

Capital Journal

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CHAMPION OF LOST CAUSES

Secretary of State Earl T. Newbry, candidate for the Republican nomination for governor, in an obvious bid for support of the big truckers, declares his department is conducting a "serious study of a plan to collect truck and bus highway users' fees through the gasoline tax."

Newbry would eliminate the weight-mile tax, adopted in its present form in 1947—a mileage tax so graduated that it is paid in proportion to the loaded weight of the vehicle, as well as on miles traveled, and is designed to cover added costs of building highways strong enough to support the mammoth trucks.

William Healy, assistant secretary of state, explained that under the plan, a meter would be installed ahead of the carburetor on all trucks subject to the fuel tax. The meter would be locked, accessible only to state inspectors.

Apparently Newbry, in his desperate effort to gain support in his race against Governor Paul Patterson, has either forgotten or is ignoring the verdict of the people at the November 4, 1953 election.

On the ballot at that election, were two measures dealing with the truck tax. One was a referendum on a truck tax fee schedule passed by the 1951 legislature and the other was a truck tax scheme devised by the truckers.

To defeat the truckers' plan of wrecking the mile tax, the voters were required to vote "yes" on the referendum measure and "no" on the truckers' tax proposal.

The legislative weight mile fees were upheld by the voters by a vote of 409,588 "yes" against 230,700 "no." The truckers' tax scheme was buried by a negative vote totalling 484,730 "no" votes with only 135,468 favoring the plan.

In 1940 a legislative interim committee on highways made an exhaustive study of the plan now proposed by Newbry. This committee found that the big truckers under the plan would escape paying large portion of the truck taxes for the simple reason that trailers do not consume gasoline and the only tax against the trailers would be the small license fee.

Mr. Newbry knows as well as anyone that the governor has no more to do with fixing truck fees than he as secretary of state has had. He knows this is a purely legislative function and its enforcement is up to the public utility commissioner, whose salary is now a minimum of \$9,000 and a maximum of \$11,000 a year.

Nor has the secretary of state forgotten that the then Public Utility Commissioner George Flagg, resigned in 1951 to accept a five-year contract at \$15,000 a year as lobbyist for the big truckers organization to promote their interests.—G. P.

RHEE RAISES A VITAL ISSUE

Tough old President Syngman Rhee, president of South Korea, has again created a "situation" by offering to send one or more Korean divisions to fight the Communists in Indo-China.

Reaction of U.S. military leaders is said to have been privately favorable, but the political reaction was "no soap." It is not doubted that Rhee's men would give a good account of themselves in Indo-China or anywhere else, for they have been trained by American officers and armed with American weapons. South Korea's best divisions are now rated on a par with any troops anywhere. Whether they would fight as well in distant Indo-China as in defense of their own land is another question, but Communist troops have fought well in far off spots and ours might, too.

Reason for the adverse political reaction to Rhee's proposal was two-fold. Withdrawal of first line Korean troops from Korea might tempt the enemy to launch a new offensive, particularly with U.S. troops being reduced in numbers at the same time.

But the principal objection seems to have been a fear that intervention of Koreans in Indo-China might have been sized upon by Communist China as an excuse for full scale Chinese intervention in a war China is already actively supporting. How this squares with the sending of U.S. airplane technicians to Indo-China is not explained. We do not see how it squares at all.

Our own view is that the U.S. is still taking an unrealistic attitude toward the use of Asiatic troops in our wars there. The other white nations have used them for 200 years. Indian Sepoys did most of the fighting for Britain and France in the struggle for India that was part of the Seven Years War, 1756-63, and these countries have used Asiatics and Africans in their major wars since.

The U.S. has shown in Korea that Asiatics can be made the virtual equal of white soldiers with good training and good weapons. The same thing is doubtless true of other Asian peoples, whom the Russians are using to the hilt on their side, but whom we hesitate to use on our side.

There may be good reasons for not sending Koreans to Indo-China, but the principle of using Asians to fight communism in Asia is sound and ought to be employed on a much larger scale than it has yet been employed on. Chiang, for instance, has a large idle army on Formosa which he has heretofore offered to employ in the common cause against communism, only to be turned down.

ARMY TO TRY DICKENSON

The widely criticized plan of the Army to court-martial Cpl. Edward Dickenson, one of the 22 who returned from the communists just in time to save himself from heaven only knows what, is to go forward after all. It was announced Thursday that Dickenson will be tried for informing on other U.S. prisoners and collaborating with the enemy in order to gain better treatment for himself.

We do not believe any question of bad faith by the Army is involved. So far as we recall there never was any promise of immunity to Dickenson if he returned to us. Unless there was he returned subject to prosecution for any offense he may have committed.

The trial should bring out some interesting facts on how prisoners were treated by the Reds and the extent to which they put pressure on our men to embrace communism. The public will have only contempt for any American who became an enemy tool in order to gain favors for himself, but it might readily forgive a youth who wilted under torture or threat of it. There is much the public would like to know about how our prisoners were treated in the Communist camps and what kind of pressure was exerted on the handful of men who finally deserted to them.

The Dickenson trial should help clear up some of these points, if the Army will permit publicity on the evidence.

FORMER RED SYMPATHIZER



WASHINGTON MERRY-GO-ROUND

Robert Young to Keep on Fighting for N. Y. Central

By DREW PEARSON

WASHINGTON — I talked at length the other day with Robert R. Young, the bouncing little tycoon from Texas who has taken on the second biggest railroad in the U.S.A. and the biggest big-business battle the nation has seen in this century. Among other things, asked him what he would do if he should lose his stockholders' fight to acquire the New York Central on May 26.

"There will be other May 26ths," Young replied. "And I am only 57 years old. I have eight years before I reach the New York Central's retirement age of 65. I'm going to keep on fighting."

I had not realized before that Young was only 57. I discovered, as we talked, that he had made a fortune before he got to be 35, retired from business and went back into business again.

"Retirement was too humdrum," he explained. "I got tired doing nothing." Born on a Texas cattle ranch which his father managed, he had gone to work during World War I for the Du Ponts, became assistant to John J. Raskob, learned the game of finance from the inside, and became one of the early sparkplugs inside General Motors.

"Why did you go into the railroad business after you decided to go back to work again?" I asked. "Because it was the most rundown business in the country," he explained. "You have the greatest opportunity in any business that is backward, and the railroad business has been held back for years. If the automobile business had had the same lack of imagination as the railroad business, it wouldn't be anywhere today either."

When I asked Mr. Young what he intended to do for the New York Central that hadn't been done before, he replied that one of the chief improvements he would install would be roller bearings.

"Can you imagine an industry with more friction than any other not using roller bearings?" he exclaimed. "Their use on the railroads would save millions of dollars, and there's been a conspiracy to ban roller bearings."

Young went on to tell about Train X, the model streamliner he had built, patterned after a Spanish train, lighter in construction, lower on the rails and costing one-third less to build than the modern passenger car.

"I built it for use on the Chesapeake and Ohio," he explained. "Hoping it would set an example to other roads and that they would follow suit. However, since the C. & O. has to link up with other lines we haven't been able to use it yet, because we can't hook up to their junk."

"One trouble with the railroad business," Young continued, "is refusal to change. The present-day freight car, for instance, got its height from the old plantation wagon drawn by a team of mules that used a load cotton bales into freight cars. Freight cars were built a convenient height for those old plantation wagons and have been kept at that height ever since."

Among various plans Young has for the New York Central is to put a woman on its board of directors, put motor pictures on overnight passenger trains, modernize equipment, and let railroad personnel buy stock in the road so they become its owners,

\$600 Exemption

Medford Mail-Tribune
The House Ways and Means committee, busily whipping a new tax bill into shape, is under some pressure to increase beyond the present \$600 the exemption allowed for each person covered by an income-tax return. A number of bills have been introduced in Congress to raise the exemption.

The personal exemption was \$1,000 or higher from 1913 to 1940, and during much of that quarter of a century, it was more than twice as high for a married couple as for a single person. By 1944 it was down to \$500 per person. It was raised to \$600 in 1948.

Prices to city consumers, on the average, have risen by 12 per cent since 1948, so to allow for the lower purchasing power of the dollar over six years the \$600 would have to be raised now to \$672, or to \$700 for a round figure. But Chairman Reed of Ways and Means estimates that a \$100 boost in the income tax exemption would alone cost the treasury something like \$2,500,000,000 a year in revenue.

And to make the exemption \$1,000, as provided in some of the bills in Congress, would entail revenue loss estimated at \$9,500,000,000—almost one-third of all individual income tax collections counted on for next fiscal year. That is because a very high percentage of the collections comes from the parts of all incomes taxed at the lowest rates (35 per cent of collections for 1950, were from returns showing adjusted gross income of less than \$5,000).

\$600 is also the limit on the gross income that any child or close relative of the taxpayer may obtain during the year to be classed as a dependent. Chairman Reed agrees that this limit is too low, and that it could be raised without costing the treasury much revenue.

A PHONY VALENTINE DEAL
BOSTON (AP)—A Horist reported to police yesterday that a young man bought \$12 worth of flowers for his "Valentine" and paid for them with a \$25 check. The girl and the address were fictitious and the check was a phony, police said.

Miller's were advertising new spring hats at \$3.95 each, latest chic, sparkling new.

Capital Journal comes for this issue of 25 years ago featured Dumb Dora, Bringing Up Father, Barney Google and Mutt and Jeff.

Studebaker commander, "World's champion car," had a factory price of \$1495 for the four door sedan.

E. T. Barnes had been elected president of the Salem library board.

THE FIRESIDE PULPIT

People Tip Waiter, But Most Folks Forget God

By REV. GEORGE H. SWIFT

Nothing as a method of giving to God, (to Church and Charity), was practiced long before the advent of Christianity.

I know a man who keeps a separate account of one-tenth of his salary. Out of this he pays his pledge to the church, church offerings for special needs, Community Chest, worthy causes of one kind or another, and charity.

From all I can learn not many people do this today. A week ago I had a request from an out of town friend for some information on tithing. Having just read a layman's parable on the subject, I sent it along. This is the parable: "Now it came to pass on a certain day at noon that the writer was a guest of a certain man. And the luncheon was enjoyed at a certain restaurant. And the waiter was very efficient. Now when the end of the meal was at hand, the waiter brought unto the host the

Drab Story That Sickens the Heart Unfolds in Pentagon

By ED CREEGH

WASHINGTON (AP)—One of those 20th century stories that stagger the imagination and sicken the heart is unfolding in a drab, improvised courtroom on a hill overlooking the Pentagon.

It is the story, as told by men who saw it happening, of a brave man goaded to fury and gradually broken by his Communist captors under a load of abuse, pain, humiliation and physical wretchedness.

Frank H. Schwabe, a flying Marine with a brilliant record of combat experience, is the central figure. He was a war prisoner in Korea 14 months. Midway in his captivity, he signed a false confession he took part in germ warfare activities which, in fact, never were carried on.

The Reds made noisy propaganda use of Schwabe's "confession." Now a four-member court of inquiry is trying to decide whether the 45-year-old Schwabe, a slender, alert man with thinning and graying hair, should face a court martial.

Four Marine enlisted men and one Army sergeant who caught glimpses of Schwabe in POW camps during his ordeal told their stories yesterday — halting fragments that added up to a harrowing picture of what "brain-washing" does to a man.

Some told of seeing Schwabe in September and October, 1952—amaiciated, unshaven, jittery but

nonetheless defiant. Schwabe had been taken prisoner the preceding July 8. He'd been thrown into solitary confinement, harassed by constant questioning, deprived of food. But his attitude toward his Red tormentors was:

"Go to hell."
Former Marine Corp. William N. Shockey of Denver, Colo., testified he heard those words ring out in a firm American voice on one occasion when a browbeating, finger-waving interrogator was submitting Schwabe to inquisition.

And Sgt. I. C. Pearson O. Porter of League City, Tex., an Army man, told of stronger language used by the Marine officer to a Communist questioner.

"You can spell the word if it embarrasses you," a lawyer told Porter.

"I'm not embarrassed," said the self-possessed Porter, and he gave the court the short word he said the colonel hurled at the interpreter.

It was a different story, though, by Dec. 8 when Schwabe and some of the enlisted men were herded into a truck and transferred to another camp. They had their own individual ways of describing the colonel:

"Awful nervous."
"He just stared straight ahead." He kept jerking and twitching — like a punch-drunk prize fighter.

Once, the men agreed, Schwabe leaped to his feet and cried out he was surrounded by oil. There wasn't any oil on the floor. Again, they said, he brooded two full hours before answering a Communist guard's remark about the weather. One said the colonel suddenly started shadow-boxing when they stopped for food.

They didn't hold it against Schwabe, the men said, when

they learned he supposedly had signed a "confession." They just figured somehow he was forced to do it. Some of them had experience of the Communists' forcing techniques themselves.

The president of the court, Maj. Gen. Henry D. Linscott, put a direct question to one of Schwabe's fellow passengers in the truck:

"Did he appear to you to be a man in his right mind?"
"No, sir, he didn't," said Pfc Melvin J. Gaynor, 21, of Tell City, Ind.

That hearing resumes Tuesday.

General Lindbergh

Astorian-Budget
Charles A. Lindbergh, who resigned his reserve commission in the army before World War II in anger, is now being proposed for a brigadier-general's commission, and on the basis of his war record he certainly seems to deserve it. He has proved his patriotism, which some people doubted at the time he was making speeches urging the U.S. to stay out of World War II at a time when most everyone else felt that German nazism had to be extirpated if the world was to exist in safety. It was a bitter comment by President Roosevelt on Lindbergh's activities of the time that led to his resignation.

Most of us are never going to understand how Lindbergh's mind works. A great man in his own field, he has demonstrated the most colossal ineptness of anyone in all history in the matter of public relations.

Although he accomplished feats that inevitably would make him a public figure, he always wanted, like Greta Garbo, to be alone. He never made much effort to dispunge his contempt for the public that gave him excessive adulation and then became bitter when jeers replaced cheers. But in his own strange way, he obviously has been a patriot and a valuable citizen, and is entitled to the military rank now proposed for him.

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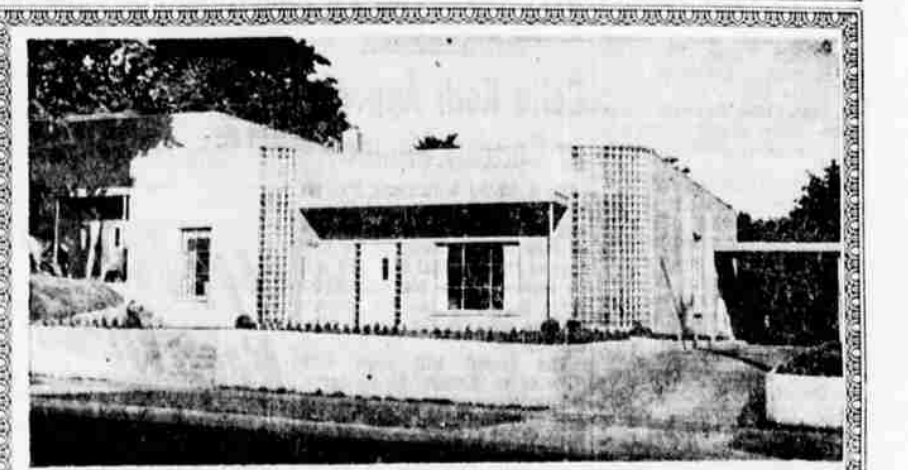
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