

SUBSCRIPTION RATES:

By Carrier: Weekly, 25c; Monthly, \$1.00; One Year, \$12.00. By Mail in Oregon: Monthly, 75c; 6 Mos., \$4.00; One Year, \$8.00. U. S. Outside Oregon: Monthly, \$1.00; 6 Mos., \$6.00; Year, \$12.

Salem, Oregon Thursday, July 7, 1949

The Southern Pacific Franchise

An ancient resolution, adopted by the Salem city council 81 years ago, is the Southern Pacific company's authority for its main line operations on 12th street.

The status of the railroad company's franchise on 12th street has been questioned in connection with the city's effort to relieve the city center from a four-sided girdle of railway tracks. Either a change in location, or grade separation by tunneling or underpasses, for the main line have been proposed.

If a resolution adopted by the city council May 12, 1868, is still effective, and it seems to be, it appears to give the Southern Pacific company, as successors to the Oregon Central Railroad company, authority to operate on all streets in Salem except Commercial, Liberty, State and Court. A letter to C. A. McClure, engineer for the long-range planning commission, from James A. Lathrop, tax and right of way agent for the Southern Pacific, quotes the resolution as the authority "under which our main line is operated along 12th street."

An extract from the minute records of the city council, May 12, 1868:

Alderman Clarke offered the following resolution: Resolved, That the City of Salem hereby grants to the Oregon Central Railroad company the right of way for their road through the streets and alleys of this city with the exception of Commercial and Liberty streets and State and Court streets, not to exceed two tracks unless with the consent of the city council.

The year and days being taken resulted as follows: Yeas: A. J. Brown, J. C. Brown, Carr, Clarke, Gray, Holman, Hoyt and Miller. Nays: None.

So the resolution was passed. Attached is an affidavit from City Recorder Mark Poulsen, dated October 20, 1927, certifying that the above is a true and correct extract from the city records.

One wonders why the city council did not place a time limit, annual fees, or other safeguards for the city on what the Southern Pacific now claims its franchise for operating on 12th street. But it must be remembered that in 1868, when Salem's population was only 1139 (1870 census), the railroad was regarded as more important to the city than city streets, and was considered essential to its future—and any price to secure it deemed justified.

Even in 1880, some 12 years later, when the Oregon and California railroad company, successor to the Oregon Central, was granted a franchise by ordinance No. 126 for several railroad tracks and operation on Trade street, from the Willamette river to 12th street, no time limit was stated and the franchise made perpetual, though minor stipulations were imposed. The ordinance was passed August 3, 1880, signed by Mayor W. B. Wait and Charles W. Barrie, recorder.

Ordinance 1121, passed August 6, 1912, granted a 35-year franchise to the Portland, Eugene and Eastern railroad, a Southern Pacific subsidiary, designed for electric line competition with the Oregon Electric. It was a general franchise for railroad operation in the city, specifically mentioning 12th street, from the south to north city limits, including the operation of street car lines. It provided annual fees, but was never utilized and repealed in 1929, and a new franchise for five years granted the Oregon Stages, later succeeded by Oregon Motor Stages and still later by the City Transit Lines.

Salem Needs An Explanation

Salem's case to hold United Air Lines service has enough merit to raise questions as to why the capital of Oregon is put on the spot: Will it keep Mainliner service or will it get feeder-line service (West Coast Airlines) instead?

The Civil Aeronautics board has asked United to show cause why it should not cut out service to Salem. This is a strange situation, despite the nationwide move of the CAB to cut out duplication of air line service so as to pare air mail subsidies to the lines.

In the case of Salem, however, there is no duplication of service. Furthermore, Salem is the only city on the Pacific coast on United's system that doesn't have another airline also serving the city. There is no feeder-line service already here as there is in the case of Bellingham, Red Bluff and other cities where "show cause" orders have been issued.

Since Salem is on the direct air route of United between Portland and San Francisco, there is no deviation from course, so as to be served by the Mainliner outfit. By no stretch of the imagination could it be said to be costly for United to maintain service here under those circumstances. As a matter of fact, United's business has been increasing here year by year, according to local records. And a comparison with other United stations shows Salem doing well for its size and position.

For that matter, Salem should have some say in the CAB hearings. How about the local shippers of perishables who use air freight? The feeder-line system, which has a good record, still does not handle air freight. And if it did, there would be the problem of transfer at points which might force present enterprises using the air freight system to move elsewhere.

Salem merchants affected by this air freight are florists, bulb growers, turkey and poultry hatcheries, and specialties like mushrooms. These enterprises have spent considerable money and time in developing a tie with air freight fast service. It takes no effort to understand the predicament they would be in if they lost the local United outlet here.

What about state officials, businessmen and others here who need an easy system of air travel? Perhaps a feeder-line is necessary, too, but, if anything, United's service should be augmented instead of curbed. The Capital Journal has repeatedly called for better service out of here.

Under the circumstances, the Civil Aeronautics board should explain to the people of the city and area why they propose to cut off Mainliner service instead of having United explain why it should remain here, Salem's case stands on its own.

BY BECK

Things to Worry About

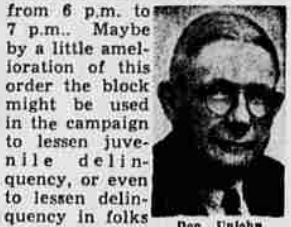


SIPS FOR SUPPER

Keep 'Em Home

By DON UPJOHN

The county court in its new order covering parking on the courthouse block has clamped the lid down close on parking at night there and from July 16 on will keep the block free of cars



Don Upjohn

fighting mad. On a visit to Portland, he left his car in a parking lot not far from the Heathman hotel. When he returned for the car the caretaker on the lot was missing and so were four of his hubcaps. On the seat of his car Gabrielson found his keys and a note which informed him that when he paid his parking bill, 60 cents, the hubcaps would be returned to him. Gabrielson says it looks like plain larceny to him, and he's asking his attorney to take over.

That's no way to treat a lad like Carl who's credit in Dunn & Bradstreet's should be triple A with a plus sign after it.

This is the time of year when Kleenex isn't of much utility for the original purpose for which it was intended but comes in mighty handy in swabbing off the chin and lips after absorbing a hunk of luscious boysenberry pie which, by the way in our books, is one of the greatest triumphs of nature.

West Salem, which is planning to vote on a possible merger with Salem would make a mighty welcome addition to our fair city, being a doggone nice hunk of a city in itself and between the two there'd be a town anybody would be glad to claim.

It Was HOT in Al's Greenhouse

Lancaster, Pa. (AP)—Hot? Think nothing of it. After all, you could have been hotter. You could have been in Albert Reitz's greenhouse.

Reitz was mopping his brow, looking at the thermometer that registered 101 degrees when suddenly, wham!

A terrific blast shook the greenhouse and 30 panes of heavy glass were blown from the building.

Reitz made his way carefully through the glass and entered the greenhouse to find an unbroken thermometer registering 142 degrees.

Apparently, Reitz said, sunlight beating through the glass kept expanding the air inside until the glass was shattered.

POOR MAN'S PHILOSOPHER

The Poorest Dog Is An Empire to a Flea

By HAL BOYLE

New York (AP)—Cuff notes by the poor man's philosopher; After thoughts are what we have when we don't want our fun spoiled beforehand.

A red wood tree never hates anybody—and it lives longer than anything.

The poorest dog is an empire to a flea.

A revolving door is the best example of segregation without discrimination.

A cat's conscience is in its claws.

The only community without gossip is a cemetery.

The hardest thing for a man to wear well is success—and nothing wears a man harder.

Memory is just life's rear-view mirror.

Sex is here to stay, but—are you?

Failure is only public acceptance of a man's private opinion of himself.

People who always are trying to make an easy dollar generally wind up looking for a hard buck.

This country will never be safe until somebody invents a seeing-eye umbrella.

Definition of a ladies' rest is to have children.

Errol Said He Was Fooling

London (AP)—Movie Star Errol Flynn, wearying of red tape, wrote "sex" as his occupation when he filled out forms to visit Britain.

And, lest there be any misunderstanding, he wrote "occupation" under the query, "Sex?"

Liberal-minded immigration authorities held him for questioning briefly when he arrived from Paris. But he told them he was just fooling.

"They didn't seem to like it," Flynn said.

WASHINGTON MERRY-GO-ROUND

Truman Cabinet Split on British Pound Devaluation

By DREW PEARSON

Washington—Before Secretary of the Treasury Snyder left for Europe he had a highly important and secret talk with President Truman in which he outlined his plans for getting the British to devalue the pound.

This is the real purpose of Snyder's sudden trip—despite all the publicity camouflage about consultation with U.S. financial experts.

Reason for the camouflage is that the treasury doesn't want the British public to know that we are trying to run their currency from this side of the Atlantic.

Sir Stafford Cripps, head of British economy, had informed Washington even before Snyder left that if the United States insisted on devaluing the pound he would resign. This would mean a general election in England.

Three members of the Truman cabinet also disagree with Snyder—Secretary of State Acheson, Secretary of Agriculture Brannan and Secretary of Labor Tobin.

Brannan and Tobin don't want to devalue the pound because the less value the pound has the less it will buy of American cotton, tobacco, pork, etc.

Sir Stafford Cripps has something the same thing in mind—though from a different angle. If the pound is depreciated, the British consumer will not be able to import as much food for his money—though Cripps wants the food to be imported from the British dominions and Argentina, not from the USA.

Backing up Snyder against the three cabinet members is Paul Hoffman, head of ECA, who fears collapse of his Marshall plan unless the pound is devalued. In fact, Marshall Plan Ambassador Averell Harriman has been pressuring the British so vigorously, even before Snyder arrived, that lanky Sir Oliver Franks, the British ambassador in Washington, was rushed to London by air to help take the heat off.

Despite the strong differences within his own cabinet, and the above ramifications, Truman gave Secretary Snyder a completely free hand in dealing with the financial crisis.

NO "SENATOR DEWEY"

Governor Dewey telephoned his old friend, Senator Irving Ives, from Albany the other day to get some advice on who he should appoint to the temporary senate vacancy left by retiring Robert Wagner.

"Why don't you come down to Washington yourself?" urged Ives.

"No," replied Dewey, "I don't want to."

Instead, he said he was considering two alternatives—one to appoint a personal friend such as John Foster Dulles or Roger Straus to finish out the senate year; or to appoint a strong politician who would have a chance to win against the democrats next November.

In the latter category he placed General "wild Bill" Donovan, famous World War I hero and head of the OSS super-spy agency in World War II, or Tom Curran, New York secretary of state.

Ives suggested that Dewey should appoint the latter type—one who could use the four-month period before November to consolidate his strength and try to win against the democrats. Ives also added that, since he was a Presbyterian, he thought the new senator should be a Catholic.

NOTE—Dewey also mentioned two women as possible senatorial choices—Jane Todd and Mary Donlon.

Several of John Foster Dulles' New York law associates were discussing the report that Gov. Dewey would nominate the elderly New York lawyer to the senate.

"Remember last year," said one, "we thought that Dewey would be elected and we would be able to divide up Dulles' share of the firm's profits?"

"Yes," replied another, "the day after election we were afraid Dewey would join the firm, and we would have to cut up our share to divide with Dewey."

CAPITAL NEWS CAPSULES

Aftermaths of the T-H Battle

Senator Virgil Chapman of Kentucky, who owes his election entirely to Alban Barkley, voted against Barkley and the administration right down the line.

There was a lot of fuss over Senator O'Connor of Maryland, who was brought back to Washington for the Taft-Hartley vote. O'Connor lived up to his advance billing and voted with the administration. However, when the heat was off, he quietly switched over to Taft's side and voted for the injunction that he had earlier opposed. This was also true of Tydings of Maryland, Frear of Delaware (democrats) and Lodge of Massachusetts (republican).

One vote would have changed the entire Taft-Hartley picture,

BY GUILD

Wizard of Odds



MacKENZIE'S COLUMN

Chiang Betting That World War III Is Inevitable

By JAMES D. WHITE

(Substituting for DeWitt MacKenzie, AP Foreign News Analyst)

Chiang Kai-Shek has said it again. —If America doesn't come to his aid, the communists will take all China and eventually Asia.

Chiang has said this many times. It still is true that, because of the profound unrest and poverty in both China and Asia, communism has easy going there.

But the generalissimo is talking about only half the question. He tells us what will happen if he doesn't get American aid. He does not say what will happen if he gets it.

Maybe that would be because he has sunk to his present low estate during a period when he was getting help from America.

At V-J Day he was still a national hero, symbol of China's fight against the Japanese invader. Today Chiang is the "retired" leader of a veiled government whose hold on the

Chinese mainland is conditioned largely by how soon the Reds decide to push it off entirely.

It got into this fix while getting American aid, and the evidence is that one or both of two things are true: Either the aid wasn't enough, or was misused to such an extent that it didn't do what it was supposed to do.

Both are probably true. American aid to Chiang to fight the communists (one figure cited is \$4 billion) was never more than a fraction of that voted for Europe. And the story of what happened to American-equipped and trained Chinese armies is one of the most profound studies in futility and corruption the world has witnessed for some time.

Would fresh aid be any better used? The answer lies in another question—is what is left of the Chinese Nationalist government any more capable of using help effectively?

There is no concrete evidence of that, and, in fact, the little evidence available is that what resistance there is left in China depends upon regional chieftains like the Moslems in the northwest whom Chiang never could depend upon in the past.

Why, then, does he ask again for American aid?

While there's life, there's hope, and Chiang said he is still the leader of the Chinese revolution. Perhaps two hundred million Chinese behind Red lines will think this is a joke, but Chiang apparently thinks he still could command their respect and allegiance if America would stake him to more anti-communist civil war.

Last winter in China, every Chinese with whom I discussed the matter told me of another profound conviction that Chiang holds. This is his firm belief that a third world war between Russia and America is inevitable.

In his request for aid he says one is inevitable—if he doesn't get American help. Informed Chinese say he thinks World War III is inevitable no matter what happens. His whole strategy is based on this idea, that war is coming.

I might add that most Asiatics seem to agree with him. Their belief stems from the way they think America and Europe concentrate on western problems and neglect those in Asia.

Anyway, as many Chinese explained it to me, Chiang has staked everything on prolonging the existence of his regime as the legal government of China until war breaks out.

Then, they say, he will again become a necessary ally of this country against Russia, just as he was against Japan.

His price for being an ally will rise accordingly, they predict.

SUCCESS IN TEN YEARS

Two Texas Sisters Have Made Fortune from Idea

(From Industrial News Review)

The business success of two Texas sisters during the past 10 years shows how, under the American system, an idea, a small sum of money, and courage to take risks may serve as foundation for a thriving enterprise that gives work to hundreds.

In 1938 Elsie Frankfort designed a maternity gown for her sister, Mrs. Edna Ravkind, of Dallas. It won so much praise that the sisters decided to make them for sale.

With \$500 capital, they hired two seamstresses and opened a retail shop.

Within a year their business had grown so much that manufacture was transferred to a loft. They opened branch stores in San Francisco, Los Angeles,

and Indianapolis. They sold to New York shops.

Soon they had 75 seamstresses. Another sister, Louise Frankfort joined the firm. Business grew to more than \$1,000,000 a year.

Now the partners are ready to build their own factory, increasing production 50%.

They have a new idea too—for making maternity dresses that can readily be converted for ordinary wear.