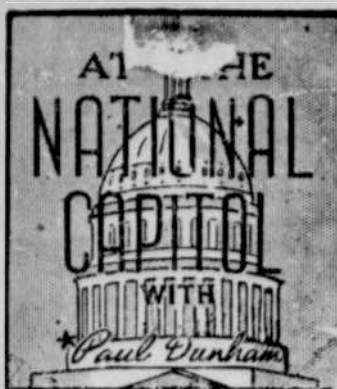




Washington, D. C., July 26—Of plans for post-war highway construction there seems to be no ed. Several bills have been introduced in congress, all ambitious in their scope and each contemplating the expenditure of enormous sums of money. Generally, an excuse for the generous spending is found in the expected need for public works to take up the slack in employment during the reconversion period. The latest highway bill to appear in the house is the brain child of Representative Hand of New Jersey and while it omits some of the features which were found to be objectionable in previous bills it is even more ambitious in expanding the highway system.

The plan, Mr. Hand insisted, will be self-liquidating, job-creating and revenue-producing for the federal government and at the same time profit-making for patrons. He describes his project as a national defense super-highway and airport system. It would provide automobile highways, airplane emergency landing fields, and commercial airports. There would be no less than 15 super-highways criss-crossing the country in every direction, touching all the principal cities and linking them up in a national system. The work would be in charge of a national commission of nine

members each drawing \$10,000 a year. Employment would be given only to American citizens at standard wages, with preference going to discharged veterans. All material must be produced in the United States and by American-owned business. No convict labor would be permitted.

Building of the highways and their adjuncts would be financed by the issuance of government bonds in the amount of \$10,000,000, to be repaid by the imposition of toll charges not to exceed one cent a mile for use of the roads. This, Mr. Hand explained, would encourage use of the super-highways for long distance travel, leaving local highways open for customary uses and thereby averting congestion and contributing to public safety.

Emergency landing fields, properly lighted, would be built along the highways at frequent intervals, also commercial and military airports located as close to each center of traffic as practicable. These would be open to the public for use in flight instruction and to accommodate private planes at reasonable fees.

CONGRESS is placed in the seemingly inconsistent position of being asked to appropriate \$10,000,000 a year to develop more deadly war weapons while considering means by which to prevent another war. It is held that the army and navy, due to lack of funds for that purpose, failed to continue proper research after the first world war and thereby placed the United States in an inferior position as compared with developments in other countries. The office of scientific research and development would prevent recurrence of this situation by making available not less than \$10,000,000 annually for research and experiments in the development of war weapons and material. Meanwhile consideration is being given a bill introduced a few days ago to create the cabinet post of secretary for peace to emphasize the evils of war. Both the preparation for bigger and better wars and the plan to prevent war would be financed from the federal treasury.

WHY there was imported into the United States last year a total of 110,000,000 bushels of wheat, duty free, while in the same period ten million bushels of wheat was exported under subsidy payments ranging from 25 to 33 cents a bushel is a question which disturbs Representative Murray of Wisconsin. The importations were under executive order and the wheat was

used mostly for feeding livestock. In Mr. Murray's opinion, this transaction just doesn't make sense. He also called attention to the fact that in 1934, 1935 and 1936 the United States imported more wheat than it exported while at the same time farmers were being paid not to produce wheat. The revelation aroused the interest of other members but none of them attempted to supply the answer.

ACTION in the senate struck out an appropriation of \$300,000 "for the development and prosecution of a program for the control of communicable diseases in Liberia in cooperation with the Liberian government." It had been asked by the state department on the grounds that it was necessary to safeguard the health of Americans stationed at that part of Africa. Objection was that use of the money would be at the discretion of the Liberian government and, anyway, the airport is not a permanent installation.



Marred Monuments

The most pathetic piece of statuary I ever saw was a 92-foot image of Ramezes II, flat in a jungle, shy an arm and a leg and all but lost. It weighs countless tons. Uprighting it baffled Egyptian engineers for centuries. I am no art critic but I was impressed most of all by the skill and devoted craftsmanship still showing on the weathered stone. Its helplessness was depressing.

Monuments resemble reputations. They can be damaged beyond repair by commonplace things, soon forgotten. Storms too trivial to have a name can, in a few short hours, undermine huge foundations and leave stalwart landmarks buried in dirt. There are only two factors involved, whether you view it literally or figuratively: How sturdy is the structure? How fierce is the storm?

Noble Intentions
Looking with a sort of pity at the supine figure, a relic of Moses' day, my thoughts raced back to a well-learned chapter of American history. As a youth I almost wept over Andrew Johnson, a truly great man. Before he was many years dead, the things he advocated were proved, in the light of actual events, to be sound and right. But Tennessee school children were forgetting his name.

By birth a Southerner and by allegiance a Democrat, Johnson was an independent thinker who wanted the United States to stay all in one piece. He wanted to carry out most of the policies that Abraham Lincoln had established, but he couldn't. Maybe Lincoln could have succeeded with the 1856 postwar problem; maybe nobody could. History shows only this: A great man's reputation scaled down; all but lost.

People the Same
In my high school years I had imagined that President Johnson's misfortune was primitive, too crude for my enlightened time—but not so. In a few years it became our unhappy lot to watch Woodrow Wilson, one of the grandest characters America ever produced, racked on the same bed of torture: postwar prejudices, a divided party, a Congress he could not manage, and some personal traits wide open to ridicule.

President Johnson had amazing foresight and a will that would not be walked on. We know that now. He opposed the people's representatives and his place in history was carved for an unsympathetic crank. President Wilson had vision unclouded by prejudice, vision that overreached his century. But Wilson's contemporaries called him a dreamer and painted out a name that should have brightened the pages of history.

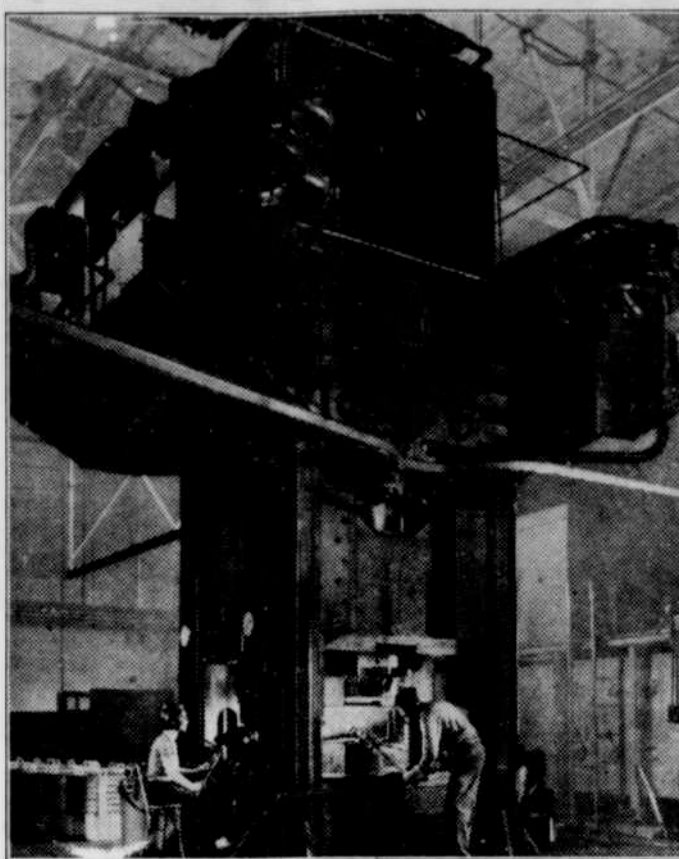
Might Have Been
President Wilson's 1920 postwar plans for revamping Europe (called so visionary), if they might have been backed by other men of his day and political station, could have made World War II unnecessary. More than a trillion of dollars and millions of lives might have been spared. But avaricious rulers couldn't see the vision any better in Wilson's day than in Johnson's day, or today.

Through lenses fashioned from the past, we can watch history repeating itself with alarming fidelity. Storms lower again over postwar problems. National figures with international ambitions are liable to forget their responsibility to the representatives of the people. We face another unpredictable struggle, and we may as well be ready to watch some high images fall, never to rise from the silt of oblivion.

Here From Baker—
Gordon Ray of Baker visited his mother, Mrs. Stella Butler, Friday.

Go To Camp—
The American Sunday School Union group, composed of young people of the churches throughout Snake River valley, left Tuesday morning for Payette lakes to attend a conference. Rev. R. G. Chandler of Caldwell will be in charge.

Her "Gentle Touch" Weighs 2,000 Tons



With 4,000,000 pounds pressure under her control, Alice Partington, of Anderson, Ind., wields more power in the war effort than most women. Operator of this 2,000-ton hydraulic press in a Chevrolet Motor Division aluminum forging plant, she is producing forgings for aircraft tail wheel housings. There are only four other presses of this capacity in the world, its manufacturers report. The 26-foot-high giant has a cylinder assembly weighing 40 tons, and is mounted with four bolts, or strainrods, weighing six tons each.

Lincoln Heights

Mr. and Mrs. Lee Smith, Mr. and Mrs. Ralph Barnes and sons and Mr. and Mrs. Vern Smith enjoyed fishing on the Owyhee river Monday.

The Patch and Chat club held its July meeting at the home of Bernice Hainline last Thursday. Florence Findley, Alma Terrel and Melva Sproul were co-hostesses.

For roll call each member told her favorite radio program and what station it is heard on. After a short business meeting Mrs. Anna Markham gave a reading. Each member discussed some superstition. Refreshments were served. The next meeting will be held at the home of Florence Pettet.

Ida Nelson has returned to the Vern Smith home after visiting friends at Payette. She also spent a few days at the R. L. Kriner home.

Mr. and Mrs. Orien Hainline and Lois and Mr. and Mrs. Mark Terrel and Peggy returned Monday evening from a three-day vacation spent in the mountains.

Joe Winslow led Christian Endeavor Sunday evening. Clifford Harris will be the next leader. Mrs. Ralph Barnes will be the Bible study leader. Rev. R. L. Kriner was the leader last Sunday.

Mr. and Mrs. Howard Lemons and family of Fruitland, Mr. and Mrs. Blaine May and family of Ontario and Mr. and Mrs. Jesse May were Sunday dinner guests at the Jule Houston home. Donna and Mary Houston, who had spent several days at the Lemons home returned to their home Sunday.

The Dairy club met at the Austin Robbins home Sunday. Mr. and Mrs. John Stohler and family were Sunday afternoon guests of Mr. and Mrs. Ben Walz of Vale.

Mrs. Bill Johanson of Boise, Mrs. Emmet Lind and Richard of Sacramento, Mr. and Mrs. Harvey Holton and Ivan and Sgt. Verdo and Mrs. Harris and daughter were entertained at the T. C. Nielson home Sunday.

Janice and Jo Anne Kimble of

R. L. Kriner home Wednesday afternoon and evening.

Miss Geraldine Pettet, who is employed in Ontario, spent the week-end at the home of her parents, Mr. and Mrs. Jack Pettet.

A Sunday school picnic will be held on the lawn at the T. C. Nielson home Sunday, August 5. Rev. R. L. Kriner will hold services following classes. The services will be followed by a picnic dinner.

Goes To California—

Mrs. Burl Wyckoff has gone to as house guests Mr. and Mrs. Shoemaker, California to be with her husband, who is stationed there.

To Visit In Portland—

Mr. and Mrs. Jesse Ford left Thursday for Portland, where they will visit for several days.

Returns From Boise—

Mrs. Joe Maughan returned Friday from Boise, where she had been visiting for several days.

Guests Here—

Mr. and Mrs. Virgil McGee have as house guests Mr. and Mrs. George Lyons and children of Portland. Mr. Lyons is Mr. McGee's brother.

NEW WHITE HONEY READY

Bring Containers

Foster's Honey Shop

West of Gymnasium

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Beet Loader

Order your BEET LOADER now—Have it when you need it—Keep down expense—Order the beet loader that really does the job.

BETTER—FASTER—EASIER—CLEANER

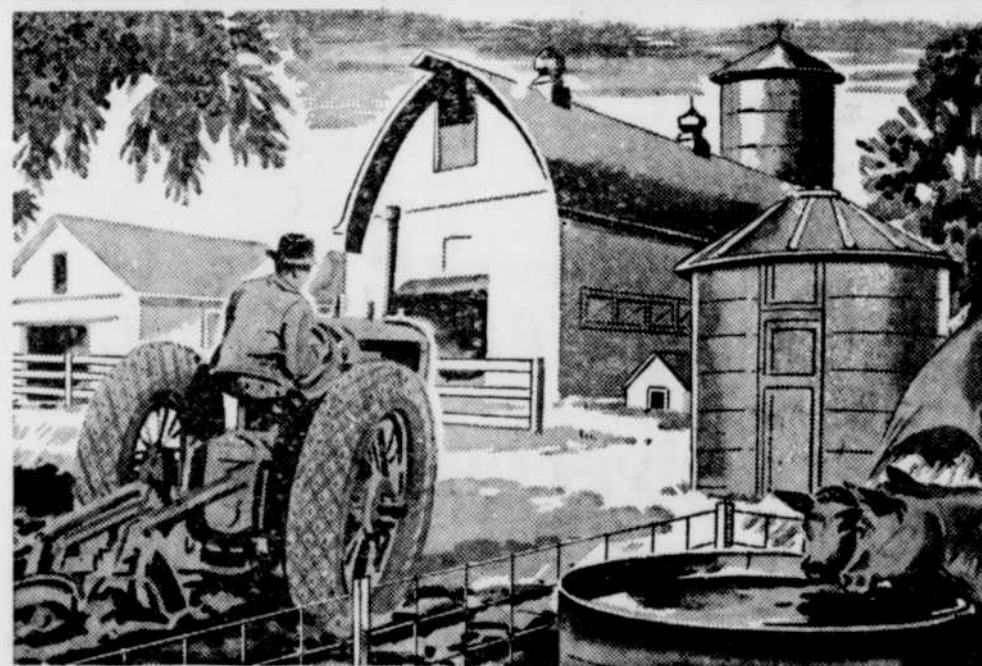
The loader that picks up all the beets but leaves the dirt in the field.

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In connection with the National Farm Safety week program the National Board of Fire Underwriters have published a book called "Safeguarding Farms Against Fire".

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