

Morse, McKay Meet on Platform; Say Each Other Lacks Integrity

Portland—(U.P.)—Sen. Wayne Morse and his November opponent, Douglas McKay met on the same platform for the first time in the campaign yesterday.

The two candidates took 10 minute turns telling the annual candidate's day of the Portland Women's forum why he should be the man Oregon sends to Washington.

The meeting started out cordially but did generate a few sparks as it progressed. The two opened the meeting by shaking hands. They closed it by each

charging the other with a lack of "political integrity."

McKay charged that "no senator has done more to endanger world peace" than has Sen. Morse, and added that the voting record of his opponent is "almost invariably wrong on issues involving peace or war."

Speech Tossed Aside

Morse countered with a statement asserting that he was in agreement with many of President Eisenhower's policies but blasting what he called "the reactionary policies of McKay as governor and as secretary of the interior."

McKay centered his case on two issues: World peace and political integrity. He declared that Morse declared on the floor of the Senate during a period of extreme world tension that President Eisenhower was "wholly lacking in political morality," and had later described the pres-

ident as the "most dangerous man who will ever have been in the White House."

Morse tossed out a prepared speech he had for the meeting and instead declared that his opponent had disqualified himself to run for the Senate.

Telegram Cited

Morse said he had received a telegram from McKay in 1952 asking that he vote to override President Truman's veto of the tidelands bill.

Morse said the telegram went on to ask him "to please refrain from voting" if he could not vote in accordance with McKay's wishes.

He charged that the telegram "disqualified McKay as a judge of political morality."

Nearly 300 persons jammed into the room to hear the two candidates and another 50 stood in the hallway unable to get inside.

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Stevenson Makes New Effort To Tie McCarthy With Eisenhower

With Stevenson in Kentucky (U.P.)—Adlai E. Stevenson made a new effort today to tie Sen. Joseph R. McCarthy (R-Wis.), firmly to President Eisenhower.

He also charged that Republicans in Congress value Mr. Eisenhower as a candidate, but ignore him as a leader.

He said in a speech prepared for delivery at Lexington that return of the Republicans to national and congressional control would restore McCarthy to chairmanship of the Government Operations committee of the Senate. McCarthy had occupied that post when he conducted his controversial hearings on Communist infiltration into the government.

He also said Republican re-emption of control of Congress would return Sen. William F. Knowland of California as majority leader of the Senate. He said that Knowland "has attempted to conduct a frightening private foreign policy that has confused a lot of people here and abroad who is secretary of state, not to mention president."

"These are the men who tried to strangle the New Deal baby in the crib—the baby that Mr. Eisenhower now wants to adopt," Stevenson said. "These are the men who almost drove Mr. Eisenhower out of the Republican party and into a third party."

be chairman of appropriations, and Sen. John O. Bricker, of Ohio would be chairman of Interstate Commerce.

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Two State Welcomes

The two-stop Kentucky swing was one of the more successful days of the Democratic presidential nominee's campaign. He was also received enthusiastically in Ohio, ending up at Youngstown where he was welcomed by one of the largest night turnouts since the nominating convention.

The Democratic candidate did not single out McCarthy as the only undesirable prospect from the Democratic point of view in the event of a Republican victory.

"The President is not only campaigning for his team," Stevenson said, "he is campaigning for a Republican Congress."

Lists Probable Chairmen

Stevenson said this would mean the restoration of McCarthy as a Senate committee chairman; the return of Sen. William Jenner of Indiana as chairman of the Judiciary subcommittee on Internal Security; Sen. Styles Bridges of New Hampshire would

Motorlog Visits All Three Craft In One-Day Trip

The following is a condensation of a motorlog appearing in the Northwest Rotogravure Magazine of The Sunday Oregonian. It is one of an annual series sponsored jointly by the Oregon State Motor Association and The Oregonian.

Travelers in early-day Oregon were seldom able to say: "We'll cross that bridge when we come to it." There just weren't very many bridges.

But when a road came to a river—usually the Willamette—it had to get to the other side. And so a good many pioneer entrepreneurs began to shuttle this traffic by ferryboat.

From the yellowing archives of the Marion county court, it is apparent that that body devoted much of its time in the 1850s to issuing and renewing permits to operate ferries across the Willamette and its tributaries. The business was equally flourishing in other counties.

Relics of that day are few indeed in these times. Boones ferry at Wilsonville, one of the best known into recent years, gave place two years ago to the new high bridge carrying the Baldock freeway over the Willamette.

Only survivors on the Willamette today are the ferries at Canby, Wheatland and Buena Vista. They were a nostalgic destination for a recent motorlog in the Oregon State Motor Association's familiar white Ford.

With its combination of bucolic valley scenes and leisurely, if short in distance, voyages across the river, it is an ideal Sunday outing for an expansive autumn afternoon.

Closest to Portland and easiest of access is the Canby ferry, operated by Clackamas county across the Willamette three miles north of the town that supplies its name. To get there, the AAA Ford traveled south from downtown Portland along the river bank to Orwells. Just south of the Orwells business district, turn right on McVey avenue at the public swimming facility and follow the signs for Stafford, through the intersection called Wankers corner to Mountain road and the Canby ferry signs.

For about 11 miles from Orwego, it's drive along paved, but not expressway-type, roads through hilly woods and farm country, some of the most gorgeous in Oregon and in its prime during the fall. Suddenly the road jogs abruptly to the left, heads steeply downhill and stops at the Willamette's edge.

Here the all-steel ferry M. J. Lee slipped silently across the river with the white car as its cargo. Built in Milwaukee in 1951, it is named for the grandson of Philander Lee, on whose

donation land claim Canby was built.

The grandson is remembered in Canby as Pacific Northwest champion bicyclist during the 1890s and as the promoter of the town's first bus line and first electric power system.

The good ship M. J. Lee is in the tradition of a service begun in 1916 by the city of Canby and later turned over to Clackamas county. Its operation hasn't been exactly continuous since that time, because in 1945 a January flood carried the original ferry wildly downstream and deposited it rudely on the rocks.

It was six years then before the county was persuaded by Canby to resume the service. The Willamette crossing is a particular favorite of the Canby community, because, for one thing, it's 2 1/2 miles and many minutes closer to Portland via the ferry and Oswego than through Oregon City.

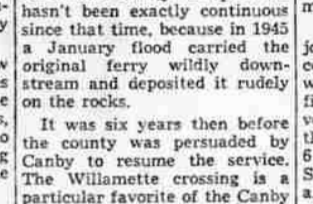
It's also important to Canby's economy, for during harvest season it trundles many a truck load of grain across the Willamette en route to the capacious Canby elevators.

Like all the Willamette's remaining ferries, the M. J. Lee is free. Hours of operation are 6 a. m. to 10 p. m. daily.

When the Willamette is full to the brim, it's likely that ferry service will have to be suspended.

After the M. J. Lee had delivered the white motorlog car on the Canby shore of the Willamette, at a slip beside the Canby Yacht club moorings where pleasure craft bobbed, the car soon turned south on U. S. 99-E, the Pacific highway, and headed for Salem.

Wheatland, too, retains nothing of the bustle—or, for that matter, the buildings—which once gave it importance in the Willamette valley. Nothing much remains but the ferry, which still traverses the river daily from 6 a. m. to 9:45 p. m. and on Sundays from 9 a. m. to 8:45 p. m.



Just to three ferries easy day's drive from valley towns

White AAA car drives aboard Canby ferry

To reach the Buena Vista ferry, about 15 miles south of Oregon's capital, take a right turn off U. S. 99 a short distance south of Salem and follow signs pointing to Buena Vista. The road dips and coils through the picturesque Ankeny hills, emerges at an eminence offering a spectacular panorama of the Willamette valley and then winds down onto the flatlands.

Here is the center of Oregon's mint industry.

The \$20,000 vessel, operated jointly by Marion and Polk counties, is a steel barge with wooden cabin, built in Portland five years ago to replace a venerable wooden craft. It shuttles across the river daily from 6:30 a. m. to 6:50 p. m. and on Sundays and holidays from 9 a. m. to 4:50 p. m.

There's nothing at Buena Vista now but a scatter of houses, a grocery store and gas station.

Howard McKinley Corning's "Willamette Landings" recalls other glories of Buena Vista, which in 1856 was so impressed by its stature that it was one of the many settlements trying to become capital of Oregon.

It was an important shipping point as long as Willamette riverboating prospered, and pottery from a Buena Vista kiln went to buyers all over the Pacific Northwest. In 1873 it even manufactured the pipe for Portland's Stark street sewer.

Buena Vista had all the trappings of a bustling business center, including a hotel.

Roughly midway between Buena Vista and Canby is the Wheatland ferry, a joint venture of Marion and Yamhill counties.

It crosses Mission bottom, fertile as it is level, and comes to a watery halt at a ferry crossing dating back to 1843. The boat in service then was caulked with a busel or two of religious literature left in the old buildings of the first Methodist mission, which was nearby.

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Al Sarena Mines Are Discussed at Meeting

F. I. (Fay) Bristol, president of the Oregon Mining association and a member of the Board of Governors of the American Mining congress, discussed the Al Sarena mining case last night at a meeting of the Southern Oregon Conservation and Tree Farm association at the Jackson hotel.

Bristol said he first became familiar with the Al Sarena mine in the 1930s when he was a guest there. In 1937, he said, there were 10 claims of mine operating.

By 1940 the mine had a capacity of 100 tons of ore a day, he added. A mine with that capacity today, according to Bristol, would be a \$250,000 investment.

When President Eisenhower took office in 1953, he stated, he found there was a suit filed in federal court against the government for malfeasance in office for failure to issue mining patents to the Al Sarena mine.

Only Debate

The only debate about the mine, according to Bristol, was whether there was mineral in various claims of the mine. He said mining engineers were appointed to dig out and inspect samples of ore. In location claims inspected, ore was found in the samples, he said.

In the opinion of one engineer, Bristol said, the mine had a great volume of ore and would have a low operating cost. Then, all of a sudden, Bristol declared, the mine was a "political football" and "certain politicians were demanding the mining laws be changed."

"Although these politicians never mentioned it," he stated,

"the mining laws have been changed." According to previous laws, he said, the forest service regarded all staked areas as mining land, so there would be a development of minerals.

Present Authority

Bristol stated the forest service now has the authority to verify any mining claim or rule and claim invalid upon publication of an obscure notice, which could be hundreds of miles away from where the mine is located.

"Unless you can now prove you have a good mine," he said, "the forest service has the right" to enter the mining area, cut timber, and make access roads.

He pointed out that before the secretary of interior can now issue a mining patent, he must have a statement from the forest service saying that they will not protest the mine.

State Representative E. A. (Al) Littrell pointed out the arguments for and against the seven state measures that will appear on the Nov. 6 general election ballot.

Most Controversial

Most controversial of the measures, he said, is proposition I. This measure proposes to add an emergency clause to tax bills which will put the bill into immediate effect so revenue can be obtained from the bill before an election is held for the approval of Oregon voters, Littrell explained.

The measure also proposes that bills from voter initiatives will have to wait 18 months until an election is held, he said. The tax will go into effect after it is approved. Littrell stated that the present law puts a "financial straight jacket" on legislatures making it impossible for them to fulfill an adequate tax bill.

Arguments against the measure, he pointed out, state that it would be the opening wedge in getting a sales tax and that it would be harmful to the referendum.

L. L. (Doc) Simpson, secretary-manager and forester of the association, pointed out that there were 202 fires reported in southern Oregon this year, of which 125 were caused by lightning, 77 by all other causes and 11 were caused by logging operators. Total acres burned were 550, he added.

Three Ferries Still in Operation On Lower Willamette River

Canby, Ore. (U.P.)—Three ferries still operate on the lower Willamette river, according to a report from the Oregon State Motor Association.

The ferries are operated by Clackamas county and are used to transport passengers and cargo across the river.

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Judge Vanderberg Visits in Medford Seeking Support

Circuit Judge David R. Vanderberg, Klamath Falls, was a Medford visitor yesterday, seeking support in his campaign for the write-in election as supreme court justice, position No. 1, in the Nov. 6 general election.

He is seeking the position now held by Justice William McAllister, former Medford attorney, who was appointed to the position by Gov. Elmo Smith recently, after the death of Justice Earl C. Latourette, who was a candidate for reelection.

McAllister himself is a write-in candidate for the non-partisan position. Several other individuals throughout the state have also indicated they would ask write-in votes.

Calls on Friends

Judge Vanderberg made calls on a number of friends and supporters here yesterday, and was introduced last night at a Democratic gathering at the Esquire theater. He is a registered Republican.

The Klamath Falls jurist bases his campaign on the fact that he has had 16 years judicial experience in the circuit courts of Oregon. He was elected judge of the 13th judicial district (Klamath county) in 1940, after 15 years of private practice. Since his election, he has served as judge continuously, presiding in various circuit courts throughout the state. He has served Klamath county as judge longer than any other man.

He has the endorsement of the Klamath County Bar association, and committees both in Portland and Klamath Falls are working in his behalf.

He has lived in Klamath Falls since 1925, is married and is the father of six children.

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Throughout the centuries, in almost every epoch, the residential, social, political, artistic and religious centers of the city have shifted from one zone to another.

Today, as in the past, the centers are on the move.

The shifting and expansion of the past 50 years have been particularly marked within the limits of the ancient walls and beyond them into the surrounding countryside.

At the turn of the century, the so-called "Humbertine" quarters sprang up around the center in a broad arch sweeping from the Basilica of San Giovanni northwards over the site of the present central railroad station, the Esquilina Hill and the Marmata and Salaria districts.

Change of Concept

Suburban in 1900, these areas now are central, and the greater part of the population live here.

Then, in the early decades of the century, there was a change in the concept of expansion and urban planning. New buildings were designed as part of many "garden cities" such as those now found in the Monte Sacro quarter near the Tiber river, which runs into the Tiber north of the city, and the Monte Verde quarter on the southern slopes of the Gianiculum Hill, below the Vatican.

Urban planning now uses this principle of "breathing space," incorporating small villas with parks and gardens and wide roads between. So constructed were the Aventine, Parioli (popular with foreign residents) and other quarters of the city.

Now a new residential quarter is growing up between the old center of Rome and the sea at Ostia, around the monumental buildings of the EUR (Universal Exhibition of Rome) fairgrounds.

Construction was begun here by Mussolini, who planned a great international fair here until World War II interrupted his grandiose schemes.

The chimney swift is the only bird known that can beat its wings alternately, this unusual faculty enabling it to be the most maneuverable bird that flies.



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WRONG ROCHESTER

Rochester, N. Y.—(U.P.)—Dr. Hans Roth, a Swiss physician visiting this country, got a surprise Thursday when he asked directions to the Mayo Clinic. He was told he was 1,500 miles off his mark. The world-famed clinic is in Rochester, Minn.

Gardening is one of the top hobbies in the United States with nearly \$700 million being spent on it annually.

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