

# Capital Journal

An Independent Newspaper—Established 1888  
BERNARD MAINWARING, Editor and Publisher  
GEORGE PUTNAM, Editor Emeritus  
Published every afternoon except Sunday at 280 North Church St. Phone 4-6811

## \$91,300,000 In Three Years

Enactment of the administration's huge highway program now seems to be as certain as anything ever is in government until the president actually signs. So it is in order to take a quick look at what Oregon is to receive.

During the next three years of a 16 year program our state is earmarked for \$91,300,000, which is a lot of money, even by present day standards. Of this \$69,900,000 will be for interstate roads, which in Oregon means two, our own Pacific highway, U. S. 99, and the Old Oregon Trail, U. S. 30 from Portland to the Snake river.

These are already good roads which have received a tremendous amount of improvement since many of us can remember. But they have not been brought up to present, to say nothing of future needs, over their entire distance. U. S. 99, for instance, has been four laned part of the way, needs it all the way, and needs rerouting to miss the cities over much of its route. Of most interest to us are two needs, the reroute between here and Springfield, missing several towns, and the new route into Portland on the Portland-Salem freeway. Much rebuilding is also needed south of Springfield.

The Old Oregon Trail seems marvelous to those of us who traveled the old road so many years, but it ought to be widened between Portland and The Dalles as soon as possible. The cutoff between Ontario and Huntington should be pushed to completion as rapidly as possible, and we can think of two overpasses in the Blue mountains that ought to be rebuilt. But this road is closer to the public's needs than U. S. 99 because travel on it is lighter.

Our neighbor states are not to be neglected in the new program. Washington is slated for \$105,500,000 of which \$75,500,000 is for interstate roads. Idaho is to get \$65,700,000 of which \$47,500,000 will go to interstate roads, principally the Old Oregon Trail which Oregon people use on their trips east. California naturally receives the biggest western cut, \$376,500,000 of which \$268,000,000 will be for interstate roads.

This program may well be one of the Eisenhower administration's chief claims to enduring memory, for its effects will be as permanent as the roads in Europe for which ancient Rome is still remembered with appreciation.

## Two-Story Passenger Trains

Railroads are making strenuous efforts to improve passenger business and installing personal service rivaling that of air lines, among them experimental two-story trains, luxurious and roomy.

The Santa Fe is spending \$12 million for 47 new Hi-Level cars to re-equip its El Capitan train for July travel. It has had two high-level cars in experimental service for over a year with a consequent increase in passenger traffic and is confident that increased comfort at the right fares will bring back people to the railroads.

The radial Hi-Level train is built by the General Motors Corp., ACF Industries, Inc., Pullman-Standard Car Mfg. Co. and Budd Co. So far this year they have introduced four light-weight trains that are lower and cheaper to build than conventional cars and are intended for short distance (300 miles) runs. The Hi-Level costs more, but is for long hauls, like the Santa Fe's 2224 miles between Chicago and Los Angeles.

Other designs are of cars of light weight, 85 feet long, the same as conventional cars, for medium distance runs; also a light-weight Flying Cloud train for the New York, New Haven & Hartford, and two new Denver Zephyr trains for the Chicago, Burlington & Quincy, with new sleeping type accommodations for coach passengers. They will be in service within months.

Last Saturday the Santa Fe demonstrated its new train for 100 newspaper, TV and radio reporters and they will be on public display in eastern and midwestern cities before going into regular service.

The Hi-Level cars stand 15 1/2 feet, higher than Pullmans and a little higher than dome cars but are too high to fit into some city terminals and tunnels. But the height makes possible two floors with good views from the top floor. There is less noise.

The Hi-Level chair cars on the upper level will seat 68 to 72 passengers. Passengers will not carry their baggage into the upper seating level. It will be stored in the lower level. There are also lounges and restrooms on the lower level. A stairway is in the center of each chair car. The lounge cars are most elaborate—G.P.

## He Made Newspaper History

A man named Samuel Horvitz died in Cleveland, Ohio the other day, little known outside of Ohio. Yet he was responsible for a very important decision by the United States Supreme Court which for the first time made the advertising practices of newspapers subject to federal control despite the first amendment to the constitution.

Horvitz was a newspaperman only by accident and indirection. He was a fiesty highway building contractor who got into lots of fights, found himself the victim of frequent press criticism. A man of direct action, he bought two Ohio dailies, at Lorain and Mansfield, about 25 years ago so he would have the means of talking back to his critics and enemies. He did plenty of it from then on.

Horvitz conducted the newspaper business as he had the paving business. A radio station was competing with his Lorain newspaper. He fought back by discriminating against advertisers who used the radio, sometimes refusing their copy, other times hiking the rates to their disadvantage. The advertisers took him to court and the case eventually went to the nation's highest court. Horvitz insisted that he was protected by the first amendment to the constitution, guaranteeing freedom of the press.

The Supreme Court by a vote of seven to none upheld the lower court in its ruling that freedom of the press was not involved that a newspaper could not manipulate its advertising policies to interfere with normal commercial competition, that is, to help one competitor at the expense of another.

This was the farthest the federal courts have ever gone and it took an extreme provocation to make them go that far. Horvitz provided this, which may be his one claim to enduring fame—or notoriety—in a calling he entered so he could talk back to folks he was mad at.

## Furore Over Drinking

Quite a furore has been kicked up in Washington over charges that Robert B. McLeish, Farmers Home Administration chief, drank too much and with some of his colleagues was too familiar with the young ladies at office parties.

McLeish protests that his drinking has been exaggerated, that he didn't do it on the job, "I can handle four or five drinks," he told a congressional subcommittee, and he'll have plenty of time in which to handle them now, as he has resigned, apparently on pointed suggestion of Secretary of Agriculture Benson, his superior.

An ironic angle is that McLeish's assistant was fired by him for too much drinking. He reversed the charges on McLeish at the hearing, asserting that McLeish drank daily and was drunk every night after work.

We welcome this cleanup, with its attendant publicity, and wish there could be a lot more of it. For we are quite sure that official drinking in Washington is far from confined to McLeish and his assistant.

## In The Forests—



## Steel Strike of 2 Months or More Seen 50-50 Possibility

By DAVID LAWRENCE

WASHINGTON, June 20—There's a fifty-fifty chance of a steel strike beginning June 30. It may last as long as two months.

The fact that a strike is in the offing is conceded among steel men, and most of the discussion now relates to how long it will last. Some say a month and others say two months, and there are some observers familiar with the inside of the negotiations who would not be surprised at an even longer strike.

At the moment the possible impact of the steel controversy on the country as a whole is not generally realized. Because most of the big disputes have been settled by negotiation, it is being taken for granted by the public that this one will be adjusted before the deadline of June 30.

But the summary way the industry's offer was rejected in the last few days is regarded as a sign that David MacDonald, president of the steelworkers' union, thinks he can get better terms by holding out. It is true, of course,

in a separate deal. A solid front is also being presented by the other seven in the negotiations—Youngstown Sheet and Tube, Pittsburgh Steel, Jones and Laughlin, Inland Steel, Wheeling Steel, Allegheny Ludlum and American Rolling Mill Company. Even companies which are not participating in the parleys are known to have given the assurance that they will hold the line.

The proposal of the steel companies that a five-year contract be agreed upon and that certain wage increases be granted does not mean that, in the event of a "national emergency," there couldn't be a withdrawal of either side. Certainly if war is threatened and wartime controls are imposed, there would have to be a revocation. This is to be specified in the contract. The industry, moreover, in order to get some assurance of wage stability for the next five years, has included an escalator clause so as automatically to provide wage increases within that five-year period whenever the cost-of-living index rises. This plan was first embodied in the General Motors contracts with the auto workers' union when Charles E. Wilson, the present secretary of defense, was president of that automobile company.

The prospect of a strike has caused discussion as to what the ultimate effect might be on steel production for many years. If it be considered that there is today an overproduction and that inventories are too large, the strike will help to melt away those inventories and rebound to the benefit of the industry in one sense, but it must inevitably hold back some of the \$20-billion capital-goods expansion which is in process this year and which, so far as plans are concerned, has been expected to be the same size next year.

A steel strike, therefore, will raise havoc with the industrial position of the nation and yet, if the steel executives give in to the wage demands they face, the country will have to pay higher prices for steel and many other products. It's a difficult situation for the nation either way.

## Communism Has New Line, They Criticize One Another

By JAMES MARLOW

Associated Press News Analyst  
WASHINGTON (AP)—World Communists will now follow a line unheard of in Stalin's day: They'll criticize one another. This could wreck international communism if carried too far.

Until that day comes the criticism can be taken with a grain of salt. It is simply following the program outlined by Communist party boss Nikita Khrushchev in his speech revealing the crimes of Stalin.

The purpose is simple: A Communist party in a non-communist country may gain more mass support by appearing to operate as a nationalist party instead of, as in Stalin's day, part of a Russian conspiracy.

Since Stalin never let them open their mouths, the problem for the Red leaders everywhere now is how to criticize one another without causing splits or damage.

This was clearly explained—but in Communist double-talk—by the American Communist party leadership in its central committee two months ago. That was two months after Khrushchev made his speech.

That some self-criticism is the new line for Communist parties everywhere was made plain yesterday in the declaration signed in Moscow by Khrushchev and Marshal Tito of Yugoslavia.

Agreeing to cooperate, they said:

"The two sides have agreed that the foregoing cooperation should be based on complete freedom of will and equality, on friendly criticism and on a completely character of exchange of views in disputes between their parties."

Given some years in the practice of criticism, it is possible that Communist parties will develop internal antagonisms and break off into sects and factions.

If that happens, then all rise to stop communism may seem insignificant beside his simple decision to give help to Tito when Tito broke away from subservience to Stalin.

Stalin had maintained absolute control of Communist parties everywhere until 1948 when Tito shook loose.

Two years later, when the Red Chinese got control of all China except Formosa, he also assumed some independence, although they played ball with Stalin.

## NATIONAL WHIRLIGIG

### Decision Makes It Easier to Be a Part Time Congressman

By RAY TUCKER

WASHINGTON, June 21—Members of Congress will find it easier to earn money on the side without violating the law under a recent decision in a federal court in New York. The ruling also weakens the Democrats' case against Murray M. Chotiner, Los Angeles lawyer and Vice President Nixon's friend, for it holds that the line dividing legal from political activity is thin, shadowy and difficult to define.

Holding that there was "not a scintilla of evidence that he (Quinn) took any part, direct or indirect, in his firm's work," Federal District Judge Weinfeld dismissed the case without permitting it to go to the jury.

Chotiner is not a member of congress. He has the right of every lawyer to practice before government departments. And if he did not get a friendly welcome because he had managed campaigns for Nixon, Chief Justice Earl Warren and Senator Knowland, conditions of political noblesse oblige prevailing at the Capital since George Washington's day have changed. Chotiner may cite the Quinn decision in his next appearance before the McClellan committee.

**Judge Dismisses Case**  
Holding that there was "not a scintilla of evidence that he (Quinn) took any part, direct or indirect, in his firm's work," Federal District Judge Weinfeld dismissed the case without permitting it to go to the jury.

Chotiner is not a member of congress. He has the right of every lawyer to practice before government departments. And if he did not get a friendly welcome because he had managed campaigns for Nixon, Chief Justice Earl Warren and Senator Knowland, conditions of political noblesse oblige prevailing at the Capital since George Washington's day have changed. Chotiner may cite the Quinn decision in his next appearance before the McClellan committee.

**Outside Advantage Of Being A Congressman**  
No matter what their profession or occupation may be, it is a material advantage for a man to be an M.C., or for a firm to have the name of an "Honorable" on its window or letterhead. It lends a man capable of winning elections must be a popular fellow around town. It is a definite asset to a lawyer and his partners, as Capitol Hill legal lights concede.

It is interesting, and possibly significant, that Representative Emanuel Celler of Brooklyn, chairman of the House Judiciary committee, saw fit to publish this particular decision in the Congressional Record.

Celler described it as an "important opinion," for it was the first prosecution under the law forbidding a congressman to receive compensation for services rendered by him or his partners in federal matters, provided that he had full knowledge of the source and reasons for the fees. It was designed to prevent members of congress from profiting from direct or proxy use of "influence."

**Federal Court Trial**  
Ex-Representative T. Vincent Quinn of Queens, New York City, became a member of a law firm of Schwabach, Quinn and Saver in August, 1948. He was elected to congress the following November and served one term. Under the partnership agreement, each member had a \$200-a-week drawing account, and shared in the firm's profits.

It was conceded by the three defendants, for the two partners were indicted for aiding and abetting Quinn's alleged offenses, that Quinn did no work for the firm—no legal work, that is. He showed up for a few Fridays some Fridays—not every Friday—and then saw constituents or wrote letters connected with his political job.

The firm specialized in tax law, with particular emphasis on negotiating with Bureau of Internal Affairs rather than appearing in courtroom litigation. In one income tax case, the indictment charged that Quinn shared in a \$7,500 fee. However, all fees went into a "common fund," with no indication of the specific cases on which they were earned, and they were deposited in a joint bank account.

**Other Charges In Indictment**  
The indictment also charged that Quinn received money with the knowledge that it was for services performed in government matters by his partners while he was a congressman. Quinn listed income from the law firm's earnings for 1949, 1950 and 1951.

The evidence showed that in one

## Salem 35 Yrs. Ago

By BEN MAXWELL

June 21, 1921

Cooperation of Rotary, Kiwanis and YMCA had been solicited for establishment of a public playground for Salem children during the months of July and August.

U-Pick strawberries had a price of 2 cents a pound at the Tulip farm on Wallace road.

Contractor Oscar Holmes and his crew were engaged in re-building Gail hotel at Dallas, recently damaged by fire.

United Confederate Veterans had adopted a report asserting that the war between the states was deliberately and personally conceived by Abraham Lincoln and that he was personally responsible for forcing the war upon the South.

Lyon's Glace Fruit Co. of San Francisco had purchased 400 tons of cherries in this locality to be barreled here and shipped to California for processing.

City Recorder Mark Paulsen had issued a permit to Eyerly, Burgess and Rhoades for construction of a \$500 service station at 167 South Liberty street.

## They Say Today

(Reg. U.S. Pat. Off.)  
By UNITED PRESS

WASHINGTON—Robert B. McLeish, recently-resigned Farmers Home administrator, on charges he carried on a kissing game with married women at a Montana party in 1954.

"I simply don't believe in that, even if I were drunk."

OXFORD, England—Former President Truman, in his first outspoken comment on foreign policy since starting his two-month tour of Europe:

"As things stand, our only guarantee of peace in the world is the power of the free world to strike back. But this is a poor way of doing business..."

ESTES PARK, Colo.—Elmer W. Boyd, on how it felt to be swept 175 feet over Chasm Falls west of Estes Park:

"I remember being in the water at the top of the falls. But I must have hit my head on a rock in the first few feet. I don't remember anything else."

NEW YORK—A steel industry spokesman, on chances of settling the wage dispute between the steel workers union and the steel companies:

"There will have to be some real old-fashioned horse trading in the joint negotiations if a strike is to be averted."

POINT PLEASANT, N.J.—Gus Butelko, who saw the Venezuelan airliner that crashed into the ocean with 74 persons aboard as "a fiery light in the sky":

"Suddenly the flare burst into a huge, burning, sun-like orb before dropping slowly into the sea."

**IN A NICE WAY**  
Two women talking. One said: "My husband is a safety expert in a large company." The other said: "Safety expert? What does he do?" "Well," said the first, "if women did it, they'd call it nagging."

critical point of no return in life, but merely another bend in the road—and not a bad place to pause and have a picnic?

**Stamm & Son BOX OFFICE**

TICKETS NOW ON SALE

**ARABIAN HORSE SHOW**  
June 23 & 24

**PENTACLE THEATRE**  
Bell, Book and Candle  
June 24 through June 30

**ST. PAUL RODEO AND DANCE**  
July 1 thru 4

**MOLLALA BUCKEROO**  
July 1 thru 4

**WILLAMETTE CONCERT SERIES**  
1956-57 Season

For Reservations Dial 4-2224

**Stamm & Son**

**a Better job!**

**FISHER-THORSEN**  
Paint  
GOOD PAINT SINCE 1889

**ROYAL**  
OUTSIDE  
WHITE  
**HOUSE PAINT**

A FISHER THORSEN PRODUCT MADE IN THE WEST FOR WESTERN USE

- 100% Formulated
- Covers Easily
- Fume Proof
- Self Cleaning

An Outside Paint That Lasts For Years

**EXTRA!**  
For an Additional 1¢

ROYAL OUTSIDE PAINT COMPARES WITH OTHER BRANDS SELLING AT 6.65

Now Only **\$4.95**

Open Monday and Friday Nights 'til 9

**Penny Savers**

REG. U.S. PAT. OFF. **ALLEN** **4300 WARE**  
236 N. Commercial  
141 Alice Avenue

**OIL HEAT is CHEAPER!**

Here's Proof!  
You'll be warmer all year long, and for less money, too, with dependable oil heat.

Compare these heating costs!

	Modern Oil Heat...	*Gas Will Cost...	**Electric Heat Will Cost...
EXAMPLE "A" If your monthly fuel bill was...	\$ 9.00	\$12.59	\$19.30
EXAMPLE "B" If your monthly fuel bill was...	\$18.00	\$25.08	\$38.60
EXAMPLE "C" If your monthly fuel bill was...	\$27.00	\$37.67	\$57.90

\*Calculated on local gas rates, Residential Service, for major house heating.  
\*\*Calculated on local electric rates, Residential and Farm All Electric Rate.

**OIL HEAT IS THE NUMBER ONE FUEL IN SALEM**

You save money every month with economical oil heat. A new oil furnace can be installed in your home in just a few hours time and on easy budget terms. And with oil heat you are the boss... you control your own fuel supply... no monopoly to deal with... no demand meters, no minimum charges, and your first gallon costs no more than the last. Oil is healthier, too!

**IN SALEM**  
MORE PEOPLE CHOOSE OIL HEAT THAN ALL OTHER FUELS COMBINED!  
CHEAPER, SAFER, MORE DEPENDABLE

MODERN OIL HEAT

Buy from the dealer who displays this seal of quality. He stands high ground.