



"THE PAPER THAT HAS NO ENEMIES HAS NO FRIENDS."
—George Putnam.

Welcome To Detroit Dam

Motorists drive east and motorists drive west on highway 222 while The Enterprise is being published. It's the desire of the driver of each car that determines the way it goes. The Enterprise hopes that in its small way that many cars will go to and stop at Detroit dam, Saturday, September 13. What we lack in the way of volume in attracting and conditioning the attention of the public to open house at Detroit dam we hope we make up in sincere appeal.

Detroit dam is vast; and its being lends prestige to the North Santiam. No amount of wishful thinking can bar its effect upon this community. The action of Consolidated Builders Inc. in erecting this mighty dam prompts silence. We are justly proud of Detroit dam. We envy the very new City of Detroit its name. It is so closely tied to the name Detroit dam. If the stick-to-itiveness of Detroit dam rubs off on the City of Detroit, we predict a flourishing city at the head of the North Santiam canyon.

Facts and figures about Detroit dam are not half so effective in giving a picture of that structure as is a tour through that concrete and steel giant born of many hours of labor. This rare first view given by the Corps of Engineers can well be a treasured memory for thousands after Saturday, Sept. 13. Mill City in its own earnest way will add to each guest's stay a bit of the flavor of the folk who thrive in this beautiful canyon. The welcome mat is out at Detroit dam.

In contrast to the signs saying "Do not park" and "Do not enter" will be signs of welcome and direction towards and into the concrete structure of Detroit dam itself. As if holding back some of the candy of appreciation, will be the fact that the powerhouse for Detroit dam is still in the construction stage. There doubtless will be another open house when that important addition is finished. This will be another occasion when the Corps of Engineers can snap their suspenders and the people of the North Santiam extend a hand of welcome.

Those who have not visited Detroit dam recently will be impressed with the idea that great strides have been taken for the comfort of motorists. The highway leading to the dam is now a ribbon of good, solid pavement. Big Cliff is now in the formative stage; much as was Detroit dam since 1949. Big Cliff apes that giant, Detroit dam. We hope the same measure of co-operation can be reached on open house for Detroit dam as took place during the state soft-ball tournament on Mill City's Allen Field recently. Mr. and Mrs. Motorist point that shiny auto this-a-way on Detroit dam day. Don't live with the regret of having missed a once-in-a-lifetime opportunity. We know whereof we speak.

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by Williams



Editorial Comments

THE STEVENSON CAMPAIGN
The big drive for the presidency has hardly started, yet the shape of Governor Stevenson's campaign already is becoming apparent. And we like it.

The Democratic nominee already has declared his independence from everyone — including President Truman—and every group with special interests—including the veterans. He has picked his own campaign chairman and a new Democratic national chairman.

He has audaciously acknowledged, at Chicago and in his now-famous letter to The Journal, that there is entrenched corruption in Washington and that he will do his level best to uproot it. He cites his record as governor of Illinois as proof of his competence to do so. He pledges a drastic change without burning the house down.

He will emphasize his own experience as an administrator, at federal and state levels, as one major argument for his fitness to become president.

He will accept and defend the broad objectives of the Truman administration and the Democratic party, without accepting responsibility for their specific failures of omission and commission. (His opponent already has accepted and attempted to place beyond politics the great social gains of the past two Democratic administrations.)

He will continue to state his objections to "the drift toward centralization of power in Washington". He will continue to emphasize his favorite theme that government should be as small in scope and local in character as possible.

He will espouse and defend the broad objectives of the Truman foreign policy, much of which the Republican nominee has accepted.

He will welcome the support of organized labor but he has not modified his personal conviction that the Taft-Hartley act contains some good, some bad provisions. He's a modificationist, not an abolitionist.

He will emphasize his belief that a sharper eye should be cast upon government spending on both foreign and domestic fronts. He will thus try to live up to his reputation for being a careful man with a taxpayer's dollar.

And, most important of all Governor Stevenson has indicated quite clearly that he will not duck any issues, no matter how hot they may be. His determination to face and clean up "the mess in Washington" and his clearcut stand on the offshore oil and McCarthy issues are at once refreshing and reassuring.

The shape of General Eisenhower's campaign is not yet clear. Victim of too much advice from supporters of widely divergent views, he has not yet demonstrated that he is the master of either right and left elements of his party or his own campaign. He is still floundering. He is fumbling domestic issues. He is being pushed around by determined Republicans seeking to win his favor and shape his campaign.

Frankly, we hope this situation does not obtain too long. We hope that Eisenhower takes the helm, as Stevenson already has done, and that both candidates present the issues with vigor and clarity.

In that case, and in that case only, can the American voters make the right decision in November.—Oregon Journal.

JUSTICE ARRIVES IN A WHEEL-CHAIR TOO LATE

What's wrong with Taft-Hartley? Many things. Here's another recent example. More than a year ago automobile salesmen in Portland began to organize a union. In November of last year, an election was held by the NLRB. The auto salesmen won their election and the auto employers immediately launched a campaign of retaliation against the salesmen.

Salesmen were discharged for union activity. Dealers refused to bargain with the union. Union salesmen were discriminated against by their employers.

Of course, the union filed unfair labor practice charges. But not until this July—eight months after the first election—has the NLRB been able to get around to ordering a hearing in the charges. The hearing will be in September. If the firms are found guilty and ordered to reinstate the men it will be a full year from the time of the first election before that happens.

Meanwhile what has happened to the auto salesmen who were fired in the first place? Deprived of their livelihood by anti-union employers, how have they and their families managed to exist? If the NLRB orders their reinstatement and compensation for time lost, will many of them still be around to receive it? And how much does it take to compensate a man and his family for a full year of worrying about unpaid bills, anxiety over the future, the day-to-day grind of trying to meet present-day living costs when you haven't got a job? The NLRB's final verdict may be in favor of the auto salesmen but the real victory will go to the anti-union employers and to the Taft-Hartley politicians who passed and supported the law.

Justice, some say, is blind. But, it remained for Taft-Hartley to cripple her up and put her in a wheel chair so that Justice arrives, if at all, too late to punish the wrong-doers, too late to rescue the wronged.—From Oregon Teamster.



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