

AN INDEPENDENT NEWSPAPER

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The Register-Guard's policy is the complete and impartial publication in its news pages of all news and statements of fact. On this page the editors of The Register-Guard offer their opinions on events of the day and matters of importance to the community endeavoring to be candid but fair and helpful in the development of constructive community policy.

When Did California Do It?

For many years Oregon editors have been twitting California about appropriating Oregon's Crater Lake (for tourist promotion) so far as we know Oregon has never conceded. But something must have happened! For we find no less personage than Ed Aldrich, of The Pendleton East Oregonian declaring that California may steal our Columbia river, and—

"The distance from the Columbia to the California border is only 200 miles, and Californians are already using water that is taken twice that far."

Those California sons-of-guns. They must have moved the border up to Roseburg on this side of the Cascades or to Chemult on the east side. Wouldn't put it past 'em, at that! It is difficult to believe that the esteemed editor of The East Oregonian could make a mistake. And him a former member of the Oregon State Highway Commission at that.

Of course Friend Ed is arguing for a Columbia Valley Authority to save the Columbia from the Californians. We can quite agree with him when he says:

"The only way we can save our birthright by using the water ourselves and we need it. There are as many thirsty acres in Eastern Oregon and Washington as in California."

Not counting the big counties which California has apparently lopped off, according to Ed.

Of course, Mr. Aldrich may be just a wee bit over-enthusiastic, like so many of the proponents of CVA. We have checked the official state highway maps and they still say the distance from Portland to the California line is 336 miles by way of Ashland and about the same by way of Klamath. We have checked the Rand-McNally maps, by scale and they show a minimum of approximately 350 miles from the Columbia to the California line at the nearest points.

"What's another 150 miles among friends and Californians?"

Perhaps that's the point. We cannot agree with Ed that the way to save the Columbia for Oregon and Washington's hungry acres is through a CVA—over which there will be absolutely no local control if Truman and his pals have their way. There is a non-sequitur as well as an arithmetical error in Mr. Aldrich's argument.

Maybe if the people of the Northwest could have VOTING REPRESENTATION in the governing board of CVA or whatever regional government is established, we might have some chance to save the waters of the Columbia. But it is not the intention of the "authority-at-any-price" enthusiasts to permit any such democratic process. Indeed you can go back to the statement of Harold Ickes some years ago when he was still the No. 1 mouthpiece of authority:

"Nothing less than a change in the fundamentals of American government as it has existed for 150 years is proposed."

We don't like that part of it a bit.

Railroading Is Great Business

At the risk of breaking the hearts of some of our good friends in the air and highway transportation business, we are compelled to admire another book on railroading by S. Kip Farrington, Jr., who is in a fairway to becoming "the Homer of the rails." The new book is called "Railroading of Today" and is the logical sequel to Mr. Farrington ton's previous series of books on "Railroading from the Head End and the Rear End," and "Railroads at War." This is the story of how the railroad industry is fighting to regain its prestige as the nation's prime mover of through freight and passengers, what might be called "the revolution of the diesels." In its foreword Mr. Farrington makes this interesting statement:

"The railroads of America are more than 400,000 miles of track, nearly 50,000 locomotives, approximately 1,800,000 freight and passenger cars, shops, stations, office buildings, warehouses, grain elevators, and pier facilities. The railroads are a lot of people—around 1,400,000 engineers, conductors, shop men, office workers, technicians, scientists, traffic, fuel, agricultural, industrial and financial experts. The railroads are a lot of people—more than a million stockholders. Who are they? They are the people you meet every day. Your neighbors and friends. Two-thirds of them are men and one-third are women. They live on farms, in villages, towns and cities from coast to coast."

The new book discusses not only the new diesels made and in the making but many other technical improvements which go with swifter and better rail transportation, such as c. t. c. (centralization train control) and h. s. c. the new electronic brake equipment, and 101 other devices down to new roller bearings and hotbearing detectors. It discusses not only the famous passenger trains with their romantic names but the scheduled freights and mail trains which are also making history.

Southern Pacific has its chapter in the new book, although the new Shasta Daylight did not hit the rails in time for specific mention. Southern Pacific moved somewhat more slowly than some of its neighbors in turning to diesel. It began experimenting with diesel

switch engines in 1939 and by the end of World War II had built up one of the largest fleets of diesel switchers in the country. Since V-J Day Southern Pacific has received or ordered more than \$217 million worth of new rolling equipment. This includes 195 diesel locomotives, 20,715 fleet and passenger cars; also 8000 refrigerator cars for Pacific Fruit Express. Southern Pacific probably stands to profit in the long run by letting its rivals do most of the experimenting with new equipment.

In passenger transportation the famous luxury train, such as New York Central's CENTURY and Santa Fe's new SUPER CHIEF and the forthcoming new CASCADE of the Southern Pacific, are extremely interesting. But the low fare coach trains, such as the SHASTA DAYLIGHT and the Rock Island ROCKETS and Missouri Pacific's EAGLES are probably much more significant. The luxury trains merely give improved service to people who have always been luxury train riders. The economy trains combine speed with comfort and they are cutting deeply into the competition for volume business. Some of the railroads are even dolling up their passenger depots to make them at least as attractive and comfortable as the best of airline depots.

Railroads are on the move despite many handicaps of skyrocketing operating costs and taxes and there is plenty of life in the old carcass. We shall turn this book over to our stereotyper, Dick Cahoon, who is a cab and caboose fan of long standing. We used to think the diesel could never be as interesting as steam. Farrington has almost changed that opinion.

A psychologist says most people are habitually poor guessers. At the race track most habitual guessers are poor people.

A Tennessee pastor wants to ban crooning in churches. Another good reason for attending church regularly.

Dry pavements would be safer if so many of the drivers weren't all wet.

Why do people have to write "warmest regards" during the hot spells?

WASHINGTON LETTER

By PETER EDSON
 NEA Washington Correspondent

Congress Wins Our Devotion By Resolving Crucial Issues

WASHINGTON — (NEA) — The 81st Congress has been panned so much that it's high time somebody gave the lawmakers credit for the many fine, upstanding and constructive things they have done this year.

There is no better gauge on this than to look at the list of laws they have passed. After all, that's what they're here for. So what have they done? Up to Aug. 15, after seven months of work, 220 bills had been passed into law and duly signed by President Truman. That's roughly 30 a month, or one a day. What more could you ask?

On the principle that first things should come first, you would expect that the 220 new public laws would cover the most important subjects, settle the most vital issues, do the most good.

Public Law No. 1, passed Jan. 18 after one day of working, made Jan. 20 and Jan. 21 holidays for all federal employees in Washington. This was so they could attend the inauguration.

Having passed this miracle, the next day Congress raised the salary of the president, vice president and speaker of the House. This was Public Law No. 2.

It would be boring to just list all the laws passed, one after another. To get the spirit of the thing, let's just list some of the legislative high spots. Feb. 25, after Congress had been in session five weeks, it passed Public Law 9—to issue a commemorative stamp on the 200th anniversary of Alexandria, Va.

March 15, P. L. 19 authorized another commemorative stamp for the 300th anniversary of Annapolis, Md.

Thoughtful Planning
 P. L. 22, March 23, extended an invitation to the International Olympic Committee to hold the 1956 games in Detroit. There's farsighted planning for you.

Next day P. L. 23 authorized the Marine Band to attend the G. A. R. encampment.

There was a very important piece of legislation passed in P. L. 29, which permitted fourth-class postmasters to be upgraded to third-class postmasters, and third-class postmasters to be downgraded to fourth-class postmasters, without examination.

P. L. 32 gave the District of Columbia daylight-saving time, again.

Spring got into the congressional blood on April 21 when they passed P. L. 51, regarding the processing of certain visa cases for admission into the U. S. of alien fiancées and fiancés of G.I.s.

A couple of laws later, Congress authorized the payment of \$100 per capita to Red Lake and Chippewa Indians for timber sales. And the next law conveyed certain public lands to the Churtown, Calif., elementary school district.

P. L. 61—May 12 now—actually did change the name of Culbertson Dam on Republican River in Nebraska, to Trenton Dam, in case you hadn't noticed.

By May 26, Congress was really worried about the international situation. It passed P. L. 74, authorizing the President to designate Memorial Day as a national day of prayer for peace.

Taking a Tip from Nero

Following the advice of a Roman emperor—Nero, wasn't it?—who gave the people circuses when they cried out for reduction of the cost of living index, Congress on May 31 authorized the National Capital Sesquicentennial Commission to proceed with plans for the 150th anniversary of establishing the Capitol in the District of Columbia.

P. L. 88 authorized the Marine Band to go to Little Rock, Ark.

Congress did better after that, and passed its second 100 laws in only six weeks. P. L. 200 extended the time for construction of a toll bridge across the Rio Grande at Rio Grande City, Tex., after P. L. 198 had extended the time for construction of a free bridge across the Rio Grande at Del Rio.

In between were the epoch-making additions to Blackstone.

P. L. 152 authorized completion of the Eden project. It was another Eden—not the original Garden. This one's in Wyoming.

Filberts were included under marketing agreements by P. L. 139 and P. L. 140 corrected a typographical error in a law of 1940. P. L. 148 authorized the RFC to sell low-grade tin concentrates. Swan Island Animal Quarantine Station was established by P. L. 186.

P. L. 190 authorized the general accounting office to make on-the-spot audits of accounts of the House sergeant at arms.

Anyway, P. L. 203, signed Aug. 3, designated June 14 of each year as Flag Day, and you don't have to worry about that one any more. Long may it wave.



Yugos Dare UN Complaint

BELGRADE, Yugoslavia — (AP) — Yugoslavia has dared Russia to take her complaints against this country to the United Nations.

Moshe Pijade, one of Premier Marshal Tito's top-ranking spokesmen, said in an article in the official newspaper, Borda: "Yugoslavia will have nothing to lose."

Pijade's blast, latest broadside in the war of words between the Kremlin and Tito's regime, was touched off by an article in the Russian foreign policy weekly, New Times, which had accused Yugoslavia of duplicity in her dealings with neighbor Albania.

Pijade, former newspaperman and author who is the Yugoslavia Party's top theorist, termed the charge of the Cominform (Communist International Information Bureau) that Tito is plotting with Greece to carve up Albania, a "ridiculous and slanderous" accusation.

Tito, meanwhile, has read Russia a lesson from her own history books, warning he intends to build socialism in one country without coaching from the Kremlin. "Socialism in one country" once was the announced goal of Premier Stalin.

Tito told champion coal miners he was taking the same kind of stand against Moscow "interference" in Yugoslav affairs that V. I. Lenin, Soviet Russia's founder took when he clashed with Leon Trotsky over building socialism (communism) in Russia after World War I.

There has been no comment yet from Belgrade on a Moscow radio assertion that guerrilla fighting against Tito has broken out in Yugoslavia.

The broadcast was monitored in London.

FOUR-STATE STAND

A person can stand in four states at one time if he stands on top of the marker that divides the states of Arizona, Colorado, New Mexico, and Utah.

Public Works Funds Listed

PORTLAND — (AP) — Oregon should receive about 10 per cent of a billion dollar public works authorization fund, according to Rep. Homer D. Angell.

The Oregon congressman said the bill is now before the Senate. It already has passed the House. He noted that the bill carries no funds, but said authorization of the projects is the first and hardest step in the congressional procedure.

Angell said about \$40 million is earmarked for the Willamette Valley flood control program. Another \$14 million is for Portland area flood control work and another \$4,500,000 for similar work in the Lower Columbia.

Sawyer Filled With Optimism

LOS ANGELES — (AP) — Secretary of Commerce Charles Sawyer arrived here Tuesday filled with optimism over the state of the nation.

Here for three days on a nationwide fact-finding tour, the secretary said he found that management and labor leaders alike predicted a continued trend upward in business.

Sawyer noted that business has improved in the past month and a half and that the latest employment figures show a gain.

While business is "very good" compared with recent years, he told reporters, it is down slightly from the peak year of 1948. Retail sales on the Pacific Coast are off but two per cent, he said, which is better than the national average.

He told reporters he has found strong sentiment for eliminating wartime excise taxes and for increasing government economy. He sees the need of private capital to develop foreign industry "because the time must come for an end of grants and loans."

The secretary reached here from San Diego. His next stop will be San Francisco and then he will head for the Pacific Northwest.

Youth Impaled In Sewer Hole

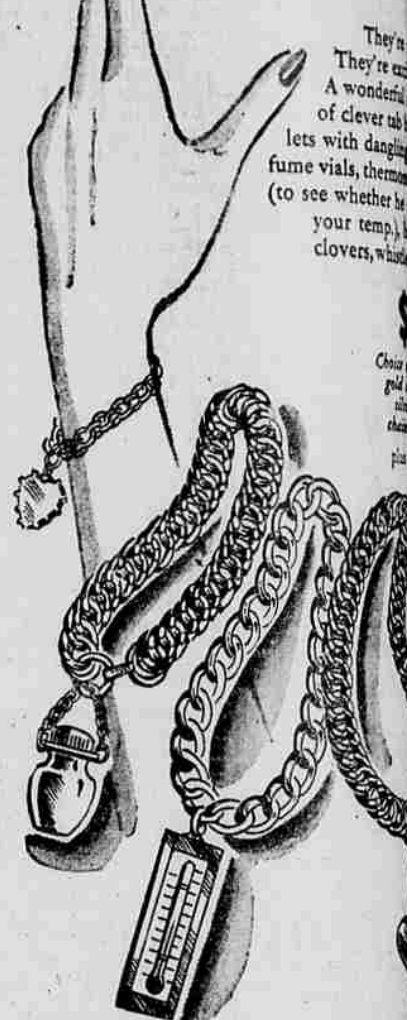
NEW YORK — (UP) — A 16-year-old boy who fell 15 feet into a sewer excavation was impaled on an inch-thick steel rod for 30 minutes until rescuers cut him loose with acetylene torches.

The jagged end of the rod protruded about four inches from the boy's right thigh. It was removed during a 50-minute emergency operation at Coney Island hospital. Doctors said his thigh bone was fractured and his condition critical.

It was not known how the boy, Robert Sorrentino, one of a family of nine children, fell into the excavation. His cries attracted a nearby gang of workmen who summoned Dr. Leo J. Amorosi.

Dr. Amorosi took charge of the rescue operations, administering morphine and liquor and wrapping wet rags around the rod to keep the heat of the torches from the boy's body.

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