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Shelter Belt Trees Fate

Many people have wondered about the fate of the "Shelter Belt" of trees planted across the Dakotas and Nebraska in North-South lines "desert" plains, one of New Deal measures instituted by President Roosevelt in 1934 during the drought years of the depression. The answer to the question as to whether they flourished or died has remained a mystery to many.

In answer to such queries the April issue of Natural History, the magazine of the American Museum of Natural History, contains a brief summary of the fate of the "Shelter Belt" program by Dr. Jack McCormick of the Museum staff from which the following is a condensation.

The Shelter Belt called for parallel strips of trees, seven rods wide, one mile apart across a 100-mile-wide area. The objects were to conserve moisture, reduce soil erosion, cut-off hot, dry winds, and provide wild life refuges.

A survey in 1944 revealed 90 percent of the trees were in satisfactory condition. Another survey in 1953 showed continued success. The conifers proved harder in the long run than hardwood types. Special protection from natural hazards such as fire and grazing herds has been necessary and still is to keep the trees alive.

As windbreaks, the shelter beds have been effective for about 20 times the height of the trees. There has also been a reduction in evaporation and hence moisture is conserved. Also there is less snow drifting and soil blowing.

Dr. McCormick admits that "even now without further interference from man the trees could be obliterated." He adds that perhaps the most direct benefit to the inhabitants of the area, was the employment afforded by the project. "In many ways, then, this project could be considered an achievement."

Perhaps it could be as a scientific accomplishment costing many times its worth, but not a commercial success or the trees would take care of themselves and reseed the region, but costing far more than possible yields—though Dr. McCormick does not say so.

Well Placed Tribute

Paul B. Wallace, to whom the chapel in the new wing at the YMCA was dedicated Sunday, was a Christian gentleman. He was so considered during his long career in Salem, and he is so remembered among all who knew him.

Those who attended the dedication, each and all, were among those who loved and respected Paul Wallace. But they only represented the whole community. One who long knew him and often enjoyed his companionship said of him after the ceremonial: "Paul came nearest to living up to the Golden Rule of all businessmen I have ever known. And he never spoke ill of anyone."

It was fitting that all tributes paid him Sunday—the words that were spoken, the songs that were sung, the plaque with his likeness—were from persons who knew him personally as friend, as adviser, and as fellow worker for things of lasting good.

Paul Wallace was broad in his thought of all men. He believed there was good in all, and his life was dedicated to making the best in them prevail. He was modest and unobtrusive, and self-promotion was no part of him. He was tolerant, but uncompromising with the unrighteous.

Paul Wallace is remembered as friend, as successful businessman, and as social and civic worker. His long years of service to the YMCA may be cited as an example. He is remembered too as a soldier. He did not have to go to war. He had a visual ailment that would have barred him, but he found a way around it, because he wanted to stay with old Company M, and carry his part of the load. And he was wounded in battle.

The YMCA management did well to dedicate its chapel to the memory of Paul Wallace.

Kohler Strike Probe Next?

Senator Barry H. Goldwater (R-Ariz) has proposed a new subject for the Senate Labor Committee which exposed Dave Beck and the Teamster Union racketeering the three-year-old strike, personally inspired and directed by Walter Reuther, CIO boss and president of United Auto Workers, against the Kohler Co. of Wisconsin, which was recently commented on in these columns.

In a statement formally requesting the inquiry into the Kohler strike, Goldwater recommended specific investigation into the reported acts of violence in connection with the dispute, which he numbered "in the eight hundreds." He also suggested the committee look at what he claimed was the UAW's effort "to wreck the Kohler Co. itself, principally through the use of direct political pressure in securing the passage of laws and ordinances in nine areas to prevent the installation of Kohler equipment."

"This was done in various states and cities" with the proclaimed purpose of bankrupting Kohler Company and putting the largest manufacturer of plumbing supplies in the United States out of business," said Goldwater.

Senator McClellan (D-Ark) chairman of the investigating committee, said he had not yet seen Mr. Goldwater's proposal and commented "I can't make a prediction when or if we will get to the matter." He said he would submit the proposal to the committee to decide whether the process would go into the Kohler strike.

It is just a word, an abuse of power for the Senate to use its power to destroy a business. The Senate is not a law-making body. It is a body that is supposed to be a check and balance on the executive branch.

build palatial homes for the union bosses. Of the two, the Reuther CIO tactics are worse than Dave Beck's of the AFL if there is any choice.—G. P.

RAY TUCKER

Fear of Serious Decline Disappears

WASHINGTON — The Administration's earlier fears of a serious business decline in late 1957 have vanished as a result of a study of economic trends during the first quarter of the year. In fact, there is a growing belief that the present level of prosperity will hold through 1958.

There will be neither a dangerous inflation nor depressing deflation, according to the official viewpoint. To employ a technical phrase, the general movement will not be sharply up or down, but horizontal or sideways. Prices will remain high, or even go a bit higher, but a rise in personal income will enable consumption to keep pace without too much hardship or difficulty.

An extremely optimistic factor is the people's apparent confidence in the persistence of good times. They are willing to go into debt, for the total of consumers' credit—installment buying and borrowing—has reached a record peak. They are spending more than they are saving, but even so, they are putting away, percentage-wise, more money than they were a year ago.

More Spent for Light Goods

As evidence of a revolutionary and significant shift in buying habits, they are spending more for light goods and services than for durables. Their postwar supply of heavy stuff, from automobiles to household appliances and furniture, has not yet worn out enough to need replacement.

Higher wages, greater leisure time and fashion changes account for this amazing fact—namely, that more people are required to satisfy personal needs than to manufacture commodities. Money spent on sports, travel, and similar semiluxuries continues to surpass all records.

Nor is it the eccentric kind of orgiastic, nightclub and wasteful spending that prevailed so recklessly in the "roaring twenties." It provides a more solid underpinning for the general economic structure. It furnishes employment for millions of serious, hard-working Americans rather than for Al Capone's bootlegging and allied theatrical enterprises from coast to coast.

An Impressive Analysis

Another important economic change is emphasized by Gabriel Hauge, President Eisenhower's chief economic adviser, as he surveys the business situation and anticipates forward prospects. His analysis has impressed industrial, business and financial leaders here and abroad.

Hauge points out that the American economic system has changed so radically in the postwar period that a setback on one or more sectors cannot have a serious or adverse effect on the overall and basic system.

While certain industries—automobile, steel, textiles, coal—may have to make temporary adjustments in output, inventories and purchases of labor and materials, meaning a slowdown in their particular area, other segments simultaneously operate at full or even greater capacity. In short, no weakening of a single stretch can force a retreat on the whole front.

Industrial Plant Expansion

Residential construction, for instance, is lagging. So are the automobile, electric appliance and textile industries, although perhaps only seasonally. All are cutting down on production and inventories.

But expansion and repair of the industrial plant will exceed 1956 dollar figures. The government—Federal, state and local—will spend more than \$100 billion for highways, schools, hospitals, water systems, power plants, etc.

Aircraft, electronic and pushbutton weapon manufacturers will boom. Shipyards have more than a year's backlog of orders after a long period of inactivity.

Exports are rising moderately. Finally, money spent on soft goods, personal services and summer and fall travel will furnish solid support on many fronts.

As a matter of fact, the forward movement looks so good from a long-range viewpoint that there would be no regret at Washington over a slight slowdown. It would contribute to and prolong the current sideways slip into the 1958 political year, when the Republicans hope to recapture Congress as a happy prelude to the 1960 Presidential contest.

Quick as a Mosquito

A hungry mosquito can plunge its proboscis into its victim as soon as it alights—within a second.

Prof. A. W. Brown of the University of Western Ontario has reported that, in the heavily infested areas of Northern Canada, an exposed forearm may receive as many as 280 bites within a minute.

At this rate a naked man could theoretically be drained of all his blood in less than two hours of exposure.

HAL BOYLE

Plush Taxi Operated by Ex-Butler

NEW YORK (AP) — Many people talk of a perfect world. Raymond Roma, a former butler, is perhaps the only one who set out to create a perfect world—inside a taxicab.

"Being in a hurry is no excuse for being either uncom-ortable or impolite," says Roma, whose cab, he owns it himself, is a butler's idea of heaven on wheels.

The most unusual single step you can take in Manhattan is probably the step from the curb into Roma's white and jade cab. You leave instantly a world of noisy hustle and bustle—and enter a world of quiet, serenity and unobtrusive courtesy.

Air Conditioned Cab

As you sink back into the gold and black upholstery, you are startled to note that the inside of the cab, instead of looking like a dried-up hog wallow, is spotlessly clean. You feel a grateful coolness—and discover the cab is air-conditioned.

"Care for the evening paper, sir?" asks Roma, handing you back a copy of the latest edition. "If you wish to smoke, you'll find cigars and cigarettes behind you."

You turn and on the shelf behind the seat you see two glass containers in which are three popular brands of cigarettes, regular and filtered, and two kinds of cigars—domestic and imported.

There are also matches, several kinds of chewing gum, mints, chocolates, small packets of paper cleaning tissues, scotch tape, and a lip pomade.

Electric Shaver Too

After lighting your cigar or cigarette for you, Roma asks your destination and drives you there at a steady conservative pace. If you care to discuss anything, he can talk to you in three languages—English, French or German.

If you murmur, "Gee, I wish I'd shaved," Roma silently hands you back an electric shaver. With perfect tact he explains that he keeps two shaving heads for the razor, and that while one is in use the other is being sterilized in a solution in the trunk of the cab.

When you have finished, he hands you a toilet kit with after-shave lotion and talcum powder. After you leave his cab, Roma, before looking for another passenger, puts the other head in the razor, cleans out the ashtrays, and whisks brooms the imported English rubber door-to-door mat on the floor.

Years As a Butler

Why does Roma go to all this trouble to please casual passengers? Largely because he likes to see people comfortable, and it pleases him to be able to do a little courtesies he learned during 7½ years of butling here and in Paris for a French General, a perfume manufacturer and a concert pianist.

It isn't all free to Roma himself. When he went to the Remington people to get a shaver to put in home-auto shaver, they installed one for nothing. But it cost him \$710 for the air-conditioning and the smokes, newspapers and refreshments he provides take a modest salary.

No Extra Tips

Does it pay off in extra tips from pleased passengers, many of whom have written him testimonials?

"No," said Roma, who is always impeccably attired and could almost rather commit harikari than show up for work with out his necktie. "I don't get any more tips. But this doesn't disappoint me, as that is not my purpose."

"The other drivers say I must be a millionaire—or crazy—to put a cab like this on the streets."

"I can say with certainty that I am not a millionaire. But you can be a gentleman in this world—no matter what you do for a living."

"In this country we have everything anyone can ask for except, sometimes, good manners. We can have them too, if we choose."

Annual Legislative Sessions Are Overdue

To the Editor: I appreciate the sentiments expressed in your editorial of recent date regarding HJR 4, calling for annual sessions of the Oregon Legislature.

In the editorial, calling attention to the increased costs of legislative sessions, you failed to point out the fact that the cost of a session is tied directly to the length of the session. HJR 4 provides for a 65 day session, thus cutting the length of the session and costs commensurately.

Furthermore, you failed to point out that annual sessions would be designed to bring about increased operations of government, something we can only place at under the present system. It is my firm belief that reorganization can only be effected with greater attention to the legislative process, and that such attention can only come through annual sessions.

Costs of the legislature must increase in this state. Our legislators are among the most poorly paid in the United States, and salaries must be increased to provide greater attraction for a wider range of people. However, the returns from better government are always in the nature of governmental savings and increased service to the people. In this I am sure that we can all agree.

Very truly yours,
Keith D. Skelton.

Commy Capital



OPEN FORUM

Writer Asks Legislature to Unshackle Railroads, Allow Them Chance to Operate

To the Editor: Read in Capital Journal with much humor the remarks made by Senator Lowery, Medford, after passage today of his pet peeve, SB 274-25, which has to do with forcing the railroads of Oregon, and mainly the Southern Pacific, to present facts and figures before being allowed to eliminate a non-paying local passenger service or schedule.

Senator Lowery states that railroads do not show passenger deficits correctly—that they are compiled under ancient formulas of the Interstate Commerce Commission. It is really an "ancient formula" or could it just possibly be a rather simple arithmetic problem that an average of some 10 passengers daily, with a total train crew of 20, from Ashland to Portland, not counting many essential ground forces enroute, does not add up to much of a profit under my formula, ancient or modern.

Why do certain vote-hungry politicians play up the "big bad railroads" when actually all we want is to be treated like just other plain businesses and be allowed to operate under America's system of free enterprise.

Why do certain legislators wish to saddle the railroads with straggling additional controls and regulations. We feel that railroads are an important part of any community, contributing substantially with taxes and employees payrolls. It must be remembered, though, that railroads can and have gone broke too. They, like other businesses, have expenses.

Each box car you see costs at least \$7,500 and many as high as \$10,000 each; a diesel locomotive \$250,000; the Snasta Daylight train, each cost over \$1,000,000 way back in 1938. So believe it or not, to pay for these essentials, as well as salaries, and the replenishing of worn out equipment, they, as do other businesses, need customers.

But, if our freight customers are to be forced to pay higher freight rates in order to keep unprofitable passenger trains operating, and which the public does not use, and few miss, we will continue to lose our customers to cheaper forms of unregulated transportation. If a need can be shown for a service, whether passenger or freight, we want to continue it, naturally. However, like any successful firm or merchant who would eliminate a costly non-paying branch, whether it be a hardware store, branch bank, department store, automobile dealership, or factory warehouse, before all the profits are drained, the railroads feel they are entitled to the same opportunity.

Under the guise of "protecting the public" the Public Utilities Commission of Oregon has attempted to gain control of not only passenger schedules and service, but also all local and intrastate freight schedules and service. The Commerce and Utilities Committee of the present Oregon State Legislature sensibly saw the folly of this, to the pleasure of every user of freight train service, and threw this portion of the bill out.

This "protecting the public" rings much like the Russian scheme of "protecting the peace" as they continued to overrun one small country after another in their greed to gain power. Many gullible ones who swallowed this dialogue are now under subjugation which looks quite hopeless.

Under our cherished free economy let's also give the railroads a chance to prove themselves and operate as such. Another bill, SB 301, still to be considered by our legislature and sponsored by the trucking interests, with their legislative supporters, is planned to prevent the railroads from lowering their freight rates below a certain minimum.

If a railroad can name a freight rate lower than any truck, barge or steamship rate, and show in the State repository that it is

is still a compensatory, or profit making rate, we feel the lower rate should be passed on to the shipper or receiver, and ultimately to the consumer. To me, this is free enterprise in a free country and should be jealously protected and not stubbornly prevented.

So let's be realistic. Let's bow graciously to progress in a progressive nation. Also, let's unshackle the railroads and give them the chance they ask, to compete for business as do other businesses to the advantage of the shipping and buying public.

Edward C. McElroy,
Southern Pacific Co.,
Salem, Oregon.

Abuse of Spoils by Governor Holmes Hit

To the Editor: I believe our Governor Bob Holmes has found out by now that any tax reduction in the near future in Oregon is impossible, with the vast expenditures for new schools, roads and salaries being a necessity, if our state is to maintain its solvency.

Ex-Governor Elmo Smith was voted out of office because he had courage to recognize the need of high taxes to cope with the necessary high expenditures involved in running a state as large as Oregon has grown to be.

Governor Holmes administration has been characterized by an abuse of his right of the spoils, and by a reshuffle of the tax structure, which will not make taxes lower.

The governor's school program, I believe, will be entirely O.K., if it is approved by the house and

senate, but to date the governor's outstanding accomplishment is his announcement that he will be a candidate for re-election in 1958.

In the meantime ex-Governor Elmo Smith is doing very well in his new assignment of publisher of the Democrat-Herald at Albany. He is fast making many new friends in the mid-Willamette valley.

At a union meeting, I notice he has many friends and admirers who are staunch union members.

Probably the three strongest and most able possible candidates for governor for the 1958 election are Elmo Smith, Mark Hatfield and Sig Unander, in the order they are named, (in the Republican Party).

There are a lot of people in the Albany area who are going to be pretty strong backers of Elmo Smith if he chooses to be a candidate for governor in 1958, and I believe he has a very good chance of capturing the nomination and election, if he chooses to run again.

Sincerely,
HENRY R. BAKER,
Lebanon.

SIBERIA MILDER?
FIVE HUNGARIAN refugees arrived in this Yukon Territory outpost, it was 20 below zero.

The Whitehorse weekly editor quipped: "Presumably when they fled from Hungary, they anticipated they were escaping Siberia. I'm not so sure!"

AFRAID TO USE IT
We suspicion that atomic missiles will wind up as did poison gas with everyone afraid to use them.—Sherman County Journal.

DR. WILLIAM BRADY

Vitamin B Complex Is Better For Heart Than Digitalis

An Ohio reader says she is taking digitalis, and for some reason she doesn't like it and feels uneasy about taking it. She wishes she knew my reasons for not approving of it.

The Ohio lady does not say her physician orders her to take it. She says she takes it, but she feels uneasy about taking it. If she is taking it without being constantly under her doctor's observation—and a good many persons do—I'd advise her to stop fooling with it.

Huge Doses of Digitalis

Once I gave a patient with delirium tremens enormous doses of digitalis. The patient recovered from the DT's but for several days afterward had digitalis poisoning—the pulse would get down to 40 and we'd have to put him in a hot air bath for an hour to bring it up to 65 or 70. A few hours later, the same thing again after a week or ten days, he was well enough to leave the hospital.

A year later, he was again admitted, delirious and with an alcoholic breath. The new intern verified the digitalis treatment but decided to cut the dose to about one-third of the dose I had used—still giving far more than the standard dose. The patient succumbed in a day or two, and the autopsy revealed that the delirium had been that of pneumonia, which the new intern had not discovered because he had failed to make a careful examination.

(See Study's Head
The treatment of digitalis)

thorities, set forth in textbooks of therapeutics are over my head. For instance I just can't go along with this:

"Digitalis enables the damaged heart to do more work with the same expenditure of energy."

If you are a physician, a physician or a physiologist, I beg of you, clear this up for me.

The medical "authorities" still prate about the use of digitalis as a heart tonic—this pleases the morbid fancy of the poor soul who has a "weak" heart.

A Careless Remark
Pour souls who are in the habit of feeling sorry for themselves may complain pitifully about my lack of kindness or sympathy, but, for God's sake, I must tell you, believe to be the truth here, even if it gets me booted out of my job. The "weak heart" obsession is nearly always based on nothing more substantial than an assumption of perhaps a careless remark by an incompetent doctor.

It is absurd to think digitalis or any other drug is a heart "tonic." To the best of my knowledge there's only one real heart tonic—vitamin B-complex, particularly the B-complex vitamins with manganese and iron, which I recommend in place of digitalis.

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BEN MAXWELL

History in The Making

April 29, 1957
Constitutionality of house bill No. 58 to provide for construction of a new, \$650,000 state office building with funds borrowed from the Industrial accident fund had been attacked on four separate grounds in an injunction suit. This five story structure cost \$300,718 and was occupied in 1930. It now houses the following departments: adjutant general, corporation commissioner, insurance commissioner, real estate commissioner, state engineer, board of parole and probation, state banking department, labor commissioner and tax commissioner.



uled for a Willson park concert May 3, 1927.

The big Ray-Brown cannery at Woodburn was last nearing completion and would be ready for operation June 1, 1957. The main building had a width of 105 feet, a depth of 540. This plant is now Birds' Eye division of General Foods Corp. and specializes in a frozen pack of most vegetables and strawberries. Ralph Sebern is manager.

C. P. Bishop, pioneer Salem merchant, had told the Salem Realty board that regional farmers needed advice on matters of selling more than they did on production. "If OAC can develop experts who can sell, then let them go ahead and center on the matter of selling rather than upon the production end."

JACKPOT DELUXE
SAN DIEGO, Calif. — Mrs. Jerome O'Connor hit the jackpot when she took her 15 children out for hamburgers. She happened to stop at a drive-in that pays your check if the blue star comes up on the cash register sales slip. It did.

TAX ON INSURANCE
Now Oregon is planning to tax life insurance you leave your wife and family. My Word, such avarice.

—Sherman County Journal.



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