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Reds Warn Danes, Norse

The Kremlin's bully boys are staging a "northern diplomatic offensive" aimed at its Scandinavian neighbors, particularly Norway and Denmark, members of the North Atlantic Treaty Organization, warning them of possible obliteration if they allow their NATO bases to be used for western rockets in a new war.

Evidently the possible use of America's new long range nuclear missiles has panicked Premier Nikolai Bulganin, who last week issued his warning on an ultimatum, intended also for Sweden and Finland, if they permit such weapons at their military bases.

The defiant reaction to the threat has caused Bulganin to ease up to some extent in a later broadcast by the Moscow radio protesting friendship as follows:

"Denmark and Norway are neighbors of the USSR. We are on friendly terms with them and we want still closer friendship. That doesn't mean we urge Norway to withdraw at once from NATO nor that we call on the Scandinavian countries to break off friendly relations with the United States."

"But, being good neighbors, we feel we must call attention to the danger arising from the participation of Denmark and Norway in NATO. This danger is now even greater in view of the plan to locate U.S. nuclear weapons on the territory of these countries. Since these weapons are intended for aggressive action against the USSR, there is every reason why we should take precautions."

All of these countries have been constantly picking up "woodsmen," "trappers," and "sailors" on their border and elsewhere who proved to be Soviet spies, and the official announcement that the United States plans to arm Britain with missiles capable of delivering nuclear warheads has led Soviet leaders to fear that Norway and Denmark will be next to receive "ultimate weapons." Sweden is known to be working quietly on its own missiles and atomic program.

Secretary of State Dulles recently told a Washington news conference that there is no reason why these missiles cannot be delivered to France and other NATO allies when available—which they soon will be.

Meanwhile Norway and Denmark are not frightened by the Soviet threat, the premiers of both countries assert, although they say Russian threats are backed up by a massive postwar buildup of Soviet forces, and rocket bases in Western Russia, the former Baltic states, northern Poland and East Germany, with big missile bases on the island of Raegan in the Baltic, 50 miles from Sweden and the eastern Danish islands of Lolland, Falster and Mon. There are also strong Russian naval forces in the Baltic and Arctic waters.—G. P.

Coming of Civil Jets

Progress and civilization may be measured by the means and the speed of transportation.

Is a time near at hand when railroad trains and seagoing ships will be of secondary importance? Is a time not much farther away when the rails that carry 70-car freight trains and the magnificent streamliners will be ripped out and melted up for other uses? When the machinery that builds ocean liners will be junked because ships aren't being built anymore?

Foolish questions? Not when you note all the implications of a recent speech by Stuart G. Tipton, president of the Air Transport Association of America, before the National Press Club at Washington on "The Impact of the Civil Jet."

True, Mr. Tipton has nothing to say about the railroads and other ways of transportation, except that "traditionally, new methods of transportation have wrought revolutions not only in the way in which America does business but in the way in which America lives," and that "there is no need here to rehearse the past and continuing contributions of such components of our national transportation system as the railroads, or the highways and the vehicles which move upon them." He confines his remarks to the impact of the civil jet upon the user, the country, and the airlines. Nevertheless the questions are there.

Mr. Tipton wasn't speaking of the turbo-prop and propjets now in use, but bigger and faster strictly jet planes that are to go into service in 1959 and 1960. Pure jets, they are called. American-Flag industry, he said, is committed to buy 397 jet airliners, of which 213 will be pure jets. They will cost \$2.6 billion. America will build most of them, but Great Britain a little over \$100 million worth. All airlines of the world now have on order 722 jet airliners, of which 457 will be built in the United States.

A typical jet airliner will weigh nearly 300,000 pounds against the 145,800 pounds of the biggest aircraft in regular service today. It will have seating capacity up to 150 as compared with 95 for today's large tourist-class plane. The jets will have nonstop ranges up to 5,000 miles. Cruising speed will be about 550 miles an hour and flight altitude around 40,000 feet. They will be smooth-moving and comfortable and noise muffled.

Airline operators are accustomed to quick changes to meet competition and progress. Three times since 1946, Mr. Tipton said, the airlines of the United States have undertaken equipment revolutions. "They are now preparing to do it all over again," he added, "on a scale so much larger that it represents almost a new dimension."

So the civil jet comes, and with it the inevitable question: "Where do we go from here?" This too is a proper question, as yet unanswered.

Speed, of course, is stressed in Mr. Tipton's remarks. It brings another question, this time perhaps a foolish one: Why measure distance from New York to Los Angeles, or from North America to Europe in minutes instead of miles? No need to go into the old familiar comparisons with covered wagons.

windjammers and stagecoaches, all of which did very well in their time, or with railroads, or even prop-driven airplanes. It is enough to say that the way of life and the way of thought of a people conform to the age. A better question is: Why do the thinkers—the scientists and the inventors who make progress—never halt? Once a new age arrives the people have no choice but to conform.

RAY TUCKER

Humphrey, Solons Having Their Outs

WASHINGTON—Secretary George M. Humphrey has now joined President Eisenhower and Secretary Sinclair Weeks in contributing to Congressional befuddlement over the Administration's budgetary attitude and strategy. The incident has provoked the first faint stirrings of criticism of the able and personable Cleveland industrialist.

It was Humphrey who first aroused suspicion that the \$71.8 billion bill was too big to suit him. He indicated that he thought Congress should try to reduce it below the Administration figure. RAY TUCKER

Secretary Weeks confirmed the Capitol Hill belief that the White House and Treasury were "passing the buck." On television, he boasted that he could eliminate certain services "wished" on him by the legislators. In a private committee session, however, he insisted that he needed every penny he had requested.

Reduced Coast Guard Funds

The equivocal position taken by Eisenhower and Weeks was understandable to the practical politicians in Congress. They realize that no President can hope to understand every detail of a vast, sprawling budget. They recognize that the Secretary of Commerce is no financial wizard. They are not in Humphrey's class in this field. Therefore, a request he made caused dismay and bewilderment.

Humphrey Surprises Subcommittee

The Cabinet member, however, took an altogether different stand when he appeared before a Senate Appropriations Subcommittee, headed by Senator A. Willis Robertson of Virginia. Although agreeable to the Coast Guard cut, he utilized it to make an extremely unusual request.

He asked the right to have a 5 per cent lee way in allocating his Treasury budget among various functions and agencies under his control. He did not want to be bound by Congressional pinpointing of his appropriations. Within the 5 per cent limitation, he wanted to be able to spend his money as he saw fit, not in accord with Congressional mandate.

He apparently did not realize what heresy he had committed. For many years, the careless and indiscriminate use of appropriations by the Executive Departments has been a major grievance on Capitol Hill. The legislators complain that it violates the Constitution, transforms them into mere money messengers, destroys budgetary validity and responsibility. It deprives them of any control over the expenditure of funds which they appropriate.

Finally, in their opinion, it leads to chaotic housekeeping, just as if a housewife used food money to buy trinkets and giggaws. Committee members expressed grave doubt that Humphrey would tolerate such slipshod methods in his M. A. Hanna concern.

Growing Criticism

Moreover, Congressmen from coastal states—Senator Robertson, for instance—are Coast Guard enthusiasts. Besides its shipwreck and anti-smuggling duties, this service acts as a rescue squad, a fire department, a life-saving unit, a protective organization and general neighborhood helper all up and down the Atlantic, Gulf and Pacific Coasts.

So, when Humphrey indicated that he would economize chiefly on this unit, he antagonized the Coast Guard bloc as well as the advocates of budgetary responsibility and Congressional control of executive expenditures. It is the surest sign yet of the growing spirit of skepticism and criticism on Capitol Hill, among Republicans as well as Democrats.

For Quick Reading

Dining Car Flapjacks

Hotcakes on dining car breakfast menus have been known to create problems in railroad public relations.

Chefs usually are individualists when it comes to deciding the size of flapjacks they serve, which means that the pancakes on one line may be the size of a saucer while those on another railroad may approximate the circumference of a silver dollar.

On one occasion, a group of travelers asked the Interstate Commerce Commission to standardize the size of dining car flapjacks, demanding that they conform to the exact measurements of those served by the White House.

—Jack Maguire in Railway Progress.

JAMES MARLOW

British Tell Plans for Missile War

WASHINGTON (UP)—No need to feel alone if you have the feeling you don't know where you're heading because science is moving so fast in finding new ways to make war.

The British, who have had plenty of their own scientists working on weapons, have just made the astonishing admission they're only now beginning to see through the scientific fog around war in the future.

Some recent events explain what's been happening and what looms ahead. President Eisenhower at Bermuda promised British Prime Minister Macmillan this country would supply Britain with an intermediate ballistic missile, capable of carrying a nuclear warhead 1,500 miles, when it's ready.

Ready Within Months

When will it be ready? This past week Sen. Russell (D-Ga.) said perhaps within months. That could be a year. He's chairman of the Senate's Armed Services Committee, which had just received secret testimony from Air Force officials.

This country is also developing intercontinental ballistic missiles, able to go 5,000 miles, but they are further from completion than the 1,500-mile type.

Russia Sounded Warnings

Russia suddenly began warning Britain, West Germany, the Netherlands, Denmark, Norway and Greece to expect annihilation in case of war if they let the United States build atomic bases—missile bases, no doubt—in their territory.

If this is the American government's plan, the public here doesn't know of it yet. Russia may have been guessing, or have had inside information through espionage, or have been expecting the worst.

But last Thursday Britain startled the world—badly the leaders of her allies, who must have known what was coming—by announcing she would now rely mainly on nuclear weapons and cut her traditional military establishment sharply.

Rely on Nuclear Weapons

It was in a white paper announcing this that the British said: "It has been clear for some time that... scientific advances must fundamentally alter the whole basis of military planning. "But it is only now that the future picture is becoming sufficiently clear to enable a comprehensive reshaping of policy to be undertaken with any degree of confidence."

So the British planned on having guided missiles and a reduced air force because they'll rely more on ground-to-air missiles to stop attacking planes. They have atom bombs, hope soon to have hydrogen ones.

Small, Mobile Army

They will keep a small mobile army for emergency situations. Their greatest hope for discouraging a Russian attack will be their nuclear weapons and the nuclear power of the United States.

Their war concern expressed that this move by Britain might encourage other members of the North Atlantic Treaty Organization to reduce their forces too. They probably will, also putting their main reliance on nuclear weapons. West Germany's Chancellor Adenauer is already calling for atomic weapons.

It is not hard for Russia, ringed now by American bomber bases, to foresee the day when she will be ringed by missile bases. But meanwhile the Russians are developing their own missiles.

Now it will be a question: Who's scaring whom? It's possible American allies will be scared by the closeness of Russian missiles and begin to lose interest in alliances which might invite Russia to start a war if they don't deter her.

So while a new era of defense and attack is opening, a whole new era of problems begins for the United States.

Sputtery Candles

St. Louis Globe-Democrat
Perhaps like some of the intelligent men who find their names on its roster, we have frequently been astonished at the gusty nonsense proclaimed by Americans for Democratic Action, under the dedicated shibboleth of "liberalism."

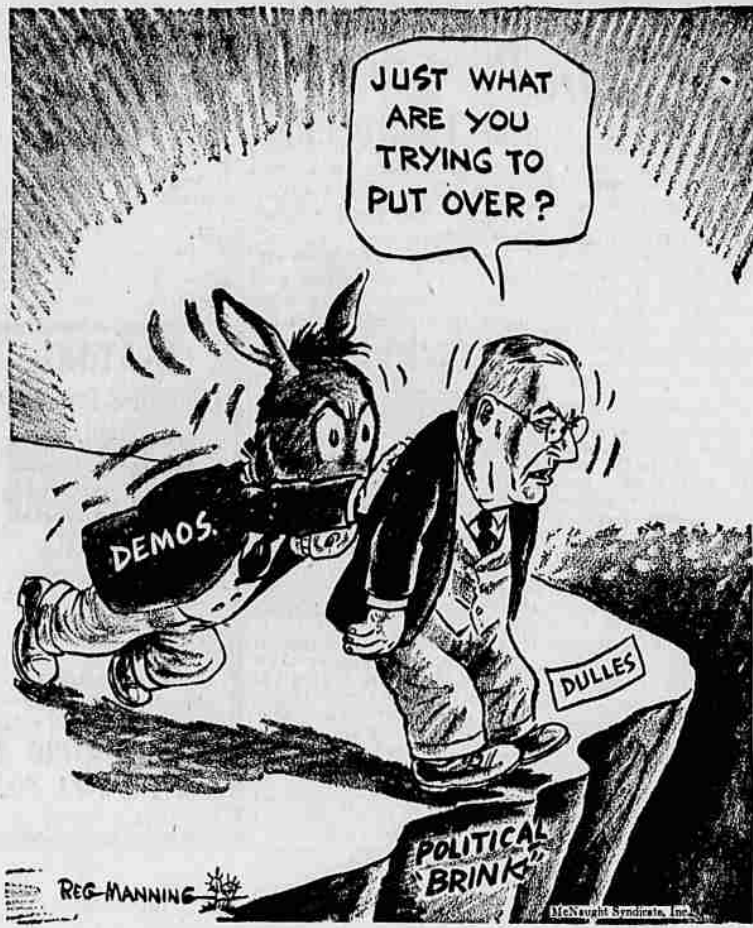
The ADA drapes itself with the most liberal mantle in the Democratic or any other party. Some of its folk no doubt are devout apostles, professional liberals whose Koran is the New Deal and whose prophet the shade of FDR. Most of them, however, seem more thoracic than logical, with a genius for headlines that must be the envy of Madison Avenue.

Ah, well, France has its Poujadists. Political splitters enliven the scene and enrich Americana. The ADA is currently celebrating its tenth birthday, a fact we note with some surprise. Like the neighbor's small extrovert, loud and bumptious, ADA seems to have been around so much longer!

TOO MUCH POWER

It was 20 years ago that unions got to be powerful in Oregon and lost their standing through excesses managed by Dave Beck. Now history is repeating itself and we look for the same result. Gesturing with shoulders and fists is not popular in America.—Sherman County Journal

Three Guesses



Approach of Easter Finds Congress With Only 12 Bills Passed, But They're Working

By RAYMOND LAHR
United Press Staff Correspondent

WASHINGTON (UP)—The approach of Easter annually gives the signal for stock-taking on the record of Congress since the start of the year.

There is a widespread tendency each year to come up with the finding that Congress hasn't done much—and the record this year would not indicate that 1957 is different.

To this conclusion, however, the perennial and probably justified retort is that Congress at work in the winter is Congress at work in committee. The trickle of bills out of committees becomes a flood in late spring and early summer.

Doctrine of Early Passage

As of March 31 only 12 bills had become law. But scores of others have emerged from committee and many have been passed by one of the two houses.

The most important act of Congress during the first three months was passage of the resolution asserting the Eisenhower

Doctrine for resisting Communist aggression in the Middle East.

Other major bills passed were a 15-month extension of corporate income and excise tax rates, new lending authority for the Small Business Administration, and more authority for the government to buy up mortgages and free more private funds for home financing.

Otherwise, the House has passed five of the regular appropriation bills, none of which is yet off the assembly line in the Senate. The Senate has passed a \$1,500,000,000 public works bill and a massive rewrite of federal banking laws—two bills which now await House action.

No Great Volume

At this point, the atmosphere in Congress indicates that a great

volume of legislation is not to be expected this year. It can be easily argued, however, that the record of a Congress cannot be measured in terms of the number of bills passed.

If Congress mirrors public opinion, the only effective public pressure on legislation this year is aimed at cutbacks in government spending. This situation alone can put a brake on measures—like President Eisenhower's school construction program—calling for new outlays of money.

Because the school segregation issue has become enmeshed in the school construction bill, passage of a civil rights bill has been viewed as a necessary preliminary to action on the school measure. Now school legislation must also survive the battle of the budget.

DR. WILLIAM BRADY

Fresh Air, Exercise Need Not Be Halted in Winter

A reader would like to learn about the relationship of eating and the amount of exercise to the rate of metabolism. During the summer the reader (Mrs. K. E.) spends at least 2 or 3 hours outdoors every day and feels wonderful. In the winter she is out only 10 or 15 minutes a day and feels dull and heavy when she overalls just a little. Why? What kind of physical activity would I suggest for the winter? She has two small children and finds it impossible to take a brisk walk; they are limited to a slow saunter.

Brady Symphony Offered
In parentheses after the word metabolism Mrs. K. E. writes (Dirty Word?)

When I was a boy on Chapel Street in Canandaigua we didn't have a dictionary either, that is, not a regular eighteen-pounder. We had a ragged four-pounder—I remember mother consulting it as she worked at a crossword puzzle.

If Mrs. E.'s daily walk is limited to a saunter she may find some of the movements of the Last Brady Symphony suited to her metabolic requirements. For the symphony, send 25 cents and stamped, self-addressed envelope. At the same time ask for instructions for the Belly Breathing exercise.

Scandal of Neighborhood

Mrs. E. says her two children are the scandal of the neighborhood. Every other mother in the block thinks she is heartless because her children wear only half as many clothes outdoors as theirs. But her children are rarely ill. One respiratory infection (Mrs. E.'s words) lasting perhaps a week is par for the year, while their little friends, all bundled up all the time, seem to be sniffing most of the time. So far Mrs. E.'s children have escaped epidemics of measles, mumps and chicken pox. Measles, mumps and chicken

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was perfect. We just couldn't believe that it could be done."

TAXES, POISON

Ever think how similar are 1040 and 1060, one a tax form and one a deadly poison?—Sherman County Journal

HAL BOYLE

Woman Race Driver 'Amaze' At Backseat Drivers in U.S.

NEW YORK (UP)—Europe is a strange continent where men are still so ruggedly independent they won't stand for backseat driving.

"A husband there would not let his wife tell him how to drive," said Gilberte Thirion, a pretty sprout from Brussels who at 29 is Europe's top feminine auto racing star.

"He is the boss-in the car, as well as in the home."

"I am amazed to see so many women behind the wheel in this country. The man sits beside her like a small babe. "In Europe if you see a man and a woman in the car, it is almost always the man who is at the wheel. He would not trust her to drive."

Competes Against Men

Miss Thirion, who has won 20 of 60 races she has participated in during the last five years, came here for the international races at Sebring, Fla., last month. She and her co-driver, Mrs. Nadege Ferrier of Switzerland, piloted a Renault Dauphine and finished first in their small car category.

"I compete mostly against men," said the lanky-haired Belgian mademoiselle, who was named by her small nation as its top sports performer of 1956.

Trimly built (she is one meter 70 centimeters tall and weighs about 60 kilos), she showed the stamina last year to win—in her division—the Italy's famed "Mille Miglia" race by outpacing 600 competitors through a 15-hour stretch at the wheel.

Father Trained Her

She first learned to pilot an old Army jeep and was trained in racing technique by her father, Max, a veteran racer himself. In a good year she picks up about \$7,500 in prize money.

Her racing costume consists of a tailored jacket, men's trousers

and a white crash helmet.

"My pants are blue," she added. A perfectionist, she sometimes spends three weeks or more preparing for an open road race. Although European racing is notably dangerous (to spectators as well as drivers), she has been hurt only once. In 1953 she broke a wrist during a collision in Italy.

Nerve-Wracking Traffic

Gilberte said, however, that ordinary American traffic made her more nervous than driving in a real race.

"It is very dangerous here," she said. "The speed limits are so low in this country that everybody falls asleep at the wheels, listens to the radio or starts talking to a passenger."

"That is why you have so very many accidents."

"I notice another thing. Here when you come to an intersection with the stop sign, you halt whether there is another car coming or not. You are well disciplined."

May Give Up Racing

"In Europe nobody would stop if he didn't see another car—no matter what the sign said."

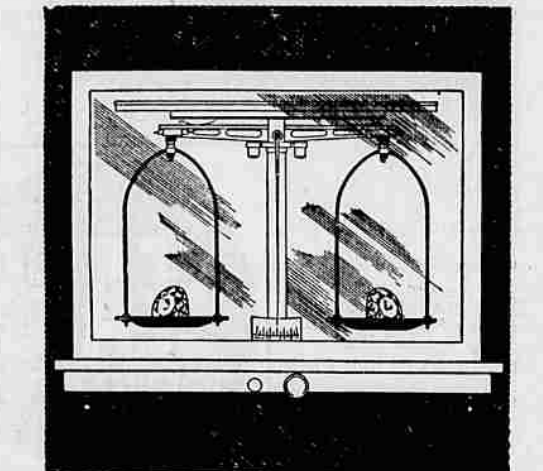
In three weeks Gilberte expects to marry her fiancé, a young French alpine climber.

"He does not like too much the racing," she said, laughing. "He thinks it is too dangerous. But I tell him that I don't like it too much that he climbs the mountain. One can be hurt here, veree bad falling from an Alp."

"I think maybe I give up racing when I have children."

RID OF SMELT

Mild offense has been taken at our query as to what a man would do with 25 pounds of smelt. One suggestion was to give them to the neighbors which obviated cleaning, another was to smoke them. The first suggestion seems better designed to get rid of them entirely.—Sherman County Journal



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