remains to be made, but it is likely that relatively few Japanese atrocities were committed under the influence of alcohol, but much more often under battle and victory psychology.

In the five years which I spent behind Japanese lines in China, the worst thing I heard of a drunken soldier was the time one staggered up to an elderly British lady missionary on Jan. 1, kissed her on the cheek, saluted smartly, and wished her a happy New Year.

No doubt much worse went on, but you never saw any proof.

In explaining this particular case, a Japanese army officer stressed that Japanese law holds a drunken person not responsible for his actions, considering it a type of insanity.

If his excuse is true, it would be interesting to know what the Japanese people are saying today about the American boy who allegedly stabbed two Japanese to death in that quiet temple courtyard at Nara.



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## The Literary News Behind the News

By W. G. ROGERS (WRITTEN BY THE WIND, by Robert Wilder (Putnam's, \$2.75). Money lasts but blood runs out... that is the idea behind this story of the Whitfields: old Andrew who built the tremendous tobacco fortune, his son's Joseph and Cassius, the latter's daughter Ann-Charlotte, son Cary, son's wife Lillith, son's friend Reese Benton. There's some reflection, slightly lurid, of recent life in America: immensely rich heiress, high times, vast amount of drinking, illicit love. Though you would have missed the rounded, credible characterizations and the nice motivation provided by this stimulating author, you could have read some of this in newspaper headlines. Wilder doesn't point a moral, he tells a tale, yet there is always the intriguing suspicion that fact spices this fiction. The Whitfield home is in a place called Winton, N. C. with the founder of the fortune laid away in a mausoleum right outside the front door. Cassius is having trouble bringing up his boy and girl, who somewhere along the line have got spoiled; with Cary's liquor, with his sister, sex. Cassius persuades a penniless neighbor to turn over to him his son Reese in the hope that Reese, already Cary's chum, can exercise the influence of which Cassius is incapable. The Whitfields are the odd sticks; Reese's function is to fit them together into some workable, abiding relationship. He is more than Cary's friend, for he is responsible for him, but by that very fact, less than a friend. He is under obligations more extensive and weighty than those imposed by friendship. The stirring struggle between his debt to others and his debt to himself gives this book life. There are very exciting moments; on top of a general level of excellent craftsmanship, Wilder is practised at filling his novel out, providing it with body, supplying the background for present action with past action. He writes conversation well, too. You'll enjoy watching the money flow and the blood thin out. But while you interest never flags, you are not deeply moved.

WASHINGTON, Jan. 21.— I wrote a column yesterday mentioning incidentally how the unions, in their recent strike campaign, had built up the striking power to atomic proportions. The strikes they called—but not simultaneously—in telephones, telegraph, radio, electricity, truckage, elevators, streetcars and buses, demonstrated that a few unions could at any time obliterate commercial life in the entire country, without touching the major industries like steel, autos and meat packing.

Large cities could get little food if the teamsters and handlers struck, no matter if the meat packers and farmers were working. The local movement of all goods to store shelves would stop. Lighting, heating and cooking in the nation's city homes would stop with a strike of power house workers.

Kills City's Business An elevator strike would kill much of the city business, as it did in New York. Without buses and street cars, local transportation could be broken down. Telephones, telegraph and radio walkouts would furnish what ever added impetus was needed for a complete national collapse in the processes of living.

This is what I meant by my allusion to the new power of the strike weapon. I am saying this to editors and readers who asked an explanation, some of whom suggested I should go further into the fundamentals of the striking privilege, and its relation to the era of grievances in which we are trying, with impediments, to live.

Everyone Shows Right When you think about it, the right to strike is a right every-

If this novel is not manufactured, it is not, on the other hand, inspired. "Written on the Wind" is better than most, not quite a match for the best.

one has. Work is essentially only a devotion of energy by the individual. A man has a natural right to withdraw his energy if he chooses. Employers have a right to shut down their businesses. Indeed, they have done so in Argentina in a general business strike.

A Broadway columnist has suggested we should all do the same—just withdraw our energy, individually, as the unions do.

But it is not natural for individuals or businesses to want to strike, both for the same reason. The individual must have his paycheck to live. Businesses must have receipts to sustain themselves.

Instinct Is to Keep Going Of course the individuals might seek unemployment insurance, and if all businesses went out at the same time they might protect themselves against new competition rising up and apply to the government for funds to pay the idling expenses (rent, watchmen, etc.).

Fundamentally, however, neither the individual nor business wants to strike. Their natural instincts are to keep things going.

The unions want to strike because, they say, they have grievances. But where in the country is there a person without grievances? I have them. You have them—just grievances.

The grievances of individuals and business are just as great as the grievances of the unions—and I suspect much greater today because of the unbalanced economy the unions have built in recent years.

Public Rights Paramount What is simple justice in this situation? I do not expect anyone to heed me, but I think I can see what it is. The right of the public is fundamentally paramount. This is the natural right of all the people to live, to earn, to work.

Of this fundamental right, there can be no impairment. Common justice requires this. The people have a right to service from labor as well as from business. No nation can sustain itself long otherwise.

Unions then, must find other means of getting justice than by strikes against the public interest. They easily can get it in many ways, by judicial arbitration and otherwise. They should only have the right to a fair trial like everyone else. They cannot retain the power to stop all living, restrained only by conscience, if any.

Would Force Up Prices The people do not and should not give their government such a power. They cannot, in reason, be expected to give any special group such a power over them. With continued unrestraint this power can lead only to active strike—use of it, with a breakdown of the nation, or indirect use through political pressures to control the economics of the nation forcing wages, prices and costs ever higher and higher, from year to year until the economy cracks with inflation.

In either event, destruction is the inevitable outcome of the existence of the atomic proportions of the striking power.

Appraisers Conduct Survey in Lincoln Three appraisers from the state tax commission have been sent to Lincoln county to conduct a survey to be used as a basis for new assessed valuations.

Yours truly,  
Hugh V. Harris  
Route 4, Salem.

I resent the charges of being an obstructionist in passing needed legislation—why, most of the time I wasn't even here!

## IT SEEMS TO ME

(Continued From Page 1)

have to buy and maintain and pay taxes on their own rights-of-way.

One argument the trucking interests have used is the loss due to differing standards on trucks in various states. They will trade barriers those restrictions which force cargoes of large trucks to be unloaded at state lines and reloaded in smaller vehicles that are allowed to operate in the next state. There has been a movement among highway officials to standardize truck allowances so this interruption of commerce at state lines might be avoided. Several years ago these officials meeting at Reno established the standards which they thought were proper. This difficulty developed, however,—that while trucklines were trying to bring "backward" states like Oregon up to the so-called standard, they were working at the same time in states where that standard already was legal to get increases. It is easy to see that this practice makes law-making on trucks a game of leapfrog: Jumping the states one at a time. How will we get "standards" and eliminate "trade barriers" if the trucking interests themselves persist in breaching the standards, always by moving the tolerances upward?

The established maximum truck and trailer length allowed in Oregon is 50 feet and weight 54,000 pounds. Under the wartime permit the length is increased to 60 feet and the weight to 68,000 pounds. Unless the law is changed at the next session the old limits will be reestablished after July 1, 1947. My prediction is that concession to the truck lines probably will be made to make permanent the wartime limits. Oregon highways have been improved to such an extent and will be further improved so the larger vehicles can be accommodated with reasonable safety to roads and bridges and to other users of the highways.

But the trucking interests should set limits to their own demands and not seek to give fresh turns to the jackcrew at every session of the legislature. If they are sincere in their desire for uniformity in interstate commerce they will not create further irregularity by pushing the states with liberal tolerances to still greater heights.

And if the legislature makes permanent the higher limits for truck operation it should impose higher taxes on commercial trucking as was recommended by the interim committee which reported to the last legislature. That report showed that trucks have not been paying their full share of road costs (to say nothing of escaping most taxes for support of state and local government). If they are to get favors from the state they ought to be willing to pay their own way.

Streamliners' Will Cover All Pacific Coast (Story also on page 1)

Daylight streamliners, "which will enable tourists to see some of the most magnificent scenery to be found anywhere, and at very low fares," will be on the Portland-San Francisco run of the Southern Pacific before the end of this year, it was disclosed Monday by A. T. Mercier, S.P. president.

"We have given our ideas for these (Shasta Daylight) streamliners to the designers of car building companies and they are now working out the technical details and specifications," he explained. "As soon as this information is available and bids can be made, the orders will be placed." Each Has 14 Cars

The Shasta Daylights will be postwar editions of Southern Pacific's famous Daylights on the coast and valley runs between San Francisco and Los Angeles. Each of the new trains will have 14 cars in addition to the Diesel-electric power units, and besides the coaches, will include baggage car, diner, kitchen car, coffee shop, tavern car and observation-parlor car. The diner-kitchen-coffee shop will form a three-car unit, with the kitchen in the center.

Exterior color scheme of the new streamliners will be the red, orange and black of the San Francisco-Los Angeles daylights, which the company believes will show to particular advantage against the contrasting greens of the Oregon landscape. The interior color scheme and exclusive fabrics, while not yet worked out in detail, will reflect the colors and characteristics of the Oregon scene.

Oregon Items Called For "The dining car and coffee shop," it was stated, will also be representative of Oregon through the items to be carried on the menus. Although details of the train design, interior equipment and furnishings are not ready for announcement at this time, it was disclosed that new-type windows are being planned to give passengers a wide-angle view, vertically as well as horizontally. It was also pointed out that when the new trains start operating, Southern Pacific Daylight streamliner service will be available for almost the entire length of the Pacific coast.

"We believe the streamlined Cascades and Shasta Daylights will not only be popular with the people of the Pacific Northwest but also with travelers from all over the world," Mercier said. Fine Scenery Cited

"The daytime streamliners will enable tourists to see some of the most magnificent scenery to be found anywhere, and at very low fares. "Southern Pacific started an extensive improvement program long before the war, which was carried steadily forward even during the depression years," he continued. "The war stopped all construction of passenger equipment. We are now stepping ahead again with plans for streamlining the Cascades and putting the Shasta Daylights into service. There will be other improvements over our system, which we expect to be able to announce from time to time in the near future."

Morse Files Again For Representative

William B. Morse, Prineville, Monday filed in the state department for representative in the legislature, 26th district, Crook and Jefferson counties, at the republican primary election next May. Morse is now serving his first term in the house of representatives.

Abraham Lincoln obtained his first eye glasses the day before he delivered his famous "Lost Speech."

Salem's city council members need to be educated in the ideals for which the sons of Salem citizens have died.

Salem's city council seems to have inherited Hitler's ideals believing everything outside the city of Salem should be destroyed if it does not become a part of their Greater Salem.

Jay Morris, Rt. 3, Box 517

IMPORTANT DRIVE To the Editor: I do not think the current drive for cast-off clothing for the children of European countries is getting as much publicity as it deserves. I took a bundle to town one day and no one I asked even knew where it should be delivered.

It should be pointed out that a contribution to this drive costs us nothing. We are merely asked to give articles that we can no longer use and are lying idle in our closets or attics.

This drive seems to me much more worthy than the politics and propaganda-ridden drives for old tires, tin cans and aluminum, etc.

Yours truly,  
Hugh V. Harris  
Route 4, Salem.

## GRIN AND BEAR IT

By Lichty



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Open An Account

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