

Talk business—that fellow's from Internal Revenue



Pendleton's soul searching brings question: What makes a good town?

For nearly a year, there has been considerable self-analysis in Pendleton. Bud Forrester, editor of the East Oregonian, is probably responsible for the activity. He started out with a series of interviews of community leaders, and has given some examination to local institutions, including the Chamber of Commerce. Even before Forrester started, there had been an intensive discussion on such local problems as the city's airport, its garbage handling, and its police department.

This may seem strange to outsiders; it does to us. Pendleton has, among those who do not live there but who are frequent visitors, a fine reputation in Oregon. It is known as a community where things get done. The community-sponsored Pendleton Round-Up is one of the rodeo world's Big Four. Community facilities appear to be, at least on the face, excellent. The city is hospitable to visitors. It has all the things a town of that size needs.

Pendleton has some lull of community battles. And this is not bad. Community battles, provided they can be ended with any degree of amicability at all, do no harm. They have the good point of indicating considerable citizen interest in the community and its government. There are few town fights where people don't care, where the town is going downhill. Community problems, and discussion of them, are more likely to indicate a town is on the upgrade, rather than the downgrade.

What makes a good town, anyway? Why do some towns grow, and prosper, and progress, while others decline?

The first and largest factor, of course, is something about which the townspeople can do little. This is the resource base of the community. You can't have a strong, high-income, versatile, farm-based economy in the dry plains of North Dakota, for example, where single-crop

agriculture is a must.

You can't produce lumber if trees don't grow. Bend has done an excellent job of broadening its economic base in the past ten years. But progress is slow, and shows little sign of speeding up. Most industries locate near either their source of raw material, or their markets. Communities can work hard at a job, and not show great gains.

The second thing which makes for a good town is its political climate. This doesn't have anything to do whether people are predominantly Republican, or Democrats. It does depend upon whether or not they take part in activities where their votes are important. Do they express their opinions on a school budget? Do they cast ballots for the elected officials in their city and county governments? Do they choose wisely when faced with a bunch of choices?

Another major factor is the economic climate. Are the city's major employers and those who work for them at each other's throats all the time? Or are employers generally fair, and employees willing to give a day's work for a day's pay? Are businessmen fair with their customers? And vice versa?

Still another important thing in this business of building a town is its intellectual climate. Does it provide educational opportunities for its youngsters? Does it have facilities for those who realize education is a continuing, life-long process? Do citizens of ability take part in community affairs? Or do they let George do it?

There are other things, of course. But a city which can meet these four tests, and their various ramifications, need have no fear it is falling apart. And even if it is not quite up to snuff in one or two, it still will be a pretty good place in which to live.

He owed it all to Lizzie

Henry Ford, one of history's most eccentric tycoons and one of the world's few billionaires, was born just 100 years ago in a farmhouse in what is now Dearborn, Mich. Ford got his real start in June 1903, when 12 investors put up \$28,000 in cash to form an automobile company. The Model T car, the foundation of his fortune, came out in 1908. It is fabled in story and song. Called the "Tin Lizzie," it was once described as "skyscraper high, hideously ugly, funereally drab, and whether on a city street or in a farmer's barn it looked somehow pathetic."

But in its simplicity of design, the Model T was a maker's and buyer's delight. Light in weight, simple in construction, it was easy to repair, and spare parts were soon for sale in every dime store in the land. Henry made 15 million Model T's from 1908 to 1927 at a rate of 1.6 a minute. When, under pressure from the new designs of General Motors, Ford brought out his Model A, the popular song was, "Henry's Made a Lady out of Lizzie."

In 1913 Ford had initiated the assembly line technique, which was to cut the time needed to put together a chassis from 14 hours to one hour and 13 minutes. From 1917 to 1927, half of all U.S.-made cars

were Fords.

When Ford in January 1914 raised the minimum wage in his factories to \$5 for an eight-hour day, the announcement created a sensation. Ford explained his high-wage policy on practical grounds: "I believe in the first place, all other considerations aside, our own sales depend in a measure upon the wages we pay. If we can distribute high wages, then that money is going to be spent and it will serve to make storekeepers and distributors and manufacturers and workers in other lines more prosperous, and their prosperity will be reflected in our sales. Country-wide high wages spell country-wide prosperity."

Ford was easy to work for, but not to work with. In 1919 he forced the minority shareholders to sell out to him at slightly under \$106 million. The following year he was hit by a buyers' strike, and the Ford plants were shut down.

But Ford was soon back in business, and in 1926 he was reported keeping a cash balance of \$300 million to \$350 million and to be making \$1 million a day. He died in 1947, less than two years after turning over active management to his grandson, Henry II.

Washington Merry-go-round

U.S. military has always undermined disarmament

By Drew Pearson

WASHINGTON — It has been true, ever since I can remember, that the military always tried to undercut a civilian president's steps toward disarmament and peace. In this, they have been completely bipartisan. They have tried to undercut Republican presidents just as much as they tried to undercut Democrats.

And they have received plenty of help from the war contractors and defense industries.

The success of John F. Kennedy's first step in the 1,000 mile journey toward peace will, therefore, depend in part on the military.

I remember vividly reporting on the activities of William Baldwin Shearer, paid \$40,000 by Bethlehem Steel, Newport News Ship and other defense contractors, to disrupt the Colidge Naval Conference in Geneva in 1927. The steel companies and shipyards were willing to put up what was then a very large amount of money because they didn't want arms reduction and peace. They preferred the risk of war.

And it was Admiral Joseph Reeves, chief U.S. naval adviser at Geneva, who played ball deliberately and brazenly with lobbyist Shearer.

Stassen is Undermined

There was also Admiral Hilary P. Jones, adviser to the London Naval Conference during the Hoover administration, who came back to testify against any limitation of 10,000-ton cruisers, though the battle of the Graf Spee during World War II showed that two 6,000-ton British cruisers could run circles around the 10,000-ton Graf Spee and put her out of action.

More recently there was the case of Eisenhower's efforts at disarmament, when Harold Stassen almost had an agreement with the Russians similar to that just initiated by Averell Harriman.

But Ike's own military undermined him. Bulganin and Khrushchev in 1957 appeared willing to go even further than the present test ban agreement, were even discussing the withdrawal of the Red Army from Hungary and other satellite countries.

But the U.S. military got to Nixon and John Foster Dulles, and Stassen was told to take a back seat.

How much the military had to do with sending the U-2 spy plane over Russia just on the eve of a summit conference dedicated to peace has never been definitely ascertained. It is known that the U-2 started from a U.S. military base in Turkey and refueled at another U.S. base in Pakistan.

Kennedy's Tactics

To guard against either sabotage or honest differences from his military leaders, President Kennedy and Secretary of Defense McNamara met with the Joint Chiefs of Staff in a closed door conference last week. With one possible exception, the present Chiefs of Staff are considered much more reasonable men, but they have already started leaking individual dissent to friends on Capitol Hill. To JFK and McNamara privately, they expressed concern at the refusal of some scientists to guarantee that all atmospheric tests can be detected. They believe our present system is foolproof, but that powerful Soviet rockets could get away with testing H-bombs hundreds of thousands of miles in space.

However, most scientists agree that this likelihood is too remote to let it wreck the best chance in years to end the cold war.

The Joint Chiefs also expressed fear that the development of our own nuclear weapons would be hampered by a test ban. Gen. Earle Wheeler, the Army chief, warned that Russia is ahead of the United States in developing nuclear-tipped anti-mis-

sile missiles. Without testing in the atmosphere, he said, we may not be able to perfect our defenses against a missile attack.

Gen. Curtis Lemay, the Air Force chief, also pointed out that Russia is ahead in building monster bombs over 20 megatons, is believed to have reduced a 30-megaton warhead to a size that will fit on their giant intercontinental missiles. The largest warheads our missiles can lift packs only a 6-megaton punch.

Secretary of Defense McNamara argued, however, that the United States is ahead of Russia in the development of most nuclear weapons, therefore, a test ban would be more to the detriment of Russia.

He also claimed that our laboratories have amazing computers which can simulate nuclear explosions and thus enable our scientists to continue developing any weapons we may still need.

Pre-teen years can be tough ones on parents

By David Nydick
UPI Staff Writer

The pre-teen years often are considered quite difficult. This probably is more true for parents than for the youngsters.

Some typical reactions of pre-teen children:

—The mother of John, 11, suggested that they go to the movies together on Saturday. She was upset when he said he planned to go swimming with friends.

—Fred, 12, told his father he wanted to go hiking with his Boy Scout troop instead of on a fishing trip with the family. His father was surprised since they always had so much fun on these trips.

—Ten-year-old Ann's room was messy and he didn't seem to care about her looks. She preferred wearing dungarees to dresses. Her parents were distressed that she was becoming a tomboy.

Difficult To Accept

These actions and attitudes are difficult for parents to accept. But the children want to be with their peers. They seem to rebel against the family. They appear to intentionally reject authority just to prove it can be done.

Up to this point the child almost completely has been dependent. He has enjoyed spending time with his parents. He has shown only minor signs of independence. Now the change seems to be quite dramatic.

The natural reaction of many parents is to block this development. They will either exert more authority or perhaps extend themselves to show their love and affection. The child reacts by becoming more intent on proving his independence. He becomes stubborn.

Parents should realize that this is part of growing up. They too went through this stage of development, and should accept the child for what he is. This doesn't mean to drop all standards. It does mean to administer authority with understanding.

Allow Experiments

Allow the child to experiment. He can learn a great deal by trial and error. His curiosity, restlessness, loud behavior, and daring should be guided into safe and satisfying activities. He wants to join clubs and organizations. He may even organize a two-man club. He is seeking status and recognition.

The pre-teen years surely are trying times for parents. The best approach is to recognize that most of this behavior is normal. Although the child seems to resent love and attention, he needs them as much as ever. There is no need to permit him to become disrespectful or extremely demanding. He should have the time and opportunity to pursue his private activities. If this is arranged, he is more likely to show cooperation with the family.

Proper guidance at this time can avoid serious trouble in the future.

Barbs

There would be a lot less juvenile crime if more parents knew how to lose their patience.

You can easily build a questionable reputation on things you are going to do.



When it comes to working around the house, some teenage girls always have time to put things off.

A railroad fireman was married in the caboose on his train. Isn't that choo-choo exciting.

IRS REPORTS INCOME

WASHINGTON (UPI)—The Internal Revenue Service said Wednesday that taxpayers reported \$329.9 billion in adjusted gross income for 1961.

This was \$14.4 billion more than reported in 1960, the bureau said, with about 500,000 more persons filing returns in 1961 than the previous year.

THE BULLETIN

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Negotiator warns rail dispute can only be solved by JFK plan

WASHINGTON (UPI)—The Senate Commerce Committee came to the end today of testimony on the railroad work rules dispute with a warning by a management spokesman that the problem can only be solved by President Kennedy's plan.

J. E. Wolfe, chief railroad negotiator, told the Senate committee Wednesday night that "positive, deep-seated and pervading" differences separated the carriers and the five unions involved. He said it was "highly improbable" the dispute can be settled if Congress does not approve Kennedy's proposal to turn the matter over to the Interstate Commerce Commission (ICC).

Charges Compulsory Arbitration
The House Commerce Committee called AFL-CIO President George Meany who has joined the railroad unions in charging the presidential recommendation amounts to compulsory arbitration and would destroy free collective bargaining.

The Senate committee today called Lester P. Schoene, Washington attorney representing the rail unions, and then planned to close the record of its hearings. Acting Chairman John O. Pastore, D-R.I., said the committee would go into executive session Aug. 8 to act on the proposed legislation.

Wolfe said earlier Wednesday that the carriers had made "some adjustments" in their proposals for settling the dispute and avoid-

ing a nationwide strike, giving rise to hope that give-and-take collective bargaining might begin. Wolfe said "in a sense" the adjustments could be considered concessions but he emphasized that the proposals mainly were translations into collective bargaining terms of recommendations made earlier by a presidential board.

Blames Unions

Wolfe said the railroads believed further negotiations in the four-year-old dispute would be "fruitless" without the aid of a program such as President Kennedy proposed. He blamed the unions for the impasse that brought about the presidential action.

Labor Secretary W. Willard Wirtz met in his office Wednesday with railroad management negotiators but had no comment on the session.

Wolfe told the Senate committee he did not want to say the dispute is beyond all collective bargaining but "it appears hopeless." Asked by Sen. Norris Cotton, R-N.H., if the carriers would agree to placing the dispute before an entirely new and independent group named by President Kennedy, none of whom had served before, Wolfe said the railroads would "accept it on the spot."

Daniel Loomis, president of the Association of American Railroads told the committee "Congress will have to face the issue and it might as well face it now."

How effective will Negro voter sign-up drive be?

By Al Kuetner
UPI Staff Writer

One of the great political mysteries of the day is how effective the Negro voter registration drive will be between now and election day next year.

The registration campaign, while mostly undramatic, is being pushed with quiet determination. Following virtually all major racial demonstrations this year, it has been announced by Negro leaders that the program would continue in the form of voter registration.

Such an announcement was made in Birmingham, Ala., last May following demonstrations of near riot proportions. Some of the results are beginning to come to

light. Dr. Martin Luther King Jr. who led the Birmingham civil rights drive announced recently that 2,000 Negroes have been added to the voter rolls in six weeks, bringing the city's voting Negroes to about 14,000.

Used Same Figures

The Justice Department used the same figures Wednesday to show how far behind are Birmingham Negroes in voting status. In a suit filed by the government it was noted that of 116,100 Negroes eligible to vote only 14,000 are registered. There are 120,000 white voters among 256,300 eligible, the suit said.

George Belsnyder, chairman of the Jefferson (Birmingham) County board of registrars and a defendant in the case, denies that his county discriminates against voter applicants. He explains that white and Negro applicants are given the same forms, are asked the same questions and hold up their right hands to swear to the same oath.

The Justice Department said it had photographed voting records for a year to gather evidence. It charged Negroes were tested strictly, the whites were given the easy way out.

No Grading System

"There is no grading system on the test. White and Negro applicants are graded exactly the same."

"The fact is that only in recent months have Negroes attempted to register. The whites have been registering all the time. Now the Negroes are trying to catch up in one year what was 100 years in the making. You can't do it." Alabama Atty. Gen. Richmond Flowers argued last week that some Negro voter applicants had refused to pledge they would bear arms for their country — one of the questions asked. He said he thought no one should be allowed to vote who wouldn't do that.

As the voter registration drive grows ever stronger, one thing appears obvious: The Justice Department will intervene more aggressively in the coming months. The Birmingham suit was the largest voter discrimination case ever filed.



"When men differ in opinion, both sides ought equally to have the advantage of being heard by the public." — Benjamin Franklin.

Courtesy pleases visitor to Bend

To the Editor: A friend and I recently returned from a wonderful tour of Oregon, Washington and Idaho. I think you will be interested to know that we appreciated the courtesy we were shown in Bend very much.

We enjoyed our motel stay, a tour of your area, and the restaurant and service station accommodations. We especially enjoyed the polite and courteous treatment we received.

I shall be forever grateful and wish I could bring a whole caravan of tourists to Bend. I'm sure you are proud of the people who serve your visitors so well. We hope to return to Bend at some future date.

Mrs. Charles Fanshier
Oak Knoll Castle,
Coarsegold, Calif.,
July 28, 1963

Watered down move against Portugal voted

UNITED NATIONS, N.Y. (UPI)—The Security Council Wednesday approved by an 8-0 vote with the United States, Britain and France abstaining a watered down resolution disciplining Portugal for its policy in its overseas territories.

The resolution asks all countries to withhold from Portugal arms, military and other supplies "which would enable it to continue its repression of the peoples of the territories under its administration."

It calls upon Portugal to take steps in those territories — Angola, Mozambique and Portuguese Guinea — to grant self-determination and independence to the natives.

Ambassador Adlai E. Stevenson said the United States abstained "primarily because we do not believe the resolution was drafted either in the language or form best calculated to achieve the results we all seek as quickly and harmoniously as possible."

PLANES FORCED DOWN

SCHWEINFURT, Germany (UPI)—Six Czechoslovakian sports planes made storm-forced landings on a U.S. Army air field Wednesday. The pilots were allowed to fly out after questioning.

Approval of NW power bill is seen

By Marguerite Davis
UPI Staff Writer

WASHINGTON (UPI)—South Dakota congressmen agreed today the Pacific Northwest power bill which they regard as selfish almost surely will be passed by the House, probably early next month.

The legislation would pave the way for construction of transmission lines to carry the Bonneville Power Administration's (BPA) surplus power from the Pacific Northwest to California. It also would give first call on power from the Columbia River dams to industry and private utilities in the area, as well as to publicly owned utilities.

This provision is opposed by members of Congress from Missouri River Basin (MRB) states, where the 60-year-old law giving publicly owned utilities preference in buying the federal power still is in effect.

Reps. E. Y. Berry and Ben Reifel, R-S.D., contend this is a first step to abandonment of the time-honored preference clause.

Their own state is guaranteed first call on half the power produced at Big Ben Dam, but they said this is different. Big Ben is only one of six federal dams in the MRB, four of which are located in South Dakota, they said, and the Big Ben provision was intended as a bonus to the state for giving up so much rich, tax-producing land to control the Missouri.

Berry, a member of the House Interior Committee which approved the Senate-passed Pacific Northwest bill, threatened to offer amendments which would make the same first call preference applicable in the MRB area. He could not do so, however, he told UPI, because of House rules requiring that amendments be pertinent to the bill, but his announcement produced a flurry of potest from the midwest.

Defeat Urged

"We urge you most strongly to... defeat both the regional preference in the Northwest and your own amendment," V. T. Hanlon, manager of the East River Electric Co-operative, Madison, S. D., telegraphed.

Other protests were received from Basin Electric Consumers Co-op, Stanton, N.D., and Midwest Electric Consumers Association, Denver.

"Why didn't they come to life sooner," Berry inquired. "They didn't testify against the bill." The National Association of REA's took no stand on the bill, he noted, even though spokesmen "told me they hoped it would be defeated because they didn't want to see the public preference clause chiseled away."

"It's a selfish gesture on the part of the Pacific Northwest," Reifel said. "Bonneville produces more power than can be used there, and California needs it, but the BPA won't sell the surplus unless it has this regional preference clause."

The regional preference is designed to attract industry to the area with the lure of cheap power. Reifel and Berry said, BPA power sells for 2-1/4 mills, less than half the cost at other federal dams, they said.

"We're subsidizing the Pacific Northwest to compete with our own efforts to attract industry," Reifel said.

"If they're going to get this provision, everyone else will want it too, and I will keep my eyes open for a chance to apply the same principle for the benefit of South Dakota."

Berry doubted that the MRB ever could win such an attempt in Congress.

"We don't have the votes," he said.

Sailing

1 Boat trip	5 Scion	9 Sheep	13 Fawn	17 Excite to action	21 Impede (law)	25 Headland	29 Dry, as wine	33 Huli part	37 Primitive	41 Poke	45 Pleasure craft	49 Nonsense (Brit. slang)
2 Fore-and-aft sail	6 Wise man	10 Rainbow	14 Excite to action	18 Unsound in mind	22 Headland	26 Dry, as wine	30 Huli part	34 Primitive	38 Poke	42 Pleasure craft	46 Nonsense (Brit. slang)	
3 Fawn	7 Sheep	11 Rainbow	15 Excite to action	19 Unsound in mind	23 Headland	27 Dry, as wine	31 Huli part	35 Primitive	39 Poke	43 Pleasure craft	47 Nonsense (Brit. slang)	
4 Fawn	8 Sheep	12 Rainbow	16 Excite to action	20 Unsound in mind	24 Headland	28 Dry, as wine	32 Huli part	36 Primitive	40 Poke	44 Pleasure craft	48 Nonsense (Brit. slang)	
6 Fawn	10 Sheep	14 Rainbow	18 Excite to action	22 Unsound in mind	26 Headland	30 Dry, as wine	34 Huli part	38 Primitive	42 Poke	46 Pleasure craft	50 Nonsense (Brit. slang)	
7 Fawn	11 Sheep	15 Rainbow	19 Excite to action	23 Unsound in mind	27 Headland	31 Dry, as wine	35 Huli part	39 Primitive	43 Poke	47 Pleasure craft	51 Nonsense (Brit. slang)	
8 Fawn	12 Sheep	16 Rainbow	20 Excite to action	24 Unsound in mind	28 Headland	32 Dry, as wine	36 Huli part	40 Primitive	44 Poke	48 Pleasure craft	52 Nonsense (Brit. slang)	
9 Fawn	13 Sheep	17 Rainbow	21 Excite to action	25 Unsound in mind	29 Headland	33 Dry, as wine	37 Huli part	41 Primitive	45 Poke	49 Pleasure craft	53 Nonsense (Brit. slang)	
10 Fawn	14 Sheep	18 Rainbow	22 Excite to action	26 Unsound in mind	30 Headland	34 Dry, as wine	38 Huli part	42 Primitive	46 Poke	50 Pleasure craft	54 Nonsense (Brit. slang)	
11 Fawn	15 Sheep	19 Rainbow	23 Excite to action	27 Unsound in mind	31 Headland	35 Dry, as wine	39 Huli part	43 Primitive	47 Poke	51 Pleasure craft	55 Nonsense (Brit. slang)	
12 Fawn	16 Sheep	20 Rainbow	24 Excite to action	28 Unsound in mind	32 Headland	36 Dry, as wine	40 Huli part	44 Primitive	48 Poke	52 Pleasure craft	56 Nonsense (Brit. slang)	
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