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Lincoln, "Best General of Civil War"

It would be impossible for any writer to add to the stature of Abraham Lincoln as he stands in the minds of most of his countrymen.

(Although there are many who claim Lincoln as a hero they don't know much more about him than many who "accept Christ" because in their particular environment it happens to be "being done.")

Nobody seems to have thought of Lincoln as a great military leader, in addition to all his other accomplishments, until now, when along comes a puny little chap named T. Harry Williams, who is teaching and writing American history at (of all places) Louisiana State University, at Baton Rouge.

Under the Constitution of the United States, the President of the United States is titled the "commander-in-chief of all the armed forces of this nation, on land, air or sea," but, according to Mr. Williams, it was Lincoln who first gave real substance to this theory of civilian direction of the professional military.

Lincoln inherited, along with other troubles, a prize collection of military "stuffed shirts"—the fluttering McDowell; the theatrical (but useless) McClellan, who thought he ought to be president; the four-flusher Fremont; the unimaginative Buell; and dear old doddering Mexican War hero, Winfield Scott.

"I state my own idea of what the war ought to be—that we have the greater number, and the enemy has the greater facility of concentrating forces upon points of

Portents of New Hampshire's Primary

If the results of the New Hampshire primary are a sample of what the people in other states are thinking they confirm these two frequently heard "guesstimates" of how the American people are feeling about the presidential situation:

"They don't want any more of Harry Truman in the White House!" "Even if Taft can control the Republican convention and get the presidential nomination, he may not be able to win the election."

Truman may think that primary elections are "a lot of eyewash" but he must know by now they are not "whitewash." To our way of thinking, the repudiation of Truman by his own party in New Hampshire has even more significance than Eisenhower's clean-sweep over Taft.

(Although Eisenhower did not appear or make any appeal in his own behalf, he did have "an organization" working for him under the leadership of New Hampshire's Governor Adams and the Taft-Eisenhower contest might be described as a struggle between two well equipped factions, one conservative, and the other liberal.)

In the Democratic contest, Tennessee's Kefauver came to the frosty New England state alone and with little to recommend him except his fame as a gambling-buster. In all of New Hampshire's industrial centers, Truman had the powerful support of veteran "heelers" and thousands of federal job holders. The alibi of the Democratic "boss" at Manchester was one of the most amusing political statements we have ever heard. The "boss" complained:

"This vote doesn't mean a thing. Kefauver came up here from Tennessee and spent weeks ringing doorbells, while the President was tied to the duties of his office and had no chance to speak for himself."

Poor Harry! Poor Yankee Democrats, unable to defend themselves from this Tennessee "carpet bagger"!

(Kefauver spoiled his victory somewhat

collision; that we must fall unless we have some way of making our advantage overmatch his; and that this can be only by menacing him with superior forces at different points at the same time."

After Gettysburg, on July 10, 1863—after rebuking and removing Meade for failing to follow up that bloody victory (Meade had complained that his horses were worn out, and Lincoln had remarked that they didn't get that way fighting)—Hooker wanted to counter Lee's invasion of the North with a blow at Richmond. Lincoln wrote to Hooker:

"I think Lee's army, not Richmond, is your objective."

As Author Williams points out, Lincoln made many costly mistakes, especially in selecting some of his earlier generals, in underestimating the strength of the Confederacy, in delaying the draft and other stern measures needed to win the war.

But—the main thesis is that Lincoln understood the war and proposed better military strategy than any of his generals, until Grant and Sherman.

(They say this guy Williams actually teaches his Louisiana pupils that Grant was a better general than Robert E. Lee. That's genius, or showmanship, or something!)

We are not astonished to hear Lincoln acclaimed a better strategist than most of his generals. War is a very complicated art, in which strategy and tactics from time to time must vary according to all manner of existing circumstances, the terrain, and the weapons available, the character and prowess of the enemy, even the psychological factors. But war, like every other human business, is largely a matter of "common sense"—which Abe Lincoln had in super-abundance.

Lincoln may be said to have established or confirmed our tradition that the military must accept civilian direction as to overall policy—a tradition which entails certain dangers if the direction is in the hands of a little man. In our opinion, the values outweigh all these risks. Lincoln certainly did not fancy himself as a general. He listened to many a general. After listening to all of them he asserted his prerogative of applying "common sense."

by that silly statement that "this was not a protest vote against President Truman." When will candidates ever learn that water will not stay put on both shoulders?)

Taft takes some consolation from his belief that the vote in New Hampshire cities "proves labor was not against me." He thinks that if he had taken time to stomp the rural areas, the result might have been different. But Taft is candid enough to confess "disappointment" where Truman with his usual bravado pretends to laugh it off.

For the people of the nation the impressive fact is that in both parties the "amateurs" made a clean sweep. Eisenhower not only piled up 46,441 votes to Taft's 35,691 but won all 14 convention delegates. Kefauver not only "snowed" Truman 20,240 to 16,128 but captured all 12 convention delegates.

(It is also worth noting that the voting for Stassen and MacArthur was unimpressive.)

The people of New Hampshire (and the people throughout the United States) are tired of the old "professionals." That's what we think the New Hampshire voting means. Maybe they "like Ike" BECAUSE he has stuck to his job in Europe and refused to chase votes. At any rate, he's something new. Maybe Kefauver wouldn't be their first choice but he looks mighty good compared with Truman.

The New Hampshire results give the "practical politicians" in both parties a great deal to think over. If the results are "not according to Hoyle" it may be because the people are roused and making a few "rules" of their own. The boys who hope to manage the conventions on "straight draw" ought to get set for "roodies" with jokers and deuces wild. If anybody does not understand this talk, any old poker player will be glad to explain.

Marquis Childs

U.S. Backward In Jet Aviation

WASHINGTON — One of the obscure items in the President's vast budget could have a lot to do with the kind of airplanes flying on America's air lines five years from now.



CHILDS

The United States is far behind both Britain and Canada. The British are producing 45 jet transports of the types known as Comet I and Comet II. The Comet II has four jet engines and is said to be capable of flying even the longest routes.

In test flights well over a year ago passengers were flown from London, where they had breakfast, to Cairo, Egypt, where they had lunch, with the return trip in the afternoon in time for a late tea in London again. Those on the flight said it was an entirely new sensation. They felt virtually no fatigue, since vibration was negligible. So great was the speed that the noise of the jet motors was left behind. It made flying in the standard-type plane with conventional engines seem like horse-and-buggy stuff.

AT THE LAST SESSION Congress authorized \$12,500,000 for testing jet transports built on a prototype basis. But the money was not appropriated. Whether even the modest sum asked this time for carrying out much more limited tests will be approved in this economy year is doubtful.

American backwardness in this newest field illustrates vividly the plight of the air-line and aviation industry. Last year, for the first time, commercial air transport in this country became a billion-dollar industry. Passenger traffic dominated the picture, accounting for about 80 per cent of the \$1,043,324,812 in total operating revenues. This represented a 21 per cent increase over 1950.

The possibilities for expansion have scarcely been touched. Yet, the great forward movement that is just around the corner can be held up indefinitely. The reason is that the whole operational system is frozen in a pattern designed for an age when air transport was hardly more than a promising experiment. In that infant era it was intended to be a highly specialized supplement to rail and auto.

Today most metropolitan airports are seriously overcrowded. Passenger facilities are outgrown, primitive, neglected. Everywhere evident are the barriers that will keep the industry narrowly confined unless and until sufficient force is applied to break those barriers.

TO SOME IT HAS SEEMED that dominant elements in the air-line were themselves determined to keep the pattern small and lightly controlled. The big air lines have fought the nonscheduled operators. The non-skeds—most of them run by veterans out of World War II—have shown that they could compete while charging lower rates and without benefit of the generous subsidies granted the big operators.

After two crashes by non-sked planes, there was considerable talk about the safety factor on these irregularly scheduled flights. But shortly afterward two scheduled air liners of the most modern type crashed in the vicinity of Newark (N. J.) airport, indicating that the safety factor is not necessarily related to the method of operation.

The regular air lines that early acquired the basic routes are accused by some critics of wanting to maintain a monopoly, excluding any new competition. In his frequent dissents from the opinion of the majority of the Civil Aeronautics Board, Joseph Adams, one of the most conscientious and also knowledgeable members, argues that a little competition is just what the regulars need.

ADAMS MAINTAINS that the whole-coach-fare system, which has now been extended to European routes, resulted from the competing rates of the non-skeds. The coach-fare system has meant a large increase in passenger revenue. In a recent dissent CAB member Adams pointed out that on the New York-California and the New York-Miami runs standard-fare traffic has increased at a much faster rate than on other routes. He expressed the belief that "many thousands of the low-coach-fare passengers initially carried by the large irregular operators have voluntarily chosen to 'upgrade themselves' to the certificated carriers' system."

The Senate Small Business Committee also has been interested in the right of the nonscheduled lines to compete at least to a limited degree. To the industry this looks like unwarranted intervention. But in reality competition is one of the ways by which the barriers can be broken down. As the recent past has shown, it can help to open up an expansion that is still a great potential.



THE MASTER'S GRIEF "He beheld the city and wept over it." Luke 19:41 He wept above His Holy City... His heart moved with concern and pity... But what if in your town He saw... The things that violate His law... For cities are people after all... Who live their lives. The rise and fall... Of human hates, greeds and desires... The graft and vice and pulling wires... Do still combine to bring His tears... For sins of cities throughout the years. JULIEN C. HYER

Where the Flying Fishes Play



In The Editor's Mailbag

SPRINGFIELD ISSUE

SPRINGFIELD (To the Editor) —They are doing it again. Someone seems to think the voters of Springfield do not know their own minds and always wear them down by two or three elections.

Certainly, it is a splendid thing to have a recreation center and swimming pool. But why bleed the already pale taxpayers to do it? What about all i.e.—the clubs, churches and other organizations? Why don't they get together on this and they could raise sufficient funds to pay off the indebtedness and keep the building open. As for supervision, aren't there enough people in this town with experience and a genuine liking for young people to donate their time for that? If a number would do this volunteer work each would just have a day or so a month. But no, it seems there is no answer to problems anymore excepting putting it up to the long suffering taxpayer.

And why do children have to be away from their homes most of their waking hours always craving excitement, seeming to find no enjoyment at home? One of our Springfield doctors who practiced what he preached, said the greatest sin a parent could commit against his child was to raise that child up in idleness. If a lot of you parents would go back to the woodpile, that would give the boys some good exercise and a wood fire is not so expensive as oil and is a more comforting warmth. Why not learn the girls cooking and sewing at home, get them interested in making their homes and gardens more attractive. If parents who really love their children were willing to stay home with them evenings most of the time, we would not see so many young people running the streets in search of entertainment. We wouldn't see so many boys and girls with old jaded faces at fourteen and fifteen and with their narrowed ugly eyes as they blow smoke through their noses. Why will a girl primp for hours to make herself lovely and spoil it all in a minute that way? How a boy or anyone else can see anything attractive in a girl with that ugly mask of sophistication, spoiling all her natural charm I cannot see. When you do see a natural unspoiled young girl we want to applaud her and her parents. What a job it is these days to raise a normal youngster.

But why not you who haven't been doing so try to make your home as attractive as a recreation center? Why not have games in the backyard, have a garden, it is lots of fun and trips and picnics together. There are so many fascinating things for parents and children to do together.

Recreation centers and swimming pools certainly if we can afford them but most of all a good home is the finest thing in the world for a child.

If some of these parents would stay home with their children evenings learning them it can be fun to be at home with corn popping and music, lot of fun, and try to learn them a love of God, a love of cleanliness of body and mind and love of work and accomplishment. Surely these things have not become old fashioned, too bad for the world if they have.

Helen O. Pridmore.

RED CROSS TRIBUTE

EUGENE — (To the Editor) — Red Cross is the largest and most complete humanitarian organization on earth today. Everybody believes in the great work it is doing, helping dependents of veterans who are sacrificing most for us, saving the lives of untold thousands of our wounded through the blood banks, actually cutting Korean fatalities in half of those of World War II by this

method, its lead in first aid, home nursing, civilian emergencies, as well as its big disaster relief program that steps in and takes over in every grave emergency, makes it an invaluable asset in our lives. The blood program alone is worth fifty times the cost of all Red Cross work, yet is only 5% of its work. Where else can we buy so much for so little?

And yet in spite of this wonderful work Red Cross gets much severe criticism. So many "don't believe in it," "wouldn't give it a dime," etc., usually citing some little mistake or misjudgment some case worker may have made if pressed for a reason. Yet I know the opposition is deep and genuine. But why do so many so deeply oppose Red Cross? I believe I know the answer.

I like people. Next to dogs and horses whose loyalty, devotion, and faithfulness can never be questioned, I think our two legged species called "man" is one of the finest species ever spawned. But our species does have its weak points and all who look know it. One such weakness I have long detested, that characteristic of mistreating its benefactors. Socrates, Jesus, Gallo are typical examples of the treatment accorded our highest benefactors, those names can be multiplied by hundreds of thousands of others who were crowned with thorns or worse while working for our betterment. But it doesn't stop with history, this trait runs right on down to your next door neighbor and to "us." Human nature

doesn't change or at least changes very slowly.

Shakespeare saw this trait when he said "If you don't want nobody to get mad at you don't loan nobody no cash or nothing for you do you may lose the cash and the friendship of the guy you loaned it to, both." That wasn't Willie's exact words but that is exactly what he meant. (Come, come Polonius, speak up! But we must not lose faith. Personally I couldn't for I do like people. There is so much good mixed up with their cussedness that we can't lose faith. Not as a boast but with the greatest humility I wish to state that our fine community has made it possible for me to be favored in some ways over many, in our community and has favored all of us over most people in other parts of the world for which we all should feel, and I do feel deeply indebted to my community and my country. As a token of my appreciation for the fine work the Red Cross has done for that community, I am again making my personal check to the American Red Cross for an amount many times my just share of the load, this above a substantial amount given through my business connections. I say this in all humility and say it only because I want others to know the high value I place on the fine work it does, and that I think the finest investment each and everyone of us can make is an investment of at least our full share in our local Red Cross.

GEORGE E. OWEN

Boeing to Work On Atom Plane

Air Force Reveals Award of Contract WASHINGTON — The Air Force disclosed Thursday it boosted its program for development fantastically fast and powered flight with a new contract to Boeing Airplane Co. Seattle.

It is the second contract of type to be announced by the Air Force and indicates the program of atomic flight is well into its second phase—that of building and experimental production.

ATOMIC POWER could lift an airplane almost limitless—80 times around the globe—on a pound of uranium "fuel," experts say—and speeds of 300 miles an hour and up. But most experts say it's a long-time project, with the flyable atomic plane a matter of years—and many millions of dollars—away.

ONE SAID it probably would take "somewhat longer" than estimated two or three years needed to complete the nuclear powered submarine which the Navy has announced it is building.

Boeing is working presently on the airframe, or shell, of a plane to be fitted around the atomic engine now being developed by Pratt & Whitney Aircraft Co., East Hartford, Conn. The Pratt & Whitney contract was announced last December.

House Okays Nisei Claims

WASHINGTON — The House tentatively approved Wednesday an appropriation of \$14,800,000 to pay claims of sons of Japanese ancestry living out of their detention camps on the West Coast since World War II.

Most of the Japanese who lived on the West Coast since World War II. The fund approved Wednesday is in addition to \$10,000,000 previously allotted to expedite payment.

The Justice Department estimated that 23,725 claims were last July 1, approximately \$10 million will have been settled by June 30 if funds are provided.

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