

Capital Journal

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Harry 'Gives 'Em Hell'

Harry Truman will always be a welcome visitor whenever he comes to Oregon, both because of his position and because most everyone likes him personally, whatever they may think of some of the ideas he effuses. He rode in Portland's Rose Festival parade Saturday and then addressed the Democratic party faithful at a \$25 a plate shindig Saturday night.

He got quite an advance billing, in which a rip-snorting "give 'em hell Harry" type of reminder of the 1948 campaign was suggested. It was even hinted that he had some sensational exposé of President Eisenhower up his sleeve.

If one wanted to be snidish about the Portland speech he could say that the mountain labored and brought forth a mouse. But it wouldn't be appropriate, for two reasons. First, Harry is no mountain. If anything of that sort brought forth a mouse it was a foothill. And we don't think Harry labored. The speech had all the earmarks of having been prepared by some of our local Demos, for local consumption.

Harry didn't get a very good break on timing. He spoke only a day after the appropriations committee of the Democratic House of Representatives reduced appropriations for Northwest dam projects the president had asked for, indicating that there must be a difference of opinion on the wisdom of their further expansion within the Democratic party. For that party controls all congressional committees.

The ex-president declared he saw a plot, in which Eisenhower was being "used," to "destroy publicly financed power projects in the United States. It was a statement without any basis whatever, in which Harry was "used." Possibly he didn't read it before delivery. This administration does encourage private enterprise to pick up part of the power expansion load, but it has neither advocated nor made any move to destroy or abandon the public power projects. It is even supporting new ones, though slowing the pace somewhat in the interests of budget balancing and tax reduction.

Harry was fulsome in his praise of Wayne Morse, Charitably overlooking what Morse used to say about him when he was president. The Corvallis Gazette-Times noted the other day that Morse, speaking there May 9, 1952, said of the then President Truman: "The creator didn't give him the ability to deal with the problems he has to deal with as president." The Gazette-Times said that Morse then lauded General Eisenhower, comparing his superior intelligence with that of Truman.

But of course, that was in the year 2 B.B. (before the bolt). What do you suppose they really think of each other now? If they would tell they could fill the house, even at \$25 a plate.

Death Wins in Auto Races

A mass funeral will be held Tuesday in Le Mans, France, 600-year-old Gothic Cathedral for 78 persons killed in the worst of the many disasters in the history of modern auto racing. Four or six more of the 75 injured are expected to die.

The accident occurred Saturday when a flaming German Mercedes-Benz, driven by a Frenchman, Pierre Levegh, hit another racer during the annual 24-hour sports car race, careened across the track and plowed flaming into the crowd packed 20 deep against the barrier, the driver being among those killed. Despite the tragedy, the race was carried to its conclusion, with Mike Hawthorne and co-driver Iver Back of Britain winning in a three-liter Jaguar at a record-breaking average speed of 107.067 miles per hour.

Halling the race would have cluttered the road with a quarter million spectators when ambulances and rescue workers were having trouble in reaching the site. Some 40,000 spectators remained quietly throughout the night at the closed road circuit. Priests conducted an early morning mass.

Tragedies attend these auto races, no matter where held. Only on Memorial Day was a driver killed on the Indianapolis speedway, one of several in past years. And a few weeks before similar tragedy marred the Mexican international races.

In these races, drivers frequently lose control of cars in racing at great speed, mechanical flaws manifest themselves in the cars, tires burst, gasoline explodes and flaming or violent death follows. Yet they continue to be tolerated and legalized as commercialized sporting events to advertise the car makers and confer fleeting "fame" on the participants. They appeal also to the sadist instinct of the spectators.

Improvement in racing cars lower speed records but increase jeopardy of the drivers, and serve no useful purpose. Speed craze causes most of the traffic disasters as well as those of the race track. They are all racing to the cemetery and the Le Mans catastrophe proves again that they take innocent along with them.

There ought to be a law banning auto speed races with severe penalties everywhere, for death is the usual winner—sometimes with mass massacre as at Le Mans, but daily in highway traffic—G. P.

The Crazy Fringe

How criminally can our "juvenile delinquent" fringe get? Three boys in the 17 to 18 age bracket, two blondes, one "dark skinned," threw a 20-foot ladder containing two-by-four timbers from the sixth floor of the Portland Y.M.C.A. building into the street below which was packed with a Rose Festival parade crowd Saturday.

This almost assured the deaths of several persons, but miraculously no one was hit. One car fender was badly dented, but each of the 20 or 30 persons who might have been hit avoided the falling timbers.

Unless this trio really were crazy in a legal sense they committed an assault with intent to kill, which would have assured long prison terms had anyone been killed and had they been caught.

What possible sense in such an act? Most crimes at least have a motive. Here is another in which, as we commented on some recent murders a few days ago, there was no motive or reason that made anything remotely resembling sense.

These misguided youths ought to get down on their knees and thank the Almighty that they do not have to carry a murder on their consciences, assuming they have consciences, the rest of their lives. And the spectators below them were marvelously fortunate.

Ike Should Stand Pat on This

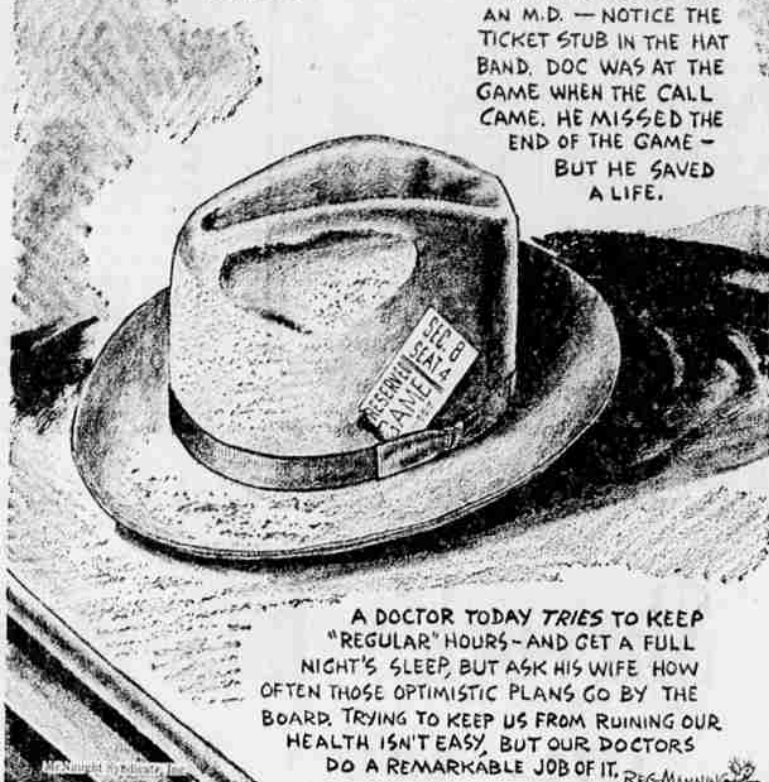
Although work has been started on the Dixon-Yates power plant across the Mississippi from Memphis, the Democratic majority on a House subcommittee on appropriations has voted, eight to five, to deny a requested \$6,500,000 item for a transmission line to connect this plant with the Tennessee Valley Authority lines in Tennessee for which it is designed to furnish supplemental power.

Every known trick was resorted to in an effort to prevent the start of work on this plant, without success, after every stratagem, including flagrant misrepresentations, had been resorted to discredit the contract in the eyes of the country, without success. For the contract closely paralleled two that had been entered into during the Truman administration, without protest from anyone, because there was no basis for protest.

The administration ought to stand pat on this issue and proceed with the construction of this needed plant. If the present Democratic majority really stands pat too, and refuses funds to move this power from the plant to the TVA lines the Republicans will have a good issue to take to the country. Let's find out whether a perfectly legal and proper government contract can be stymied in this high-handed manner.

THE 'ORDINARY' AMERICANS

AMERICA IS MADE OF PEOPLE—
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HARDWORKING PEOPLE—
PEOPLE LIKE
THE
DOCTOR—



POOR MAN'S PHILOSOPHER

Hal Writes of 2 Early Day Cemeteries in New Mexico

By HAL BOYLE

FORT STANTON, N. M. (U. P.)—What's new in cemeteries?

Well, if you are really a cemetery connoisseur, there are a couple of interesting ones here by this century-old former Army post where "Blackjack" Pershing, later a famous general, earned his nickname playing cards.

Some people like hospitals. Some like night clubs. Some like cemeteries.

I'm a cemetery man myself, and I suppose most people are. Night clubs cost too much. Hospitals make you nervous. But nothing gives you a better per-

spective on the importance of life than a visit to a cemetery. No other place is as restful. Only in a cemetery do the dead generally have to pay an admission fee while the living can enter and leave free.

The older cemeteries of the Eastern section of the United States are usually well-kept. But they are also often primly trimmed and patterned and have a caught-as-it-is-forever look, as a flower imprisoned in glass does.

The two cemeteries here are somewhat careless and unkempt. They wear their grass long instead of trim and tidy. They have a frontier down-to-earth expression, if you can think of cemeteries as having individual expressions. And of course they do just as trees and people and pigeons do.

Both cemeteries seem to have had a "welcome stranger attitude," giving shelter to anyone overcome by the storms of this world.

The bigger cemetery is the newer one. More than half a century ago the Army post was turned into a national hospital for tubercular members of the American Merchant Marine.

It seems, apart from the beneficence of climate, an odd place to cure sailors homesick for seas far away. But the vista of bending grass on rolling hills reaching to distant mountains gives one the feeling of being aboard a ship straining toward a high shore.

Many of the 931 mariners buried here must have thought of this before they died an inland death. Most of the graves have lost the identity of a name and carry only the tag of a numbered stone. No body cared to index them but the government. A few graves have rude, weathered wooden crosses adorned with a faded hand-carved anchor. Many of those with names bear Scandinavian names.

In a separate corner, lined up forever, rest four sailors from the imprisoned crew of the German raider Graf Spee, scuttled off South American early in the Second World War.

Does any fraulein still wonder what happened to Hermann Neubohf, born Aug. 8, 1910 or Otto Zeitlich, born April 1, 1910? Well, here they tarry, eternal classmates, under the Iron Cross and burgeoning cactus plants.

The older cemetery is the smaller one. It must have been started shortly after the military fort was established in 1833.

Here are buried a number of Army cavalrymen who rode to death to make the frontier safe. But time has destroyed most of their headstones. Who knows what man lies below... and how he died... and why? Their true monument. The great wide West itself.

Hospitality interred with them are a few civilian pioneers. There is also a small, boy's size grave, lovingly outlined with pebbles, and bearing a headstone that says simply: "Charles." The grave is sunken, but flowers still bloom upon it. Somebody remembers Charles.

As I walked toward the gate a dove whirled up with a soft-feathered thunder. I saw two small eggs in the nest she had made in the dry parched grass, and knew that as soon as I was gone she would return to that nest, and that out of this old home of death new life would hatch and fly.

A cemetery is a pleasant place—if you aren't in a hurry.

PATIENCE EXHAUSTED
DETROIT (U. P.)—Clarence Osborne, 20, a harassed Detroit bus driver, got tired of arguing with a lady customer Friday and drove his bus-load of rush-hour passengers to police headquarters.

Police said they could not arrest the woman for trying to pass an expired transfer to Osborne drove off leaving the unidentified woman in front of the station.

Salem 65 Years Ago

By BEN MAXWELL

June 13, 1890

A Capital Journal advertisement of 65 years ago had read: "Salem, the live city, the growing city, the capital city of Oregon will celebrate July 4, with the biggest blowout ever in the state."

McKannass Minors had an engagement at Reed's opera house featuring the great and only McKannass, negro old Bull of the violin.

J. B. Benoit, the local hustling contractor, had obtained a contract for Gus Cone's \$4,000 home at Butteville.

General W. H. Odell had assured the Capital Journal that construction of the much desired Silverton motor line would start within a month.

North bound Overland Express had passed through Salem this day 65 years ago 16 coaches long, the longest train according to Conductor Wilson yet to pass over the line.

At Hellenbrand's eating parlors and candy manufactory hain and eggs had a price of 25c.

DISCOUNT OFFERED
RELAIRE, Ohio (U. P.)—A used car lot today offered a \$50 discount for any customer brave enough to show up wearing Bermuda shorts and a free pair of shorts for anyone who bought an automobile while wearing long trousers.

RED CHINA CHECKED
With the intervention of British

NATIONAL WHIRLIGIG

There'll Be No Free World "Giveaways"; We're Strong

By RAY TUCKER

WASHINGTON, June 13.—Led by the United States, the free world will face up to the Russians with maximum confidence and a sense of security at the "Big Four" Conference at Geneva. In every field—military, economic, diplomatic—the West is far stronger and united than at any time since Yalta. There will be no "giveaways" at Geneva.

It is in this mood that President Eisenhower, Secretary Dulles and their advisory staff will attack the problem of "easing world tensions," if possible. And they have compiled preparatory pages of statistics on conditions in Communist countries, which indicate that Russia, China and their satellites suffer from internal strains, rivalries and difficulties.

Every diplomatic household behind the "Iron Curtain" has been forwarding the "line" to Washington for weeks. Charles E. Bohlen, our Ambassador at Moscow, and James Riddleberger, who represents the U. S. in Yugoslavia, have supplemented these reports in personal visits here.

ALLIES SOUND AND STRONG

Whereas Russia's and China's industrial and agricultural systems labor under top-heavy, bureaucratic controls and collectivization, poor growing years and failing crops, and recent shifts in top Government personnel, as reported in their official press, the economies of the U. S., Britain, Germany and even France, were never sounder and stronger.

Strange as it may seem, the new Ford-Reuther agreement on unemployment benefits will advantage the U. S. at Geneva. It dispels Communist propaganda that American factory workers are "capitalistic slaves." So will the Supreme Court's "rule of reason" ruling on implementation of its anti-segregation decision, together with the calm with which it was received in the South.

On every front, there have been recent gains for the democracies.

RECENT ELECTION RESULTS

Communist Parties have been stung by defeats in recent elections in France, Germany, England, India and Italy. They have been shaken by Moscow's reversal of policy toward Austria and Yugoslavia, anxiously wondering what effect it will have on personal and political fortunes elsewhere.

England's endorsement of the Eden-Churchill program, which parallels Washington's on foreign affairs, strengthens our major partners at the council table. France appears to have her stables reigned in years. Both Konrad Adenauer, Bonn Chancellor, and Premier Scelba of Italy emerged from late elections with increased majorities in their Parliaments.

The U. S. has abandoned its stiff-necked attitude toward Generalissimo Franco, and Spanish air and naval bases insure Allied supremacy in the Western Mediterranean, as Anglo-American "position of strength" do at the eastern end of the inland sea. Colonial difficulties in North Africa and Indo-China can stand improvement, but are under negotiation.

RED CHINA CHECKED
With the intervention of British

Significant Vote

Albany Democrat-Herald
The people of Baker, the other day voted, by a considerable majority in a well-attended election, for private ownership rather than public. This is another straw in the wind indicating a drift away from government control of utilities.

It is particularly pleasing to friends of private ownership in view of the fact that Baker is the great center of steps toward federal ownership of power dams. This latter issue has not been submitted to popular vote. A test of that sort might bring some surprises. Perhaps the Democratic candidate for senator will be among those surprised next year if he goes to the public on this type of issue.

TICKETS PILE UP

CHICAGO (U. P.)—The easy payment plan has spread to Chicago's municipal courts. The city's safety court listened sympathetically to Hayward Phillips' story that he couldn't pay \$160 worth of traffic tickets and told them he could pay them off on the installment plan.

Six Out of 10 Demos Would Like Ike on Their Ticket

By GEORGE GALLUP

(Director, American Institute of Public Opinion)

PRINCETON, N. J., June 13.—The landslide election of Dwight D. Eisenhower in November, 1952, climaxed one of the most amazing political stories in American history.

Institute polls, starting in November, 1949, had charted Mr. Eisenhower's rise to political fame, and, on several occasions prior to his nomination, had shown that he could have been elected on either ticket.

Now, almost three years after the election, how much of the President's great popularity might be said to be due to the bi-partisan magic in the Eisenhower name?

In order to answer this question, the Institute devised a novel approach. Interviewers across the country were assigned to ask two questions of a representative cross-section of Americans. The first:

"Suppose, for some reason, the Republicans do not nominate Mr. Eisenhower in 1956. In that event, would you like to see the Democrats nominate Eisenhower as their candidate for President in 1956?"

While GOP voters are about evenly divided in their replies, the startling fact is that nearly six out of every 10 Democrats say they would like to see their party nominate Mr. Eisenhower, Independents, however, say "No" by a 3-to-2 margin.

The pay-off question, then, would be: How many GOP voters would cross party lines and vote for Mr. Eisenhower if he were running on the Democratic ticket instead of their own?

Those in the survey were next asked: "Would you vote for Eisenhower if he were running on the Democratic ticket?"

The ease with which American voters can cut across party lines is shown by the fact that a solid majority of Republicans say they would vote for Mr. Eisenhower on the Democratic ticket. This position also is taken by a majority of Democrats and In-

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THIS WEEK'S FEATURE CUT OF BEEF

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