

# Capital Journal

An Independent Newspaper—Established 1888  
BERNARD MAINWARING, Editor and Publisher  
GEORGE PUTNAM, Editor Emeritus

Published every afternoon except Sunday at 444 Che-  
meketa St., Salem. Phones: Business, Newsroom, Want-  
Ads, 2-2406; Society Editor, 2-2409.

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By Carrier: Monthly, \$1.25; Six Months, \$7.50; One Year, \$15.00. By Mail in Marion,  
Polk, Linn, Benton, Clackamas and Yamhill Counties: Monthly, 80c; Six Months,  
\$4.50; One Year, \$9.00. By Mail Elsewhere in Oregon: Monthly, \$1.50; Six Months,  
\$8.00; One Year, \$12.00. By Mail Outside Oregon: Monthly, \$1.75; Six Months, \$10.50;  
One Year, \$18.00.

## OIL TIDELANDS FILIBUSTER FAILS

Well over one million words have been spoken in the  
senate filibuster on the controversial tidelands oil bill,  
which is scheduled to come to a final vote Tuesday. The  
measure seems sure of passage as every amendment  
offered has been decisively defeated.

The senate Thursday voted 59 to 22 against a proposal  
that the federal government retain control of all mineral  
riches in the ocean beds three miles or more offshore  
and devote any revenue to reduction of the national debt.

The bill itself gives coastal states title to offshore lands  
for their historical boundaries which would be three miles  
for all states except Western Florida and Texas. Their  
seaward boundaries in the Gulf of Mexico would be recog-  
nized as three leagues, 10 1/2 miles, to conform to their  
terms of admission to the Union.

The vast outpouring of words and the claims set forth  
by opponents have tended to obscure the arguments. It  
has been claimed that the bill is a "gigantic give-away  
program" giving to three states, Louisiana, Texas and  
California, oil and gas resources in the submerged lands  
worth between \$50 and \$800 billion, which belong to the  
nation. Doubt has been raised that congress can constitu-  
tionally turn the lands over to the states, though the  
supreme court has decided that congress has the legal  
power.

Those in favor of the measure assert that the bill  
does not give the submerged lands to the coastal states  
as a "gift." It "restores" property they considered right-  
fully theirs from statehood until 1947, when the supreme  
court held the federal government had "paramount  
rights." This doctrine constitutes a threat to state control  
of lands under inland waters, rivers and lakes and filled-  
in ocean front lands.

It is also claimed that the bill's passage will help halt  
the trend toward over-centralization of the federal govern-  
ment and a recognition of state rights; that the states  
are best qualified to manage the lands and their resources  
within their historical boundaries.

## MAN WHO DIDN'T COME TO DINNER

Like him or not, and there are those who don't, the  
junior senator has a natural affinity for the front pages,  
as marked in a slightly different way as that of ham  
for eggs, or pork for beans.

This regardless of whether he is making a filibuster  
speech of record breaking length or merely isn't invited  
out for dinner, an episode which so often happens to the  
rest of us, with no after effects whatsoever. It is this  
last incident that intrigues our interest today.

The Portland Chamber of Commerce gave a dinner  
for some of the dignitaries in Washington the other night.  
It was noted that the before mentioned junior senator  
wasn't there and questions were asked. They weren't  
ducked. "He was intentionally overlooked." Why? "Be-  
cause his presence might embarrass the other guests."

The host had something there. In fact it might do  
more. It might deprive the guests of their juiciest morsel  
of conversation. Asked about it, Morse retorted some-  
thing about being, himself, above "pettiness," and let  
it go at that, which must be a record for him. Perhaps  
he was questioned when running to catch a plane or a  
train.

We suppose there will be the usual differences of opin-  
ion whenever Wayne Morse becomes the subject of con-  
troversy, but for our money the Portland Chamber of  
Commerce, or anybody else, can invite or not invite who-  
ever it pleases to its dinners or anything else. We suspect  
this F. E. P. C. business has been carried too far anyway,  
and we're unalterably opposed to carrying it to the point  
where dinner guest lists are dictated to the host.

Of course, it being still a free country, in this respect  
at least, Morse has his rights, too, to try to spike the  
first piece of Portland legislation that shows up in the  
senate. This "calculated risk" the Portland Chamber must  
have been prepared to take.

## IKE'S BUDGETARY TROUBLES

If you're one of those chaps who's trying to hold his  
breath till he gets an income tax cut you'd better read  
the rest of this, which won't take long, and relax. For  
you may have quite a wait.

President Eisenhower announced Thursday that al-  
though he plans to cut appropriations for the coming  
fiscal year eight and a quarter billion dollars, to \$64,400,-  
000,000, he cannot see a balanced budget.

If you've been watching the front page in recent days  
you've doubtless noticed the new figures that are coming  
out, and they are uniformly lower, sometimes drastically  
so. And muscle as well as fat is being cut from the federal  
spending program. Improvement projects, such as Bonne-  
ville, are being cut back. It isn't just a matter of turning  
chair warmers out to grass. Needed work will be lost or  
postponed due to these determined efforts to restore order  
to the nation's finances.

In spite of all this the president sees no budget balance  
for this year. We'll still have a deficit, though probably  
only a small one. A tax cut in the face of this condition?  
Maybe. They're still talking about one, but it isn't sound  
and shouldn't be made till it can be made within a bal-  
anced budget. We've already had deficit financing too  
long.

## Dean to Head Pacific U. Next Few Months

Forest Grove (AP)—The acting  
head of Pacific university  
for the next few months will  
be Edwin T. Ingles, education  
professor and former vice  
president.

He was named acting dean  
Thursday, a new position on  
this campus.

He will hold that position  
until a successor is named to  
Dr. Walter Gersbach, who  
Wednesday submitted his resig-  
nation as president, effective  
Aug. 31.

## State Commission to Select Licensees

Portland (AP)—The City Coun-  
cil here is going to leave it up

to the State Liquor Com-  
mission where to put the 140 to 150  
licenses for liquor by the drink  
in Portland.

The council made that clear  
Thursday by approving another  
52 applicants. That pushed  
the total approved to 136 with  
many more still to go. The state  
agency eventually will have to  
cut the list to 140 or 150.

## Pumper Won't Fit, So They'll Build Station

Dunkirk, N. Y. (AP)—Con-  
struction was expected to get  
underway soon on a new fire  
station which had been under  
consideration for some time.

The Fire Department just  
purchased a new pumper and  
it won't fit in the old firehouse.

## COURTING IS TOUGH ENOUGH



## POOR MAN'S PHILOSOPHER

### Does Many Things Well, Real Business Racing

By HAL BOYLE

New York (AP)—Most men  
spend their lives trying to  
learn to do one thing well.

Sherman Frank "Big Red"  
Crisse, who broke his pocket-  
book in the Bronx on his  
own account and later busted  
his back in Burma for Uncle  
Sam, doesn't fit in any simple  
pigeonhole. It is hard to  
figure something this gusty,  
six-footed, 250-pounder hasn't  
tried and done well.

"I guess racing has been my  
real business," he said. "The  
things I love are speed, money  
and machinery."

"I like playing with an  
engine more than anything  
else in the world, but you can't  
make money getting your fingers  
dirty, so I turned to promot-  
ing."

"Big Red" is one of the  
first two men to pioneer mid-  
get car racing in America and  
at 47 is one of the key figures  
in the nation's 80 million dol-  
lar a year auto racing indus-  
try.

"Of course, it's fast and  
dangerous," he said, grinning.  
"But I have promoted more  
than 500 races since the war—  
and there hasn't been a driver  
killed in one yet."

"Big Red" has always en-  
joyed living at full throttle.  
He trained as a Navy flier  
at Pensacola, studied banking,  
engineering and economics.  
He went into Wall Street,  
made a fast buck, and got  
out before the 1929 boom fell  
apart.

Then he became a speed-  
boat, hydroplane, and airplane  
racer and set a few records.

"In 1933 I started promot-  
ing midget car racing in the  
Bronx," he recalled ruefully,  
"and in two years I dropped  
\$168,000."

But "Big Red" always seem-  
ed to know where the green-  
backs grow. By 1942, when  
he volunteered for war service,  
he was bossing 14 racing  
tracks.

"They shut down the tracks  
in seven days," he said. "The

Navy turned me down as a  
flier, so I walked across the  
street and signed up with the  
Army Air Corps."

As a photographic pilot,  
Crisse flew in every war  
theater from Kiska to Burma,  
helped map Brazilian jungles,  
and air-scouted beaches for  
the African and Sicilian in-  
vasions. While flying the  
Hump in 1945 he ran out of  
gas, parachuted and broke  
three vertebrae. It took 12 days  
for the rescue party to get  
him back to his base.

"I walked the first nine  
days," he said, "but I couldn't  
stay on my feet the last three."

During a 17-week recovery  
period in a hospital near  
Miami, while awaiting dis-  
charge, he had a yacht basin  
built.

Today "Big Red" owns the  
yacht basin, a spark plug  
business, a 65-foot yacht, auto  
racing tracks at Allentown,  
Pa., and Washington, D. C.,  
and other oddments. He has  
logged more than 15,000 miles  
in the air, but no longer will  
take a plane up, and prefers  
to drive his \$10,000 Jaguar  
sports car.

"I can fly any airplane in  
the world except jets," he  
said. "But I stopped flying  
more than a year ago. Just  
soreared stiff. Quit cold. Lost  
too many friends over the 28  
years I flew."

"Now I'm an old man who  
likes to live quietly in the  
country and take it easy in a  
145-mile-an-hour sports car.  
And I'm getting so cautious  
I've only had it up to 120."

"Big Red" has two pro-  
motional dreams left. Next  
June he plans to pit 25 Ameri-  
can stock cars against 25  
foreign cars in a 200-mile  
race in a closed mile dirt  
track at the Langhorne Speed-  
way near Philadelphia.

"I think the foreign sports  
car boys are turning into stuffed  
shirts," he said. "I'd like  
to see what they can do  
against Detroit stock models  
in a real race."

The other dream of "Big  
Red" is to build a non-profit  
"museum of speed" at Day-  
tona Beach, in which record-  
breaking vehicles of all kinds  
can be permanently exhibited.  
For this purpose he bought the  
late Sir Malcolm Campbell's  
famous five-ton "Bluebird"  
racer.

"I also want to put in the  
museum an engine that will  
run forever," he said. "It  
never has been done—but it  
can be."

"Big Red" says the museum  
will be his last promotion, and  
hopes it will stand as a monu-  
ment to the love of his furious  
life—speeding men and  
machinery.

## SKINNING THE BIG CATS with INTERSTATE

### AT TOKETE FALLS

TAPPING THE POWER RESOURCES OF  
BEAUTIFUL NORTH UMPQUA RIVER GORGE,  
THE CALIFORNIA-OREGON POWER CO. IS  
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CLEARING AND EARTHWORK ON SCHEDULE  
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FOR THE FISH CREEK AQUEDUCT.  
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## Salem 20 Years Ago

By BEN MAXWELL  
May 1, 1933  
Pleasant View, Summit Hill  
and Cloverdale school districts  
south of Salem have voted to  
consolidate. The new district  
will become No. 144.

Appointment of Alonzo L.  
Sitner as head football coach  
for Oregon State college for  
1934 has been confirmed at a  
meeting of the state board of  
higher education in Portland.

Tax levies in Salem for 1933  
have been reduced from 47.2  
to 41.8, a reduction of 5.5 mills.

Less than a half inch of rain  
fell over Salem during April  
and that establishes a record  
dryness for the month since  
the weather bureau started ob-  
serving here 41 years ago.

A rattle snake, approxi-  
mately 30 inches in length  
and with five rattlers and a  
button, was killed on a rocky  
ledge near Mehama the other  
day by E. R. Henningsen of  
Jefferson.

With several millions of dol-  
lars of additional federal em-  
ergency relief money practical-  
ly assured prospects are bright-  
er for Oregon highway con-  
struction at a pace not antici-  
pated.

Closing time at the federal  
treasury today is zero hour  
for the return of hoarded gold.  
Those who fail to heed the or-  
der may be punished by a  
\$10,000 fine or 10 years in  
prison. Secretary Woodin says  
persistent hoarders will be  
prosecuted.

State board of control meet-  
ing Wednesday will pass upon  
salaries to determine that they  
have been reduced five to 30  
percent based upon salary  
scales for December 31, 1930.

A. A. Geer of Salem was  
in Silverton on Saturday for  
the purpose of gathering his-  
torical material on the Indian  
fight along the Abiqua in the  
vicinity of Indian Bluff. He  
is interested in establishing a  
public park there and erecting  
a monument to commemorate  
the heroes of this pioneer Bat-  
tle of the Abiqua. (This skir-  
mish occurred March 5, 6, 1848.  
In the two-day affray the  
Klamaths lost 10 braves and  
had one wounded. One white,  
James Stanley, was struck in  
the breast with an arrow and  
received thereby a painful  
wound. He was the only casu-  
alty among the settlers. Ban-  
croft, the historian who wrote  
less than 40 years after the  
event, spoke of the encounter  
as a disgraceful rear guard ac-  
tion in which a squaw was  
wounded and the real maraud-  
ers either escaped or were nev-  
er present.

The following week, Fred K.  
Powell, Jr., vice president of  
American Machine and Foundry,  
arrived in Washington.  
Powell went so far as to tell  
Pentagon and commerce de-  
partment officials that his com-  
pany was ready to absorb the  
whole fuse program "on a  
moment's notice."

Then, on March 25, Secretary  
Weeks wrote a confidential let-  
ter to defense boss Charlie Wil-  
son urging the Pentagon to re-  
move the fuse program from  
Weeks' own bureau of stand-  
ards. Weeks' letter to Wilson  
was disguised in official double  
talk, but its meaning was clear.  
He wrote:

"I bring this (fuse program)  
to your attention in case you  
wish to delegate someone to  
check these expenditures and,  
perhaps, suggest an examina-  
tion and even a re-valuation of  
the research program."

At first this got no favorable  
response from the defense de-  
partment. Armed services  
knew the amazing job the bu-  
reau of standards had done on

## WASHINGTON MERRY-GO-ROUND

### Big Concerns Trying to Take Gov't.'s Bomb Fuse Program

BY DREW PEARSON

Washington—Behind all the  
furor over the dismissal of Dr.  
Allen V. Astin as head of the  
bureau of standards are some  
interesting maneuvers hitherto  
unknown to the public.

These quiet tactics center  
around the bureau's vital de-  
velopment work on fuses for  
bombs, shells and guided mis-  
siles. For years several large  
corporations have been anxious  
to take over the bureau's fuse  
program. Naturally, if a private  
company gets in on the ground  
floor in designing fuses, it  
would be in the best position to  
get subsequent multimillion-  
dollar fuse-production con-  
tracts.

As far back as March 2, lit-  
tle more than a month after  
Sinclair Weeks was sworn in  
as secretary of commerce and  
as boss of the bureau of stand-  
ards, Moorehead Patterson,  
president of the American Ma-  
chine and Foundry Co., paid a  
visit to the bureau of standards.  
As head of the huge A.M.&F.  
Co., and a good friend of Sec-  
retary Weeks, Mr. Patterson  
was given a warm reception.

"I understand," said Pat-  
terson, "that this whole research  
and development program on  
fuses will soon be taken away  
from the bureau. I want you  
all to know my company will  
be happy to pick up the pieces.  
In addition," he told the start-  
led scientists, "I'm ready to  
move the whole operation, in-  
cluding personnel, to my Bos-  
ton plant."

This was well before Sinclair  
Weeks fired Dr. Astin.

It was also the first inkling  
the scientists had that the na-  
tion's vital fuse program was  
to be put on the auction block.  
In fact, they were skeptical  
about Patterson's prediction  
and went ahead with their  
work. Patterson, however, was  
so sure of his information that,  
before leaving Washington, he  
made attractive financial offers  
to several key scientists.

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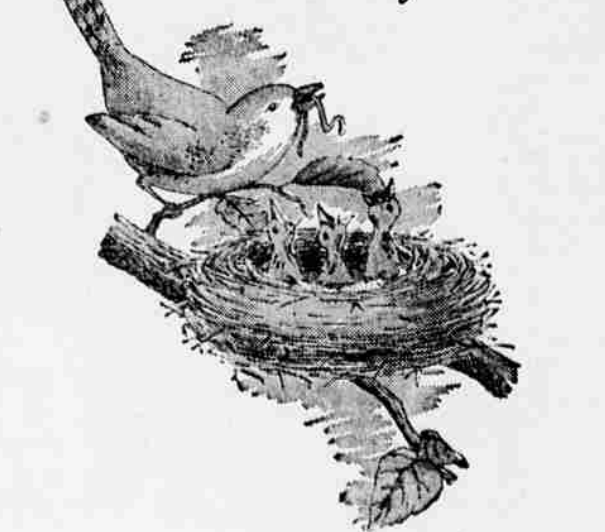
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response from the defense de-  
partment. Armed services  
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reau of standards had done on

## REALLY TOLD HIS STORY

San Francisco (AP)—A wit-  
ness in federal court yesterday  
described so graphically the  
back injuries for which John  
Stephens is suing the Southern  
Pacific Railroad for \$100,000  
that a woman juror fainted.

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