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Yes, Mr. Wallace Is "A Liberal"

At last we are compelled to admit that Mr. Henry Wallace is "a liberal." From time to time we have complained of the misapplication of this term, which used to mean merely a person who was broadly tolerant, open minded. But Mr. Wallace, we find, falls well within the accepted definitions laid down in the brand new issue of Webster's Dictionary.

Webster's devotes a lot of space to the word "liberal" nowadays and in the beginning we find:

"liberal, adj. . . 1. befitting of worthy of a man of free birth etc etc.

This is the old classical definition and it runs through various classifications down to:

"7. not bound by authority, orthodox tenets or established forms in political or religious philosophy; independent in opinion; not conservative; often, specif. having tendency toward democratic forms as distinguished from monarchical or aristocratic . . . (the gradual transformation of the Whig party in England to the Liberal party is cited as instance)."

Of course, even in England the Liberal party is no longer "liberal" by any code which Mr. Wallace would accept, and it is doubtful (judging by his recent speeches) whether Mr. Wallace would accept even the Labour party as a bona fide substitute. Neither is he happy about Republicans or Democrats here in his homeland, and when he says at Los Angeles:

"I believe in the two-party system, but one of these parties must be liberal."

Well, that leaves us unclear as to just what Mr. Wallace wants the Democratic party to be, but we take it that in his mind nobody can be liberal unless he believes like Mr. Wallace. Now that attitude might lead us to classify Mr. Wallace as a "bigot," but instead we fly to the tempting new dictionary.

We doubt very much if the conservative scholars who edit the dictionary had Mr. Wallace in mind when they wrote the new definitions, even No. 7, but we think they let Mr. Wallace in with that paragraph which begins:

"7. not bound by authority, orthodox tenets or established forms in political or religious philosophy. . ."

That's Mr. Wallace all right. He certainly is "not bound," to the point of being almost "unbound." Maybe we have wasted too much time objecting to the efforts of "professional liberals" to take this good old Anglo-Latin word to their exclusive use. We find that there are 599,999 other words in the new Webster's and perhaps we can find one or two worthy substitutes to cover the meanings which we have long applied to "liberal" thought. Perhaps Webster's in years to come will mark the old definitions "obs." and add:

"8. only those who stand sufficiently left of left, the favorite designation of self-approved political crackpots."

Some years ago in Washington, D.C., we met an old friend who had risen high in New Deal circles and offered to take him to a luncheon for an internationally famous engineer. On the way to the luncheon our friend backed us into a corner and whispered:

"Tell me is this man A LIBERAL?"

To which we replied:

"Good Gawd, we never thought to ask. Suppose he should turn out to be a Republican. Where do you keep the gas masks?"

Mr. Wallace is obviously campaigning for 1948, for the Democratic nomination if he can get it, for a new party if he cannot persuade all who call themselves Democrats to think as Wallace thinks. There is a great furor over the Wallace brand of leadership. And we would be the last to deny him the right or to say that he does no good. He preaches tolerance but it is an art which he does not practice.

WASHINGTON LETTER

By PETER EDSON
NEA Washington Correspondent

Slow Train Through Arabia

WASHINGTON, May 21.—(NEA)—When President Roosevelt and six-foot, 300-pound King Abdul Aziz Ibn Saud of Saudi Arabia made big talk on an Oriental rug spread under a tent stretched over the deck of a U. S. cruiser at anchor in Great Bitter Lake, Suez Canal, back in February 1945, it started things.

Roosevelt gave the king a jeep, a walkie-talkie radio, a wheelchair, and an airplane. There have been reports that Roosevelt also blandly promised

to give Ibn Saud a railroad, on which promise the king is now trying to collect.

That doesn't seem to be quite the way it is, but it's a good story, nonetheless. According to the accounts of Col. William A. Eddy, who was then U. S. minister to Saudi Arabia and who acted as interpreter between Roosevelt and Ibn Saud, the President—largely to make a point—asked the king how many miles of railroad he had. Sadly, the king had to admit that since Col. T. E. Lawrence of World War I fame had blown up the old Hejaz railroad from Damascus to Medina, there hadn't been a single mile of track in the country. Roosevelt allowed that was very interesting, but that sometimes railroads could be very useful.

Authority for what happened next is Richard H. Sanger, now on the Arabian desk in the State Department. He has been all over the peninsula.

A few months later the king went to Cairo to visit King Farouk of Egypt. On that trip Ibn Saud had his first ride on a railroad. He liked it and decided he ought to have one to connect his capital at Riyadh, in the center of the country, with the seacoast, giving him "windows on the Persian Gulf and the Red Sea."

His Greatest Enemy—The Truck

There was a little feeling around at first, to see if the U. S. Export Import Bank would loan Saudi Arabia the money to build the railroad, but the answer was no. Saudi Arabia was getting plenty of money from oil royalties. Eight million dollars this year, \$14 million next, an average of \$20 million a year for the next five years. If they wanted a railroad, why not buy it?

The original transportation was of course, camels. Thousands of them, taking 11 days and more to reach the coast. They hauled dates out from the two-million-tree oasis at Hufuf, hauled textiles and such manufactured goods in.

Then the king shifted to trucks. He bought several thousand six-wheelers from Army surplus. They have balloon tires for sand travel. There are no roads, but every half-mile are stakes. Drivers get to the top of a sand dune, sight the next marker, then take off in that general direction. Lickety-split down hill so as to get enough momentum to make the grade to the top of the next dune. Needless to say, upkeep is terrific. Half the trucks are broken all the time, and they keep Ibn Saud half-broke all the time. He says, "The truck is my greatest enemy."

So last fall Bechtel-McCone, one of the six companies that built Boulder Dam, was hired to survey for a railroad line to run from Riyadh to the Persian Gulf, 300 miles east.

His Great Idea—"One-Way Door"

The road will hit the coast at Dammam. Though Saudi Arabia has 2000 miles of coast line, it has no harbors. Reefs run out for miles. So to get the railroad out to where it can unload from ocean-going vessels, Bechtel-McCone figure they will have to build a six-mile jetty. This will cost \$5 million. The railroad itself will cost \$20 million. But with three trains run by seven-man crews, the king figures it will be cheaper than trucking.

Ibn Saud is said to like the idea of the railroad because it's a "one-way door." He has seen all the war movies and been impressed by the fact that Hitler's trucks roamed France at will even after the railroads were blown up. Also, he remembers what Lawrence did to the Hejaz railroad. So the king won't build roads and will blow up his "one-way door" railroad if he is invaded.

Eventually, though, he wants a trans-Arabian railroad. Several of the Arab countries have been considering a plan to rebuild the Hejaz line from Damascus to Medina. The king wants another line from Medina to Jidda, on the Red Sea, and from there east to Riyadh. This line is now being surveyed.

OUT OF THE WOODS

By JIM STEVENS

Snag Mines

Now it appears that there are such enterprises as snag mines, and that new ones are being prospected, opened and developed, because snags have been used at a tremendous rate in recent years and a shortage threatens.

My information comes from no less than Jim Marshall, once a Northwest journalist and now western editor of the great national magazine, Colliers. Jim now resides in Los Angeles, and there he has risen naturally to be an Associate President of General Amalgamated International Universal Consolidated, Inc., a concern which sells stock in promotions like The Little Giant Snag Mine, located at Culpepper Junction, Utah. It sounds pretty good. Listen . . .

"As is common knowledge, OPA hit many snags. President Truman ran into considerable number, the Russians helped deplete the supply, and many another prominent name aids in using up snags at an alarming rate. The veins in currently operating snag mines are close to being worked out. They can hardly be expected to supply the snags that will be run into by both the Democrats and the Republicans next year.

"Shafts are being sunk in the east transverse of the Little Giant at this time. Veins of big tough snags have been located there. A pretty profit is assured."

Talking Tombstones, Inc.

Another subsidiary of General Amalgamated International Universal Consolidated, Inc., would seek to carry the glories and wonders of the famous Roselawn Cemetery of Los Angeles to all corners of the nation. It would junk the solid tombstone of oldest tradition and replace it with this:

"The new tombstone," says the stock-selling prospectus, "is hollow, of plastic, with electric eye, radar and phonograph mechanism concealed therein. When a stroller come within range of the beam, a solenoid is actuated starting phonograph which produces appropriate sound such as angels' harps and chiming bells. With attention thus obtained, the music fades and verses or messages are spoken. One feature of the SING-A-NIH model employs Singing Eucalyptus, of which this is a sample:

"Jane Ott lies under this plastic weighty, She lit a cig while doing eighty."

In this same field stock has been issued for a company which plans to manufacture The Little Vesuvius Home Crematory Kit. Another enterprise that asks for no comment is The Chester Allen Arthur Memorial Cranberry Bog.

I have a proposal that is right up that alley. This is to develop an item of popular household use from a common type of bark beetle that is known to loggers as the roundheaded borer. As larva it is highly edible, a morsel as succulent and flavorful as any Puget Sound shrimp. What is more, it sings as it works under the bark and in the wood of fir or pine. Foresters call the round-headed borer the "Dennis Day of Timber bugs." The roundheaded borer has a much more practical appeal than canaries or goldfish, for in his larval stage he can take his food and drink from his own private chunk of wood, making no trouble, ringing all the while, and then he'll make a fine Friday dish before he blooms into a beetle. And so would use yet another item of modern forest utilization! Let's float that Timber Shrimps, Inc., issue without delay.

Children Get Blame For Train Derailing

DECOTO, Cal.—(AP)—Police believed Wednesday that children were responsible for derailing the Western Pacific's eastbound Feather-

er River express by placing a concrete lid on the tracks.

The express slammed into the obstruction Tuesday morning, the engine and baggage car derailing and turning turtle. Four persons were injured, none seriously. Twenty-four passengers were shaken up but refused hospital treatment.

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Wallace Outlines His Program For Avoiding World War III

SAN FRANCISCO—(AP)—Henry A. Wallace put forth a three-point program Wednesday to avert the world war which he said would be the inevitable result of the "Truman Doctrine."

The former vice president said a ruinous road to war was being paved by America and Russia alike, which, with other nations, have sabotaged the late President Roosevelt's concept of a united world and turned back to power politics.

Our Mistake "Evidently with Russian support, some eastern European nations took actions which helped to divide the world," Wallace said. "Instead of redoubling our efforts for world unity, the American government accepted this division and began to think in terms of eventual war."

Wallace, now on a nationwide speaking campaign to oppose the "Truman Doctrine," spoke Tuesday night to a capacity crowd of more than 3000 persons in the war memorial opera house where the United Nations charter was drawn up little more than two years ago. A turn-away crowd estimated at several thousand crowded around a sound truck on the sidewalk outside the building.

Russia at Fault The Soviet Union and her satellites cannot be absolved of blame for weakening the structure of the United Nations, Wallace declared. "The responsibility for that weakness rests on all of us," he said. "Russia sought many objectives outside of the United Nations. Yugoslavia and many countries showed little sense of loyalty to the principles of the charter." These actions brought forth a

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Senior Shows Fluent Playing

By BARBARA HEARTFIELD
Fluent, easy playing characterized the senior recital of Patricia Metcalf Chase, presented before an enthusiastic audience Tuesday evening in the University of Oregon school of music auditorium.

Every number on the program seemed well within Mrs. Chase's grasp, technically, intellectually, and emotionally. One had the feeling that her fullest resources were never called upon, perhaps because she made everything she played sound so very pleasant. In the more brilliant passages her tone remained controlled, musical. The softer, slower passages were played with the same sureness of direction. Interpretations

were careful, alive. The program, ranging from Bach to Ravel, gave a good indication of intervening music history.

New Air Firm Ships Strawberries to Bend

Three thousand pounds of strawberries were shipped by air Wednesday by a Eugene air freight company. Half the shipment was flown from Eugene and half from Lebanon, both going to Bend.

The shipping concern is Tri-State Air Freight, now in process of incorporation and at present operating as a partnership made up of Ed Rowley of Eugene and Carolyn Garrett of Arlington, W. Va. Rowley is the organizer of Flowers With Wings, which ships flowers by air.

DEER SWAMP FARM
BRACEVILLE, O. (UP)—One of the largest herds of deer ever reported in Ohio took refuge on a farm of Jacob Blazek, one of the west of here. Blazek said the numbering about 70, consisting mostly of does and fawns.

FACE COVERED WITH PIMPLES

Miss B. Green, Box 361, Davis, Cal. writes: "For three years my face was covered with large pimples caused an external condition. I decided to buy Cuticura Soap and Ointment. After using them for three weeks I was completely relieved, and now my skin is as smooth as a baby's." Cuticura may help you. Buy Cuticura at your druggist's or

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Children Get Blame For Train Derailing
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