

EDITOR—William M. Tugman
SERVICES—Full Associated Press, United Press, Audit Bureau of Circulations.

What Austerity Means in Britain

There are some interesting glimpses of what "austerity" will mean in Great Britain in a speech which the Rt. Hon. R. A. Butler, Chancellor of the Exchequer, made to the Commons about a week ago, seeking to explain the requirements which have been placed upon the "tight little island" by the necessities of the defense program (and American dollar inflation). He was reporting on a meeting with finance ministers from all parts of the British Commonwealth.

"In the year 1950, the sterling area as a whole had been in surplus with the rest of the world to a total of about 427 million pounds. By the second half of 1951 the sterling area was in deficit with the rest of the world at an annual rate of no less than 1,450,000 pounds. The gold reserves had fallen to no more than 835 million pounds. If this drain were to continue, it would mean starvation and unemployment for the people of this island and economic disaster for other members of the Commonwealth."

On the people of Great Britain falls the major burden of retrenchments to meet this situation. Here are some of the highlights of Butler's program:

Imports—Cut to the tune of 350 million pounds, of which 170 million will be imported food stuffs.

Tobacco—Purchases to be cut by 22 million pounds a year in spite of the fact that tobacco has always been one of the Britishers' chief consolations.

Tourism (quaint word)—Since November, the Britisher who wants a holiday on the continent or elsewhere, has had his "tourist allowance" cut from 100 pounds, to 50 pounds, to 25 pounds. This is expected to save 12,500,000 pounds a year (and produce some squawks from neighboring countries which count on British tourist trade).

Coal—Imports from the United States will be cut 2,500,000 pounds and the effort will be to export and not import coal.

Although the Churchill government has not abandoned socialized medicine and other social services inaugurated by its Laborite predecessors, it is making these changes:

Prescriptions—minimum charge, one shilling; expected to produce 12 million pounds a year.

Dental services, except plates—Minimum charge, 1 pound, or full cost where able except for children and expectant or nursing mothers; anticipated revenue 7½ million pounds.

Appliances—On surgical belts, hearing aids, wigs, out-patient service, hospital beds, there will be nominal charges designed to produce 20 million pounds a year.

To speed up the defense program, the Churchill government is asking agriculture and industry to contain its demands on materials and engineering services and it makes these specific restrictions:

Motor vehicles—Only 60,000 cars and 80,000 trucks to be released to the home market compared with 110,000 cars and 100,000 trucks last year.

Household hardware—To be cut one-third below last year's supply for radios, television, refrigerators, washing machines, etc.

Consumer credit—What the British call "hire purchase" (installment buying), will be restricted sharply.

Government spending—Rigid curtailments in all departments.

The British government is embarked on a heroic effort to make the nation live within its means. As Mr. Butler points out, the success of these extreme measures will depend in large measure on what happens in the rest of the world (meaning particularly the progress of inflation in the United States). On paper at least, Mr. Butler seems to have a plan which will restore a healthy balance—if the British people will endure the sacrifices. The effort rests on the patriotic appeal that Britain must at all costs maintain her pace of leadership in the world.

Aneurin Bevan and his radical Laborites are sniping at the program, arguing that even national safety does not require such sacrifices.

It's a long time between the beefsteaks and joyrides in Great Britain.

Air Traffic in Populous Urban Areas

It may be a mere freak of circumstances that Elizabeth, N. J., has suffered three horrible airplane wrecks in a row. Over the years thousands of big transport planes have landed and taken off from the nearby Newark airport without a mishap, and a statistician would probably say that years might elapse before Elizabeth or any other city would have such a sequence of crashes again.

But the fact remains that more than 115 people have perished in these disasters, including occupants of homes and apartment houses, and from one end of the United States to the other there is support for Elizabeth's demand that drastic measures be taken to reduce the hazards.

(It should not be forgotten that a fog-blind plane slipped into the tower of the Empire State Building in New York a few years ago. Only a few were killed, but that was mainly because the accident happened at an hour when few people were on hand to be killed.)

In great metropolitan areas, the problems of creating safe landing fields and safe flight patterns are stupendous. They become increasingly difficult as air travel multiplies. In bad weather, when each landing must be made with extreme caution, it is not uncommon to

have dozens of flights circling the great airports at New York, Chicago, Los Angeles, waiting for a turn to come in. Inevitably, they pass over densely populated areas. Almost any mechanical failure means disaster.

"Will it be necessary to clear vast areas to safeguard airfield approaches?"

The remedies will vary according to the topography and characteristics of each area. Where it is possible to make the approaches mostly over water, as at San Francisco and New York, elaborate clearances may not be needed. There are many inland communities where the only remedy will be either to move the fields to vacant country or to clear the approaches.

At the time of the first Elizabeth accident we called attention to the need for prompt zoning action in the vicinity of Mahlon Sweet field. At present we have no serious problems in that neighborhood, but if the U. S. Census Bureau is correct in estimating 300,000 population for this Eugene-Springfield area by 1990, there will be problems at Mahlon Sweet field. Today, we have one of the safest fields in the United States. It can be kept that way at minimum cost by intelligent action now.

A lot of stag conventions are held just so the date for the next convention can be set.

The most successful people keep their mind on their work—others their work on their mind.

Safety tip to motorists: If you insist on taking corners on two wheels, ride a bicycle.

No one should object to a person disagreeing if they do it without being disagreeable.

According to a judge, political campaigns are educational. We learn that all liars are not fishermen and golfers.

At a wedding in Massachusetts friends handcuffed the groom. Nice training.

There's nothing like an evening at home with naughty kids to make a father wish he weren't.

To combat high prices, an Indiana man threatened to raise his own pigs. Just wait until the neighbors get wind of it.

More and more people are collecting rare coins, says a numismatist. Lots of them work in the Internal Revenue department.

Some of the folks who figure they don't get everything that's coming to them can consider themselves lucky.

Some folks say this is becoming a woman's world. The main thing becoming about it is the becoming women.

The average man gets 112 letters a year. We'll bet our boys in service would like to be included in that.

Nothing is impossible, says a writer. He must meet nothing but nice people.

Maybe money can talk, but the 1952 dollar likely is ashamed to.

Marquis Childs

Taft Works Hard For Nomination

WISCONSIN RAPIDS, Wisconsin—Before the Republicans meet in Chicago on July 7, the record is likely to show that no man ever traveled so many thousand miles, shook so many hands, spoke personally to so many people, campaigned so hard in every way for the presidential nomination of a party as Senator Robert A. Taft is now in process of doing.

It is a marathon exacting in its unceasing demands, grueling in the drain of sheer physical energy. Yet the determined candidate from Ohio seems to be thoroughly at ease and even rather enjoying the whole business.

This, his second visit to Wisconsin in '52, was necessarily a brief one en route to the Pacific Northwest. He will come back twice—once again for a few days and then for two intensive weeks from March 17 until Wisconsin's presidential primary on April 1. Taft is undertaking to stump Wisconsin in the way in which he covered Ohio in 1950. In that year he won re-election to the Senate by a majority of more than 431,000. And he believes that his success was due in no small measure to the fact that he visited each of Ohio's 88 counties at least twice and that he spent on the average three days in each congressional district.

NOTHING SO CONCENTRATED is possible in Wisconsin. But Taft hopes to devote on the average two days to each of this state's 10 districts. He and his political manager, Thomas Coleman, wealthy manufacturer, are confident that as a result virtually all of the 30 delegates will be found in the Taft column. The only official adversary up to this point is Harold Stassen, formerly governor of the neighboring state of Minnesota.

Getting off an early morning train from Washington, Taft is driven to the Chicago airport. In the interval before the plane departs, he sits in the crowded, noisy waiting room writing in longhand on a pad of yellow scratch paper an insert in the speech to be delivered that night. On his face is the concentrated look of a man who might be laboring in the quiet of his study.

At Stevens Point, where he leaves the plane, a small crowd is gathered to greet him. He goes immediately into the airport waiting room to give a radio interview, followed by a brief extemporaneous talk in which he says many of the things he has said before in the brisk, almost blunt fashion from which he rarely, if ever, varies.

THEN THE CARAVAN of autos sets out with the candidate in the lead car winding through the snow-covered countryside, pausing in the towns for handshaking. The schedule calls for visits to four paper mills. This was a feature of the Ohio campaign, where Taft got his labor audiences at the work bench by walking through hundreds of plants.

As in Ohio, there is hostility here from trade union officials who want to foreclose this opportunity. They insist it is an invasion of the privacy of working men and women, and in at least two plants reporters and photographers were forbidden to accompany the candidate.

This, in Taft's view, is all grist to his mill. If the union bosses use arbitrary methods to prevent him from campaigning, says Taft, then that will make sympathy for him not only among non-union voters but with the rank and file in the unions.

With a foreman or a plant guide at his side, he tramps through one big work room after another. If there are any signs of friendliness, he stops to shake hands and say a friendly word or two. If his presence produces obvious hostility or embarrassment, he walks on undisturbed.

The suggestion that this might be undignified in a candidate for President has apparently never crossed Taft's mind. That is one of the disarming things about the man; he is so completely without outward pretensions or side of any kind. He can be irascible, high-handed, but his temperamental outbursts seem to have little to do with personal egotism.

HE THINKS THAT THIS is the way to win the nomination and the presidency, and he is going right on with it no matter how many lieutenants and reporters drop exhausted. At the hotel here in the later afternoon is a press conference, a meeting with farm leaders, dinner with political workers and, finally, the big meeting and speech in the field house which is the climax of the day.

"I don't get as tired as I used to," Taft says in all innocence. "In the 1950 campaign my knees used to get tired. But I had my tonsils out and I'm feeling much better."

This is a one-man political machine made of something durable beyond any alloy yet perfected. It is as old-fashioned as the full dinner pail and yet, in its organization and its use of modern techniques, as modern as radar. If this is the way to win the presidency, then Taft will win it.

(Copyright, 1952, by United Feature Syndicate, Inc.)

SO THEY SAY—

Put your toy departments back in step with the religious significance of Christmas and with the Kefauver Crime Committee. — Mrs. D. Leigh Colvin, WCTU head, criticizing merchants for selling toy guns and outlaw costumes for children as Yuletide gifts.

The Shepherd

VISION "I will lift up mine eyes unto the hills." Ps. 121:1 Do you draw strength from far-off hills? ... The Psalmist tells us how he stills ... He lifts his eyes to distant goals ... And he has faith in aid that comes ... From high up there ere he succumbs ... To strengthen him down on the plain ... As he resolves the heights to gain ... So for your faith and spirit lift ... Lift up your eyes unto the hills. JULIEN C. HYER

Looks Like We Are Being Taken for a Ride



In The Editor's Mailbag

WILLAMALANE TAX

Springfield (To the Editor)—We have some friends who live in Springfield over by the Maple school, an elderly couple whose ability to provide the wherewithal for modern living is not as it used to be.

The other day I saw the lady, a practical nurse, at the Springfield Bridge walking toward home carrying a suitcase. I thought now, I wonder, so I stopped the car and waited for her to catch up and sure enough she was walking home carrying that suitcase to save bus fare, about thirty blocks. They still owe on their home and their taxes are rising every year. Heavy street improve-

ment and sewer assessments are becoming due. It is impossible for her husband to compete successfully any more on the labor market. She said that right now they simply were not making it but that she hoped when summer came things would brighten up. "Hope springs eternal in the human breast." Now, folks, this is a free country, I don't know who would want to stop another's play even though it were plain that he impaired his usefulness by it, but if I or my children want to play or dance or swim, who should pay the bill? Should I try to charge it off to some disinterested person who did not care to share the

play or dance or swim, or to old people who could not share? Respectfully, Ben Vimont, 4825 S. 98, Eugene, Ore.

Fluorides Question Goes Before Voters

PORTLAND—(AP)—City Commissioner Fred Peterson said Wednesday he would suggest hearings and perhaps a vote of the people on the question of adding fluorides to the city water. He said he would file his recommendation next week and accompany it with a favorable report from Dr. Thomas L. Meador, city health officer.

Editor's Mail MARCOLA SCHOLIA MARCOLA—(To the Editor) Although I am not concerned in local affairs, I might be welcomed in the assembly of parents and payers. The suggestion is that the school would receive more support and attention. The suggestion is that the school would receive more support and attention. The suggestion is that the school would receive more support and attention.

Advertisement for U.S. ROYAL Air Ride TIRES. Text includes: 'First choice on the finest of new cars today ...and every year since 1947!', 'U.S. ROYAL Air Ride TIRES!', 'For your own car's tire replacement now!', '1. YEARS OF MILEAGE!', '2. ALL-SEASON SAFETY!', '3. EXTRA RIDING COMFORT!', '4. EFFORTLESS STEERING!', 'Do what you should do—replace your old tires NOW!', 'SPECIAL TRADE-IN ALLOWANCES', 'SEE YOUR U. S. ROYAL DEALER TODAY', 'UNITED STATES RUBBER COMPANY', 'WYATT'S THE BEST PLACE IN TOWN TO BUY TIRES', '101 WEST BROADWAY', 'PHONE 4-3218'.