

Oregon Congressional Delegation's Mail Asks Warren Impeachment

By A. Robert Smith
Mail Tribune
Washington Correspondent

Washington (Special) - Oregon's congressional delegation is receiving a steady flow of letters from citizens who want this year. There has been no Supreme Court Chief Justice Earl Warren impeached.

The anti-Warren campaign is not new but it seems to have gained some momentum in the mention of the John Birch Society by any of these senders, but the assumption is being made that members of this organization or like-minded citizens are behind this effort.

Another favorite cause is repeal of the federal income tax. A number of envelopes bearing these urgent messages carry a standard printed stamp which says, "This is a Republic, not a Democracy. Let's keep it that way."

Oregon offices are receiving a smattering of this mail from many states, notably California, Texas and Illinois. But most of it comes from Oregon residents, chiefly from the Portland metropolitan area.

Along with the letters which are hand written, often there is a printed document. One of the more artistic creations shows an octopus with 12 tentacles under the title "Devouring Man's Freedoms." The head of the octopus is lettered "international dollar" and the tentacles are collectively called "dupes" and "Communist International Fellow Travelers."

The tentacles are individually labeled education, news media, arts, sciences, churches, labor unions, international commerce oil, world bank, income tax and foreign aid, national banking houses, one world government, urban renewal and public housing, infiltration of the armed forces.

Warren Show
Another familiar document coming through the mails to the Oregon members of Congress is a slick-paper leaflet which shows Chief Justice Warren in a friendly benign pose under bold black letters which say, WANTED! FOR IMPEACHMENT.

The charge against Warren is stated as follows: "For giving aid and comfort to the COMMUNIST CONSPIRACY, the mortal enemy of the United States and the American people."

Inside this leaflet it lists as "co-defendants" Associate Justices Brennan, Black, Clark, Douglas, Frankfurter, Harlan and Reed. Only Justice Potter Stewart gets off without being charged.

This leaflet is printed by the Cinema Educational Guild, Inc., of Hollywood, Calif. The tract sells for \$2 per 100, it says on the back. One Oregon sender of these tracts is C. R. Weede of Portland.

Sen. Maurine Neuberger (D-Ore.), upon receiving a letter from Weede opposing Warren and several other proposals, replied crisply that she disagreed with him on all these issues.

Neuberger's Answer
However, Mrs. Neuberger usually answers mail on the Warren matter with the following non-committal standard acknowledgement:
Dear Friends:

Thank you very much for your letter telling me of your desire to have Chief Justice Earl Warren impeached. The Constitution provides that Mr. Justice Warren shall hold his office during good behavior. It is further provided that an indictment for an impeachment trial is to be brought in the House of Representatives. At the moment, there is no active effort in the House to bring impeachment proceedings against Mr. Justice Warren.

With best wishes, I am
Sincerely,
Maurine B. Neuberger

Company Workers Share Firm's Profits

Eligible employees of the Pacific Gamble Robinson company, locally known as Pacific Fruit and Produce company, now own \$4,735,636.37 in assets in their profit sharing trust fund.

According to Bill Bulger, local manager, 1,482 employees are sharing in the company's profits through the fund. All employees are eligible to participate after completing five continuous years of service with the firm. The company makes annual contributions to the fund based on a percentage of net earnings before taxes. The employees make no monetary contribution to the plan, Bulger said.

Sen. Neuberger said when she began getting this anti-Warren mail in January she sent a batch of it to the Attorney General's office and asked whether the Justice Department had any record on any of the senders, so as to indicate who was financing publication of the literature. She received a negative answer.

"It's kind of pitiful," she observed. "Most of these people are little people who are sincere but are frightened. Of course, most of them are Republicans. The worst mistake this John Birch group did was to attack me."

Morse Getting Mail
Sen. Wayne Morse is receiving much the same material. The leaflet attacking Warren emphasizes the contention that the Supreme Court's school segregation decision "aids and abets the plans of the Communist Conspiracy to (a) create tension between Negroes and whites; (b) to transform the South into a black Soviet Republic; (c) to legalize and encourage intermarriage between Negroes and whites—and thus mongrelize the American white race."

It goes on to argue that the Communist figured all this out 50 years ago and have been working at it ever since. The second charge against the Warren court deals with various Supreme Court decisions which "shatter the FBI as a barrier to the security of our nation." It mentioned the Watkins and the Jencks cases and contend that the court's decisions "open wide the FBI files to all the slysters who defend the Reds and renegade American traitors."

"They clear the way for the destruction of our country and the conquest and enslavement of our people by the Communist conspiracy," the tract declared.

Morse's Reply
Sen. Morse sends out a standard letter offering a stout defense of the Chief Justice. His letter usually starts by thanking the sender for his "views on the work of Earl Warren." It goes on from there as follows:

"May I say only that in my personal opinion, Chief Justice Warren is one of the greatest Chief Justices this country has ever had. It should be remembered that many of the controversial decisions for which he wrote the opinion of the court, were decided the way they were only because a majority of the court shared Warren's views."

"Throughout our history there have been times when the decisions of the federal courts have proved unpopular for one reason or another. It is for this very reason that we have lifetime tenure for our federal judges. That some Americans may not agree with the opinions of the court, is no ground for impeachment, and I am convinced that history will vindicate and honor Warren for his great leadership on the Supreme Court."

"It is not true that it is impossible to convict Communists of conspiracy in this country. I have asked the Library of Congress to furnish me with a report on such convictions, and when it is received I shall be glad to forward it to you.

Sincerely,
Wayne Morse."
(A subsequent article will cover the mail and reaction of Oregon members of the House.)

House Committee Tackles Money Bill

Washington - (UPI) - The House Armed Services Committee Monday prepared to enter closed sessions to tackle an \$11.9 billion bill to buy new missiles, warplanes and ships.

It is the largest money authorization ever introduced in Congress. It would only authorize spending the money. Another bill would have to be passed to raise the money. Defense Secretary Robert S. McNamara was expected to be the first witness before the committee.

The bill, introduced by Chairman Carl Vinson (D-Ga.), would provide for 10 more Polaris nuclear missile submarines, bringing the total to 29. It does not give a breakdown on how many ships, missiles and aircraft would be built.

A Financial Headache

Jet Noise Suppression Costly

Editor's note: This is the second dispatch in a series about jet aircraft noise problem, how it affects communities and what is being done to solve it.

By ROBERT SERLING
Washington - (UPI) - It costs money to suppress jet aircraft noise. Literally millions of dollars. Suppressors cut power. They increase fuel consumption and flying time. They add weight and drag. They mean reduced payloads. The National Aircraft Noise Abatement Council estimates that the use of sound suppressors is costing the nation's scheduled airlines nearly \$2 million a month in increased operating expenses. Just one carrier lists the additional monthly operating costs for its 24 jets as follows: Increased operating costs in level flight - \$181,690.83. Increased operating cost in climb - \$29,458.98. Payload loss due to suppressor - weight - \$23,458.16. Payload loss due to fuel weight - \$4,191.52. Repairs and maintenance - \$2,000. Total monthly cost - \$240,032.49.

This does not include the initial cost of the suppressors themselves - \$60,000 per engine or \$240,000 per aircraft. Long before the jets entered service in 1958, engine manufacturers shelled out \$50 million for sound suppression research which still is going on. And as of Jan. 1, 1961, the airlines had paid \$49 million for equipping their jet fleets with suppressors.

If anyone thinks muffling a jet engine isn't a financial headache, ponder these figures from the Boeing Airplane Co. To compensate for the power loss caused by the sound suppressors, a Boeing 707 uses about 500 gallons of extra fuel on a coast-to-coast flight. Such fuel weighs 3,250 pounds - which means the extra fuel is taking the place of about 15 paying passengers.

The Douglas Aircraft Co. has figured out that over a 10-year period, the additional cost of using sound suppressors amounts to nearly 20 percent of the aircraft's original purchase price.

The airlines cite these figures whenever annoyed citizens charge that "nobody's doing anything about noise because no one wants to spend money." Actually, a lot is being done about noise and all of it involves money.

For example, longer runways help reduce noise because they enable jets to fly higher over noise-sensitive areas. It costs about \$1,000 per foot to build a runway. A runway extension adds up to 3,500 feet. That's \$3.5 million dollars to make jets less noisy.

Another weapon against noise is an acoustical barrier fence, in use at several airports and located at the edge of runways bordering residential areas. Cost per fence: \$200,000.

At least 15 cities with jet noise problems have special industry committees working with local civic groups. They handle complaints, meet with protesting organizations and try to solve as many noise problems as humanly possible. The airlines foot 90 percent of the costs of operating these committees; local airports supply the other 10 percent.

So expensive is the whole problem of reducing noise annoyance, the aviation industry is ready to ask Congress to help share the burden. Specifically, the industry wants the Federal Airport Aid Act amended to make these items eligible for government aid:

-Funds for the purchase of property for clear zones off the ends of runways used in the conduct of interstate commerce.

-Funds for building acoustical barriers and ground noise suppression equipment to protect already established noise sensitive areas.

Intensified Research
-Funds to allow intensified research into the basic causes of jet noise.

All of these moves, of course, apply to reduction of noise at the source. The other anti-noise weapon is to move people away from the source. In almost every case, the people raising the most pain about the screaming jets bought their homes near airports after the airport already was there.

There isn't much anyone can do about homes already built near airport. But the aviation industry is bluntly warning that future airport planning should involve careful zoning restrictions; in other words, don't zone the area around an airport as residential.

(Next: Some blunt facts about jet noise.)

NOT ENOUGH EGGS

hundred dock workers staged cause there were only 12 eggs
Swansea, Wales - (UPI) - Five a one-day strike Monday be- at the company canteen.



Here's what Mr. Korner of Sams Valley says about his new Chevrolet Corvan: "I deliver eggs from my farm in Sams Valley to retail outlets as far north as Roseburg. Naturally, I have to have a truck that is of sufficient size to carry a full payload and maintain road speed over the Sixtons. The Chevrolet Corvan fills all of my requirements. It not only gives me the inside load space and the horsepower—the smooth ride certainly protects my fragile loads. And, on top of all of this, I am getting, with full capacity loads at maximum legal road speeds, 19 to 20 miles per gallon. My Corvan fills the bill, and it is certainly an eye catcher!" —Adv.

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PLANS NEW SYSTEM
Washington - (UPI) - The Army plans to put in a new officer rating system, giving more importance to current performance than to future potential, into effect Sept. 30. Previously, performance and potential have been given equal weight. The Army said Monday experience has shown that a determination of performance is more reliable than an estimate of potential.

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