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Two Sides to Price Control

Asserting that "there are two sides to every question" and contending that their's in the matter of price controls has not been given the consideration it deserves, organized retail merchants are asking congress to heed their pleas for amendments to the price control act if it is to be extended beyond June 30. Their first request is that the life of the act be not prolonged for more than one year.

The key demand of the retailers, however, is that the trick phrase, "generally fair and reasonable," which alone restricts OPA in setting price ceilings, either be stricken from the act or be further clarified by congressional interpretation. As construed by OPA it does not apply to separate commodities or classes of commodities and "price squeezes" which reduce profit margins below prewar averages are imposed because profits on other items bolster up the margin of a store's entire line.

To remedy this situation the retailers ask congress to require OPA to eliminate all such existing "squeezes" as rapidly as sales volume returns to normal, and to forbid the creation of new ones.

In the food lines objection is made to the plan of classifying stores in groups determined by volume of business (Classes 1, 2, 3, 4) for the purpose of fixing price ceilings, on the ground that historical price differences between stores are due to differences in functions performed or services rendered, not volume of business alone. Cash and carry as against credit and delivery service usually accounted for the variance. The cure for this evil is prohibition against fixing more than one maximum price on any single item by any price control board.

Elimination of the proviso that the courts "must" issue an injunction whenever OPA asks for one is also asked on the grounds that the courts should exercise their own discretion, and not be required to prejudice a case before hearing its merits. Innocent merchants are often branded as black market operators unfairly by the publicity attendant upon these injunctions.

Congress is also implored by the petitioners to widen the jurisdiction of federal district courts to embrace price control cases in the interests of justice and equity for the small merchant who cannot afford to fight a case under the present limited jurisdiction, which is confined to the emergency court of appeals. This court sits only in Washington, or briefly at infrequent intervals at other cities over the nation.

United Nations and the Levant Crisis

French aggression in the Levant, halted by the British ultimatum, raises the question as to whether if the proposed United Nations world security organization was in existence it might have been able to prevent the current crisis in the Near East. The answer is that perhaps it could but not necessarily.

France, as a big five permanent member of the proposed security council, would have been able to veto any council decision ordering economic sanctions or military measures to enforce settlement of her current dispute with Syria and Lebanon. But as a party to the dispute, France would have been barred from vetoing various preliminary steps by the council which might have forestalled the armed clashes now taking place in the Levant.

Under the basic Dumbarton Oaks plan and the revisions of it tentatively agreed upon by the United Nations' world organization conference now in session at San Francisco, this is probably about what would have happened.

Syria or Lebanon or both would have called to the security council's attention the fact that they believed the presence of new French troops in their countries constituted a threat to peace, because the charter as now contemplated provides that any state, whether a member of the organization or not, may bring to the council's attention any situation which it believes "likely to endanger the maintenance of international peace and security."

The council's first step would be to call on France and the Levant countries to settle their differences "by negotiation, mediation, conciliation, arbitration or judicial settlement, or other peaceful means of their own choice." If no settlement was reached the council would determine "whether or not the continuance of the particular dispute is in fact likely to endanger the maintenance of international peace and security." If it decided this affirmatively, it would then have to decide whether it should take further action. France as a party to this dispute, would not be able to veto such a decision.

Okinawa Virtually Won

The bloody battle of Okinawa is nearing an end with organized Japanese resistance almost crushed and the last vestiges of the main enemy defense line being smashed. Two fresh American divisions have been thrown into the final effort to complete speedy conquest of the southern tip of the island. By Tokyo reports eight U. S. divisions, possibly 120,000 men in all, are attacking the last 20,000 defenders who are already outflanked.

Complete conquest may take a couple of weeks more as the Japs in fortified tunnels are blasted out one by one as on Iwo Jima, but the battle for the strategic island has been lost as even Tokyo admits. The defenders have been killed off at the rate of over 1000 a day. In the first 60 days of the campaign through Wednesday, 61,519 Japanese dead had been counted, not including those sealed off in the blasted caves, and another 1353 taken prisoners. American dead or missing total 9,602.

The Jap defenses in Southern Okinawa are reported by American commanders as probably the strongest fortified line encountered to date in the Pacific as the island was regarded as the most vital outpost of Japan. Therefore the sanguinary hand-to-hand fighting and the suicidal "banzai charges."

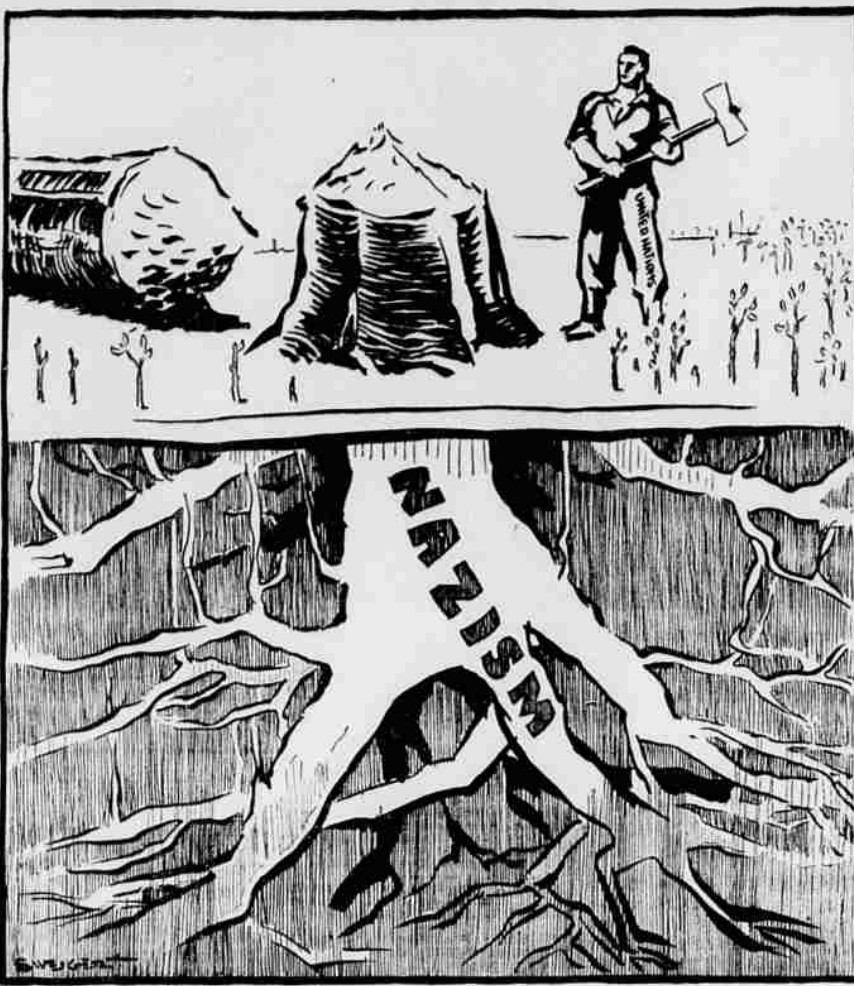
Throughout the campaign wet weather and gumbo mud has slowed mechanized maneuvers and transformed the battle into a foot soldier's fight as well as handicapped aerial activity on both sides.

With the large cities of Japan being wiped-out by bombs and planes one by one and their island outposts falling one by one, with their harbors mined and their shipping destroyed, with suicide planes their last defense, how long can the Japanese stand the gaff?

West Salem Bond Campaign Thru June

West Salem, June 1—The seventh war loan drive will be continued locally until the closing date, June 30, despite the closing of school this week. According to Mrs. Van Santen, who is serving as general chairman, all sale of bonds at the school building will be discontinued but the volunteer workers will continue the canvass of the residential and business dis-

tricts and purchases will still be taken at the city hall. Additional workers are needed as the insufficient number has made it impossible to complete organized drives in the industrial plants and to assign workers to all sections of the town. Anyone who can assist in the closing days of the drive may offer their services. A report of the subscriptions can not be made until the close of the drive as workers will not turn in their purchase orders or funds until they have completed their respective districts.



Sips for Supper

By Don Upjohn

While the United Nations conference supposed to be leading to a world peace is getting down towards its last stages in San Francisco, a couple of congressmen in Washington, D. C., slap each other in the kisser and then explain it was just a matter of honor. Which probably means honor will have to be kept out of the world peace pact or some nations will begin slapping one another on the kisser.

Maybe it's only a matter of honor between France and Syria and Lebanon.

The current issue of a fashion magazine displays over most of its front cover the picture of a woman's face, as is the practice of most magazines, except in this case there are no legs in sight. This lady, supposed to be charming, has a black chin, ghastly red lips and the rest of her face is green. If this is the way the girls are going to be this summer we hope that veils are coming back.

B.L.C.—Before Liquor Stores (50 Yrs. Ago in Pendleton East-Oregonian)

Every man has a favorite liquor mixture, and there are fashions in drinking as in dress or in bicycles. Cocktails are the most common in Pendleton. Also a late drink in Pendleton is the "coffee cocktail" in which coffee extract and brandy form ingredients. Another new mixture, and one destined to become very popular, is the "bartender's cocktail" in serving which the bartender sets a bottle before his customer and allows him to pour as much whiskey as he wants in the other ingredients. The Martinez cocktail is popular in Pendleton; cherry bounce punch is growing in favor, and the mint julep is common of late.

Met Ed Stadter the well known banker prowling the streets at about 8 a. m., today, but sometimes even bankers are early birds.



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Doc Will Thompson, the bird man of Riverdale, came to our rescue in the blackbird situation as we expected he would and said it was not an unusual thing for a blackbird out his way to attempt to take a peck at his cocoa, but he's not sure whether it's just a friendly gesture. He told of a happening just this week which occurred as a result of two blackbirds making their nest on a power transformer pole at his place. The nest had no more got into shape than a hawk showed up and tried to preempt same. However, the blackbirds would not stand for it and chased him off. He saw the hawk going over the hill with the blackbirds in full pursuit and in a few minutes the blackbirds returned and settled down to their housekeeping. Which makes us hope our unfriendly blackbird at home doesn't mistake us for a hawk.

Some fear is being expressed that the shortage of sugar is going to make strawberry shortcake this year an object of suspicion. But the work of robins so far in the local patches would indicate there'll be a shortage of strawberry shortcake, sugar or no sugar.

The editor of the Monmouth Herald even dares the bird lovers by hinting that unless the robins quit pecking the strawberries pretty soon he'll import more cats.

Novelties In the News

(By the Associated Press)

That's Better

Tonopah, Nev.—When several days went by without action on his request for a furlough

QUICK TAKES

By Boer



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The War Today

By DeWitt Mackenzie

An interpretative analysis of war developments by a famous Associated Press war correspondent.

Maybe in the long run the Franco-Syrian upheaval will prove to be a good thing, for it demonstrates anew that the whole of Europe and the Mediterranean countries are as inflammable as tinder and that anybody who flips a lighted match carelessly aside these days is begging for catastrophe.

One doesn't mean to be cynical in this observation, for it's a cruel thing that this reminder should have to come through more bloodshed. But we must know that we've come mighty close to another great conflagration. You can't rekindle the fire anywhere without the terrible danger of it spreading.

And Syria isn't the only danger spot by a long shot. Europe is full of delicate political situations, any one of which could easily precipitate fresh tragedy. The present affair seems at this writing to have been got in hand through the stern intervention of Britain, with the moral support of the United States. John Bull stepped in to halt the fighting—and he was wearing his guns loose in his holsters.

Not France's Affair

At the same time British Prime Minister Churchill told General De Gaulle in Paris that "once firing has ceased and order has been restored we shall be prepared to begin tripartite discussion here in London." This means that the United States and Britain are ready to sit down and thresh the Syrian difficulty out with France. That is the language of peace.

Some French circles have been insisting that the dispute with Syria is France's own private affair. But that argument doesn't hold water any more. I do a lot of fishing up in the heavily wooded wilds of northern Maine, and everywhere are warnings of the danger of forest fires. If I'm careless with my camp-fire or a lighted match, it certainly is no private affair of my own. It concerns the lives and property of thousands of people over great areas.

Probably the Syrian imbroglio also will lend force to the argument that the peace of the world must, for the time being, rest mainly on the shoulders of the big three—America, Russia and Britain. That perhaps isn't an ideal situation, but it is based on the horse-sense that this trio of great powers are the ones which have the physical strength to maintain order so long as they stand together.

It is a reassuring circumstance that in the present instance this strength is maintaining the ideals of the Atlantic charter. Unofficial circles in Paris are calling the British action "power politics," but one doubts whether little Syria will regard the matter in that light.

The Battle of the "Monitor" and "Merrimack," a naval engagement fought early in the American Civil war, was notable as the first conflict between iron-clad vessels.

Salem to Share in Better Air Service Following War

Compared with the air transportation service that is ahead for Salem, through the United Air Lines within a few years after the war ends, the present schedule and standard are no more than a shadow.

Flights, he said, will be more frequent, ships bigger, tiner and faster, and it is the company's desire, possibly in five years after the war, to reduce passenger rates from the present 4½ cents a mile to 3½ cents.

On a tour of the entire western division of United's operations, Mr. Patterson and party landed at McNary field Thursday afternoon at 2:20, met local employees, inspected company facilities and were guests at a dinner Thursday night at the Marion hotel. They left at 11 a. m. Friday for Eugene and Medford.

With the president were O. C. Richerson, manager of western operations; C. F. McElean, assistant to the president in charge of management-employee relations; R. F. Ahrens, director of personnel; B. B. Gragg, director of sales; D. F. Magarrell, director of passenger service; Harvey Hancock and H. E. Nourse, assistants to the president; H. F. Barnes, western director of passenger service; S. R. Newman, western sales manager; J. W. Eberly, western regional personnel director; R. M. Rummel, in charge of publicity; and Miss Jean Homolka, secretary.

Costly Fleet Ordered
Hinting of what lies ahead, Mr. Patterson said: "United has ordered a \$25,000,000 fleet of four-engine, 240 and 300-mile-an-hour Douglas DC-4s and DC-6s for operation as soon as conditions will permit their delivery. The DC-4 will carry 44 passengers plus 3500 pounds of cargo at four miles a minute; the DC-6 up to 52 passengers plus 5500 pounds of cargo at five miles a minute.

"As part of its postwar operation plans United recently announced a basic 10 percent reduction in one-way fares over its system, making them generally lower than rail plus Pullman. The present travel congestion on commercial lines will last for at least a year after the Pacific war ends. Until that time planes will continue to be jammed with discharged servicemen returning home."

He said that his company will be able to absorb some 600 military fliers in the four-year period following the end of the war, and predicted that commercial airlines in the United States will be able to hire about 50,000 military airmen in all categories.

"However, it will take a military pilot about three years to re-learn commercial flying and forget military methods," he added.

New Routes Coming
He said that United has an extensive expansion program in progress, including proposals to the civil aeronautics board to add 20 communities in the west. Among these applications are two directly affecting Salem. One is a routing from Salem through Bend, Klamath Falls and Chico, to Sacramento; the

other from Salem to Eugene, North Bend, Coos Bay and Eureka to San Francisco. Both applications have had hearings and are in the hands of the civil aeronautics board.

Mr. Patterson does not look for mass freight operation by air for many years to come. He mentioned that an airplane load is limited to 30 percent of the gross weight of the ship, and that the present freight cost by air is 39 cents per ton mile, vastly more than the cost by surface transportation, which is too heavy an impact on the cost price of commodities to make air freight practicable except for emergency orders and perishable articles. Air lines hope, he said, to get the per ton mile cost of freight reduced to about 15 cents in the reasonably near future, and a study will be completed about July 1 of the markets that can use air freight transportation.

Long Lease Desirable
Concerning United's proposed station building at McNary field, Mr. Patterson said United would want a lease long enough to permit it to amortize the cost. By the proposal made here several weeks ago the period would be 20 years. United would lease the station grounds from the city and pay rental on the runways. At expiration of the lease period the building would revert to city ownership. Patterson said, however, his company would agree to a lease provision that the city could buy the building at depreciated cost any time under the lease period.

Asked if United would be willing to rent space in the building to competing lines or feeder lines, he said: "We would, but we would want to know who they are before the building goes up. We might collaborate with a competing line." He said United wasn't interested in feeder lines. The building would have office space for the city's field superintendent, for the federal weather bureau and the civil aeronautics authority, rent to be paid by the city for the superintendent's office space.

Mr. Patterson said that McNary field rates high among western airports.

Meeting the Patterson party at McNary field were: Mayor J. M. Dougherty; representatives of the Chamber of Commerce, President Lloyd Warner; W. L. Phillips, Lin C. Smith, Guy H. Hickox, Carl W. Rose, Elmo Lindholm, Ralph Campbell, F. W. Shepard, Leo N. Childs, Frank Doerflinger, Henry Crawford, Clay Cochran and Paul B. Gert; members of planning commission, B. McCullough, J. N. Chamberlain, W. W. Chadwick, J. M. Hamilton; Alderman Tom Armstrong, chairman of the city committee on airport, and Mayor C. H. Westover, commanding officer of the Salem air field, and E. Burr Miller, president of retail trade bureau.

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