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Salem, Oregon, Saturday, September 10, 1919

Long Strikes Disastrous

The 82-day strike of employees of the North Coast Greyhound bus lines has been called off, both the union and company having agreed to arbitrate differences. The federal mediator at Seattle announces that representatives of both sides have reached agreements on most points of difference and accepted arbitration for the remaining four or five points.

The bus employes have lost 83 days of wages, the company has lost 83 days of operation costs, never to be regained by the workers or the employers, but as usual the greatest losers are the people served, commuters and travelers, who have been put to great inconvenience and extra expense.

Eventually all labor disputes have to be settled by mediation or arbitration, so what's the sense of an 83-day strike to do what could and should have been done before the strike was called, especially since employes have been receiving the highest wages in history?

As the bus strike ends, a railroad strike begins that may also continue 83 days for far greater loss to all affected. Some 5000 operating employees of the Missouri Pacific railroad have tied-up the 7200-mile traffic railroad system in 8 states of the central southwest, forcing the lay-off of 22,500 non-operating employes, and eventually forcing many industries to close-down, idling tens of thousands of other workers, as well as inflicting losses on the general public. The railroad carried an average of 12,000 passengers a day.

The strike seems inexcusable and unjustifiable for the four brotherhoods refused to accept the findings of a presidential fact-finding board and rejected arbitration. R. E. Davidson, assistant grand master of the Brotherhood of Locomotive Engineers, says that arbitration was rejected because "some issues are just not arbitrable." There are 282 union demands.

Yet arbitration or mediation must eventually be the solution, or one side or the other go out of business, so why not arbitrate before the menace of disaster materializes?

Meanwhile, Federal Mediation Director Cyrus S. Ching is holding conferences in New York trying to settle the long Hawaiian dock strike called by left-winger Harry Bridges, which has for months paralyzed economic and social activities in the islands and threatened starvation to the population. Never will either side recover financial losses incurred, which is probably what Bridges desires.

Meanwhile, Bridges is trying, with some success, to extend the labor boycott on Hawaiian ships to all ports in the world to prevent unloading the ships the territorial government is loading. The strike seems a communist test of power to show what would happen to American shipping in case of a war with Russia, and so allied to the cold war against democracy.

The president could have stopped some of these disastrous strikes if he had utilized the Taft-Hartley law—but he is playing politics with it instead for the 1950 election.

Eugene Approves One-Way Grid System

When Salem was making its final decision on accepting the Baldock traffic plan, several opponents of the plan pointed to dissatisfaction in Eugene with the one-way grid system there. In fact, at the council meeting at which the Baldock plan was finally voted, one opponent predicted overwhelming disapproval of the Eugene system in an opinion poll being taken there.

The results are now in on what Eugene thinks about the one-way system. Eighty percent voted in favor of continuing the grid system, with certain modifications. This overwhelming approval was announced Friday.

Covered in the survey were the businessmen inside the downtown grid. In a simple question of whether or not the businessman favored or disapproved of the grid, the answer was 251 in favor of the grid and 64 opposed. There were many questions bringing out sentiment in favor of minor changes. Asked if they wanted to change the two main business streets back to two-way, the businessmen voted two to one against a two-way arrangement on those specific, key streets.

Recently, drivers of vehicles in Eugene were asked about their views on the grid system there. They, too, voted overwhelmingly in favor of the present basic plan in the same proportion as did the downtown businessmen. As for businessmen outside the grid system, their votes in the latest poll showed the same reaction in favor, as did their downtown associates.

This favorable opinion of a traffic system designed to meet the congestion in downtown areas in growing communities is significant because it was instigated by those protesting the grid. Some people in Salem were so certain the vote was going to go the other way that they based their opposition to a one-way grid here on the outcome of the Eugene poll.

Now that Eugene has so definitely expressed itself, the last vestige of opposition to the Baldock plan should be squelched in Salem. The state highway commission is scheduled to complete the formal agreement with Salem at the September meeting next week.

Some People Steal Anything!

Philadelphia, Sept. 10 (AP)—It seems some people will steal anything.

Police report the theft of a car with no foot pedals and with special hand levers on the steering wheel. It belongs to Lawrence J. Kitterman, 27-year-old navy veteran from Newport News, Va. Kitterman, who is partially paralyzed, lost the use of his right leg at Bougainville.

Hauler Pays Three-Year 'Debt'

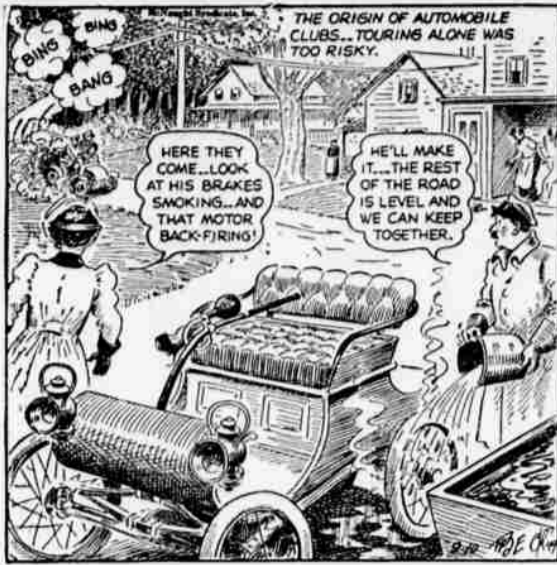
Joliet, Ill. (AP)—Three years ago, when Chris Holl did some hauling for the highway department, it was discovered he was overpaid.

State auditors ordered county officials to get a refund. The county officers were willing to forget the matter but state officials said it had to be collected.

At last, Holl has paid the county clerk the one-cent he owed.

BY BECK

Recollections



THE FIRESIDE PULPIT

Nothing Without Labor But Life Can Still Be Empty

BY REV. GEORGE H. SWIFT

Rector St. Paul's Episcopal Church

The motto of our class in high school was "Nihil sine Labore." or "Nothing Without Labor." It was a good motto for that day. It still is for today.

To help engrave these words upon our hearts and minds, our high school class rings bore the same inscription: "Nihil sine Labore." In my experience, and I am sure in the experience of all in our class, that Latin phrase has carried a message which has rung true.

In the early chapters of the book of Genesis we are reminded that "In the sweat of thy face shalt thou eat bread, till thou return unto the ground." Some people look upon this as a curse, but Jeremy Taylor contended: "The labor and sweat of our brows is far from being a curse, that without it our very bread would not be so great a blessing. If it were not for labor, men could neither eat so much, nor relish it so pleasantly, nor sleep so soundly, nor be so healthful, so useful, so strong, so patient, so noble, nor so untempted."

But one of the great problems in any economy is to provide work for every man, whether he be an executive, professional, artisan, or pick-and-shovel man. It is when the right or ability to work is taken away that men realize that, instead of a curse, work is a blessing.

We who have the privilege of going about under our own power and having a job to do, should thank God from the depths of our hearts for the blessing of the privilege of having something to do. The reason some people do not appreciate the privilege of honest labor with their hands or minds, or both, is because they do not labor with their souls.

If, as Jeremy Taylor said, "Our very bread would not be so great a blessing without work, nor could men sleep so soundly, nor be so healthful, so useful, so strong, so patient, so noble, without work, it may be that dissatisfied people are without benefit of the exercise of their souls. For it is through the operation of the soul that all else takes on meaning and purpose and appreciation.

"Nihil sine Labore." Nothing can be accomplished without labor, it is true, but even with labor, life will find an emptiness and a meaninglessness if it has not the spiritual element to inspire and encourage and give purpose to what is done.

ADVICE NOT LIMITED TO REAL ESTATE —

Don't Under-rate a Woman

Portland, Ore. (AP)—Never underestimate the power, or the versatility, of a woman—especially when she's looking for real estate.

Mrs. R. B. Butler, Tulsa, Okla., president of the women's council of the National Association of Real Estate boards, told the Oregon Realtors convention that 90 per cent of real estate purchases are made or influenced by women.

Mrs. Butler said her survey of 3,000 housewives showed that women wanted these things in a home. No ceiling lights in the bedroom "because a woman looks 10 years younger when the light doesn't shine in her face." A tool cabinet in the garage "so my husband will stay home more."

Double garages—not necessarily for two cars, but for more storage space.

SIPS FOR SUPPER

New Ink Slinger

By DON UPJOHN

Note that the state is soon to have a new ink slinger who's planning on doing a series, as he says. He won't be quite the same type as Bob Case, Ernie Haycox, et al, but plans to be pretty vitriolic and punch a mean typewriter key as it were. We haven't heard yet whether he plans to write under his nom de plume of "Mike" or will sign his stuff as Marion LeRoy but from what little short squibs and essays he has turned loose on the public so far no doubt he will be a shining success as there's no question at all but what his earlier ventures in the field of prose have had plenty of readers, in Multnomah county, at any rate.

So far his stuff has scintillated with such phrases as "machine politics," "would be tyrants" and so on. It seems the writings he propose are to all be of the factual type. His earliest efforts had some ear marks about them which would have indicated he might have done right smart in the field of fiction.

Note a nudist colony is being planned in the neighborhood of Philomath and not far from Corvallis. In fact, it is being earmarked for the site of the American Sunbathers association which is planning a convention there for 1953. This, at least, should assure a big upswing in the male enrollment at the state college come another school year.

Speaking of political pressure. Last month the postoffice department issued a postage stamp honoring the veterans of the GAR and at the time indicated it had its stamp program for the year all laid out. This created quite a sensation below the Mason and Dixon line where the Confederate Veterans, southern organization similar to the GAR, didn't like to be slighted. Protests began to flood Washington. So now comes word that on September 29 there'll be a stamp for the Confederate Veterans. The postoffice backbone weakened, then snapped.

We can imagine an Oregon State Fair without a lot of the features around there now but come another year it's going to be difficult to visualize a state fair without Ella Wilson in the office. Her announcement of her retirement with the coming of the new year was sort of a bombshell as it seemed as natural to see Ella at her post as it was to see the agricultural building, the grandstand or any of the other long-standing permanent adjuncts of the big show. Ella has overcome a million difficulties, straightened out a million tangles, listened to the jangling of countless thousand exhibitors and others and has always come through with a smile. We don't know what can possibly compensate her in the quiet of retirement for the hectic life she's led since joining up with the fair nearly 35 years ago. As a trouble shooter she deserves a string of blue ribbons that would stretch around Lone Oak track at least twice.

WASHINGTON MERRY-GO-ROUND

Ban on Airplane Junkets Backfired on Johnson

By DREW PEARSON

Washington—There was a lot more than meets the eye behind the way Secretary of Defense Louis Johnson suddenly pulled in his horns about the airplane junketing of congressmen.

Real fact is that if Johnson had stuck to his guns and congress had done any investigating, the executive branch of the government would have been shown up for private joy-riding perhaps more than congress. For Johnson himself uses an army plane almost every weekend to visit his home in Clarksburg, W. Va., while Secretary of the Navy Matthews uses a navy plane to fly back to his home in Omaha on weekends.

That was why wise Steve Early, undersecretary of national defense, called majority leader Scott Lucas of Illinois and asked him to arrange a conference with Sen. Elmer Thomas of Oklahoma, the man who had been rebuffed by Johnson regarding an airplane junket for his committee.

Shortly after the war, forthright Secretary of War Bob Patterson laid down a flat rule against airplane junketing—especially against private planes with special crews for cabinet bigwigs. Patterson even ruled that he himself was not to have a private plane.

It's been only three short years since that ruling was made. But, in the interim, it's become as obsolete as the use of wigs by the supreme court of the United States. The American taxpayer would be a lot better off, however, if Secretary Johnson had stuck to his original guns or if Patterson's ruling was reinstated.

Without meaning to, the FBI touched off a whispering campaign against Senator Elbert Thomas, Utah democrat, back in his home state.

It was caused by a routine check which the FBI made on all delegates appointed by President Truman to represent the United States at an International Conference at Geneva, Switzerland. As head of the delegation, Thomas was investigated along with all the other delegates.

But for some reason, an FBI agent called upon a republican county chairman and asked questions about Senator Thomas. And the republican promptly spread the word that Thomas was under investigation by the FBI, the implication being that this was something sinister. Actually, it was nothing but a routine check.

Many loyal citizens are checked by the FBI every day as a routine precaution before they are hired by the government. (Copyright 1949)

The man who originally started junketing in army planes was Secretary of War Patrick J. Hurley back in the Hoover administration. At that time it was a democratic congress which protested.

Especially when Hurley, flying to a meeting of Indiana editors, made an emergency landing and smashed up his plane, democratic congressmen howled to high heaven. They didn't mind the possible loss of a republican secretary of war, but they did object to the loss of a \$72,000 plane.

Since then the cost of airplane construction has so increased that the smash-up of the big transports which carry the cabinet would be nearer \$1,000,000.

Since then also, Pat Hurley's ideas of airplane junkets haven't changed, and the war department still has a \$30,000 bill which it's been trying to collect from the state department for the use of a special army plane when he was ambassador to China and insisted on a private plane to carry him home.

Since then, other cabinet officers—though democrats—have caught up with Hurley.

For instance, the war department sent the interior department a \$18,000 bill for the personal trip of secretary of the interior Krug to Japan, carrying Krug's father and his personal physician, Dr. Roy L. Sexton, who, because of Krug's health, frequently accompanies him. The army felt that since Krug had made this something of a family deal, the interior department or Krug should foot the bill.

The interior department finally scraped some money out of its budget and paid the air force, though in the end it was the taxpayer, not the interior department, who lost out.

In addition, Secretary of the Treasury Snyder has his own coast guard plane, a giant C-54, with a special crew assigned merely to carry him wherever he wants to go.

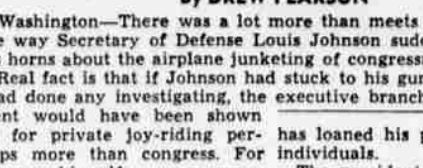
Then there is Secretary of Commerce Sawyer who has a special civil aeronautics plane assigned to him, which he uses to fly back home to Cincinnati on weekends. And Secretary of the navy Matthews, in addition to using a special plane for weekends in Omaha, took a recent junket to Honolulu, carrying his entire family along for a ten-day outing in Delightful Hawaii.

Another point which would have come out if Senator Thomas had insisted on his investigation is the way Mr. Truman

BY GUILD

Wizard of Odds

BEEN IN A CAR ACCIDENT? ODDS ARE 5 TO 1 SKIDDING, RATHER THAN A BLOWOUT, CAUSED IT.



POOR MAN'S PHILOSOPHER

Hal Reminisces on Column He's Been Writing 6 Years

By HAL BOYLE

New York—(AP)—This is the sixth anniversary of my entrance into prison. It is a hoosegow of the mind—the business of writing a daily newspaper column. The high walls and iron bars of this mental penitentiary don't show. But they are there—in the convict's brain—growing higher and stronger with the years.

Writing a newspaper column is one of the oddest occupations in our screwball civilization. To become a lawyer, a doctor, or an undertaker you have to go to school. But there is no college for columnists anymore than there is for astrologers.

There is no test, no standard of qualification, no training for the bizarre business.

Drew Pearson started as a diplomatic reporter. Walter Winchell began in vaudeville. Dewitt MacKenzie was a foreign correspondent. Westbrook Pegler and Bob Ruark were sports writers. Eleanor Roosevelt was a mother and magazine editor. Billy Rose a showman and song writer.

Will Rogers, Bob Hope and Milton Berle turned to columnning after successful careers as comedians. Margaret Chase

Smith, a U. S. senator from Maine, now writes a column. So do a number of congressmen.

To be a columnist, it isn't necessary to be able either to think—or to write. You can hire ghosts to do those chores for you.

But if you do it yourself, it is hard work, and the loneliest industry on earth. For brain children have only one parent—the frontal lobe.

Some people have the idea that writing a daily column is a glamorous career, and a lead-pipe cinch. But those who have done it know better. The late Don Marquis called it "digging a daily grave". Asked if he found his task difficult, Red Smith, celebrated sports columnist of the New York Herald Tribune, said:

"No, you just sit down at your typewriter, open your veins—and bleed."

How do you get a job writing a column? Some people ask for it—and it just happens to others. It just happened to me.

In 1943 the Associated Press decided it wanted a warfront column about the troops. It asked one reporter to do it, and this wise man said, "No, thanks." Someone then happened to recall I was in Sicily. And a message came, "Boyle, start writing a column." I did.

Although the war ended four years ago, no one thought to revoke the order. So I am still at it.

That is a funny thing about columns and comic strips. They go on forever—like Tarzan of the Apes.

The danger in columning is that it is likely to give a man the idea he is an expert on everything from cattle breeding to flagpole sitting. Its occupational hazards are chair sores and punditry.

A little baby oil in the right spot will heal the chair sores, but there is no cure except death for the columnist who acquires the disease of taking himself too seriously.

Columnists, like presidents, get many letters and small gifts from the people. If they write that they like blackberries, someone is sure to send them a box. But if they mention they are fond of sea breezes, no one ever airmails them a yacht.

But it's the sentiment that counts. So, even though my hair is fast vanishing, I am grateful for the fellow who sent me a bottle of beer shampoo. It tasted fine, and my goddaughter thought it was cute the way I burped soap bubbles for three days.

And right now I want to thank the reader who mailed me a glass eye recently.

It was just my color—reddish blue.

OPEN FORUM

Petition to Keep Old Court House

To the Editor: How many of the people of Salem and Marion county have seen the beautiful miniature Marion county courthouse in the art building at the state fair? When you look at it with its lighted Christmas tree, you realize anew what a beautiful treasure the city of Salem has within its borders.

However, as a prophet is never without honor save in his own land, so is this beautiful building in our country. Architects from distant places come to study this building. Travelers who know beautiful buildings in many lands have stopped here and bought pictures of it because of its beauty.

It does seem too bad that people here want to destroy it. If we do not wake up, it will soon be only a memory as our former state house now is. A new courthouse is needed, of course, but why should we not preserve our present building as a museum? Future generations will be glad if people are now wise enough to realize its worth and save the building.

If you have not already signed the petition for keeping the building which Miss Renska Swartz has in the art building, do not fail to do so when you visit the fair.

BESSIE R. SHINN
2580 Hazel Ave., Salem

BY GUILD

MacKENZIE'S COLUMN

British Economic Ills Go Back to Before World War I

By DeWITT MacKENZIE

(AP Foreign Affairs Analyst)

The cure for England's economic illness is a matter of guess-work, but there need be no doubt as to the basic cause of the malady, for it is deep-seated and had its inception long ago.

The fact is that Britain is suffering from an inherent weakness which was bound to result in an economic upheaval in due course.

What happened is that two world wars have so speeded up events that this crisis has developed before its time. This knowledge won't be of much assistance to the doctors who now are holding the economic clinic in Washington, but it will have to be taken into consideration.

Suffice it to hark back to the beginning of this century. Britain was at the peak of her imperial greatness, boasting an empire upon which the sun never set.

Her economic status was as of the Rock of Gibraltar. The smoke from her factory chimneys wrote across the skies the proud claim that her manufactures encircled the world.

Her banks extended their operations into far lands. Lloyds insurance covered the globe like a blanket. British capital invested heavily abroad, creating more "invisible revenues" for England.

However, there was a weakness in this mighty structure. England in herself wasn't self-sufficient. Apart from coal she had little mineral wealth. She couldn't begin to feed herself, because she didn't have the acres, and so had to import a major portion of her foodstuffs. She lacked most of the raw materials for her manufacturers.

How then did Britain achieve her industrial greatness? The answer: By the very simple expedient of importing raw materials from undeveloped countries, fabricating the materials, and then selling the manufactured products back to those countries.

She sold steel to America and many other nations. Britain wooten goods were world famous. India's millions clothed themselves in cotton goods wov-

en in Manchester from raw cotton bought in the United States and other cotton producing countries.

The length of time this phenomenon could last depended, of course, on how long it took foreign countries to develop their own resources. There was no end in sight when World War I broke and changed the picture.

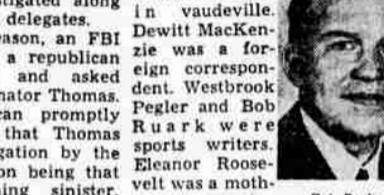
Overnight Britain found herself so occupied with making war that she no longer could act as merchant to foreign countries.

Later along came the Hitlerian catastrophe which reduced much of the world to a state of economic chaos. Britain was again hard hit.

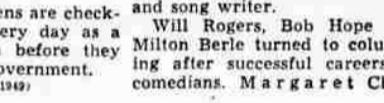
This columnist isn't one of those who think England's greatness has run its course. With help from her friends she will weather the present economic hurricane.

Britain still has great colonial possessions, many of which are potentially rich. She still has an empire on which the sun never sets and, with development, it will represent a mighty force.

DeWitt Mackenzie



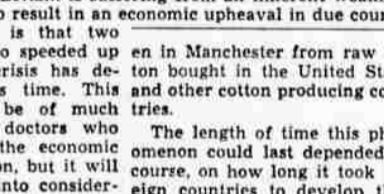
DeWitt MacKenzie



Hal Boyle



Don Upjohn



Rev. George H. Swift