

John Day: Jobs, Power

With both Congress and the Eisenhower Administration now talking about public works to absorb the unemployed and stimulate the general economy, prospects for reasonable appropriations for John Day Dam and other Northwest projects are looking up.

Congress gave a technical "start" to John Day Dam by appropriating one million dollars last year. The President accepted that but included only two million dollars in his fiscal 1959 budget. Sen. Wayne Morse says he will try to get 10 million dollars. He also seeks seven million dollars for Cougar Dam, instead of the budgeted \$5,500,000, and two million for Green Peter Dam instead of \$310,000 for planning.

In his off-the-cuff talk to the National Food Conference Monday, President Eisenhower said:

"Naturally, we have to provide for our own security, but we have today on the shelves of government all sorts of worthy projects, some of which have been already approved by Congress—or indeed where annual or partial appropriations have been made. If those things are useful—and we know they are because they have been approved both by the Congress and by the executive studies—then let's use this time of slack employment to push these projects."

Obviously, the industry-fueled, wealth-creating hydroelectric projects of the Columbia Basin, an area of depressed employment, fit perfectly into the kind of projects the President mentioned. Also, construction delays at John Day and other big projects would almost inevitably mean a power crisis in the Northwest in the mid or late 1960s. John Day Dam should have No. 1 priority.

Nature Still Rules

Monday's storm, which moved up the Pacific Coast from northern California to Vancouver Island, and which gave West Oregonians and West Washingtonians a frightening couple of hours in their beds, was a battle of air masses on a grand scale.

The Weather Bureau first spotted the storm near the International Date Line and knew that winds would blow along our coast. Warnings had been displayed there for a couple of days. It was a normal storm, except in its ferocity.

The meeting of the cold air mass from the north and the tropical air mass from the south extended well up into the higher altitudes. As the storm approached, the barometer dropped to its lowest point in five years—28.92. As it passed, the barometer rose rapidly. Such a sharp difference in pressure always causes strong gusts, one of which reached 70 miles an hour in Portland, reminiscent of the "atmospheric explosion" of three years ago when a storm from the Gulf of Alaska hit with unexpected force.

From the San Francisco peninsula to western Canada, flood and wind damage was severe. Nature let the West Coast know that this winter, which has fared so well this winter while many sections of the country suffered, is still at her mercy.

Odd Political Bird

It's not easy for a North American birdwatcher to tell all the birds by their feathers in the wondrous political jungle of Latin America. The President-elect Arturo Frondizi, chirped so many notes before Argentina's first post-Peron election that he attracted all the dissidents.

He was supported by Communists, socialists, fascists and the oddly mixed followers of exiled Dictator Juan Peron. But when the ballots had been counted, showing him the victor over moderate Ricardo Balbin, favored by the revolutionary government which succeeded Peron after a military coup, Frondizi denied obligations to anyone. He will govern in a nonpartisan manner, he said. But he will welcome help from other leaders, regardless of party affiliation. This appears to leave the door open for Communists and Peronists in government.

In 1951, Frondizi was the vice presidential candidate on a ticket with Balbin in the top spot which failed to defeat President Peron. Since then, he has split the Radical party by leading the far leftists against the moderates. Peron's instructions to his followers to vote for Frondizi, rather than to cast blank ballots, helped elect him.

The Associated Press tabulation showed that nearly 700,000 Peronists did cast blank ballots, scorning both Frondizi and the anti-Peron candidate, Balbin. But about 1,100,000 Peronists voted for Frondizi, who won by around 1,700,000 votes.

Another dictatorship may be in the making, if military leaders allow the election results to stand, for Frondizi's supporters won nearly all congressional seats and all 22 provincial governor-

ships. Frondizi, the intellectual, may surprise everyone. But if the amnesty he has promised for figures now barred from political activities includes the return of Juan Peron from exile in the Dominican Republic, one may expect the same old pattern of dictatorship to re-emerge.

Gap in the Law

Federal law is not clear about the procedures to be followed should it develop that any member of the Federal Communications Commission, among those on a House committee griddle, had betrayed his trust.

The President may not remove a member of an independent regulatory commission over a difference of policy, and the Federal Communications Act does not specify the means of administrative removal of a member. There are, of course, two means of correcting a bad situation: Resignation and criminal prosecution.

Congress might well look into the need for a law providing a means to remove a culpable commissioner who refused to resign. Prosecution is to be recommended when a crime has been disclosed, but the commissioner's retention of his position should not be made to hinge on his innocence as proved in court. An official in this position should be above even the suspicion inherent in a criminal charge.

White, or Else

We had thought the issue of white versus yellow for Oregon highway center striping had been laid to rest, but it has popped up again. The U.S. Bureau of Public Roads has decided on white lines as the standard marking on the new interstate highway system. As matters stand, Oregon must conform to this regulation or face the withholding of 300 million dollars or more in federal funds for the improvement of our two interstate highways, U.S. 99 and U.S. 30.

Yellow pavement lines have been traditional in Oregon almost as long as we have had pavement. In 1954 Peter V. Rexford, retired captain in the Multnomah County Sheriff's Office, wrote a letter to The Oregonian recalling that the first yellow line painted on an Oregon highway was done so under his direction in April, 1917, on the old Columbia River Highway east of Crown Point. Yellow continued to be the standard on Oregon roads until 1954, when the State Highway Commission voted to switch to white lines to bring this state into conformity with the practice in most other states.

But Oregonians did not like the new white lines, and members of the commission were so advised in forceful terms. After a two-year tryst, yellow lines were reinstated.

There is a good deal of conflicting evidence in the white versus yellow argument, but for our money, yellow has the better of it. The clincher is the exhaustive series of tests conducted in recent seasons at Fort Lewis, through the joint efforts of optometrists, game authorities and the U.S. Army, to determine the safest color for deer hunters to wear in the field. The results were conclusive. Under varying outdoor conditions, it can be flatly asserted, yellow is more easily distinguished by the human eye than any other color.

It is possible that white paint, through the use of superior pigments and possibly the addition of beads or fluorescent material, can be made the equal of yellow in economy and visibility for highway use. But this does not eliminate the one major objection to it. The most dangerous driving conditions exist in the winter when highways become coated with snow, sleet or frost. What becomes of center-line visibility when the paint is the same color as the snow?

The chief argument in favor of white highway stripes is that they are more common. Offhand, we don't know of any other state that conforms to Oregon's practice. Hence there is small hope of persuading the other 47 states and the Federal Government that everyone is out of step except Oregon.

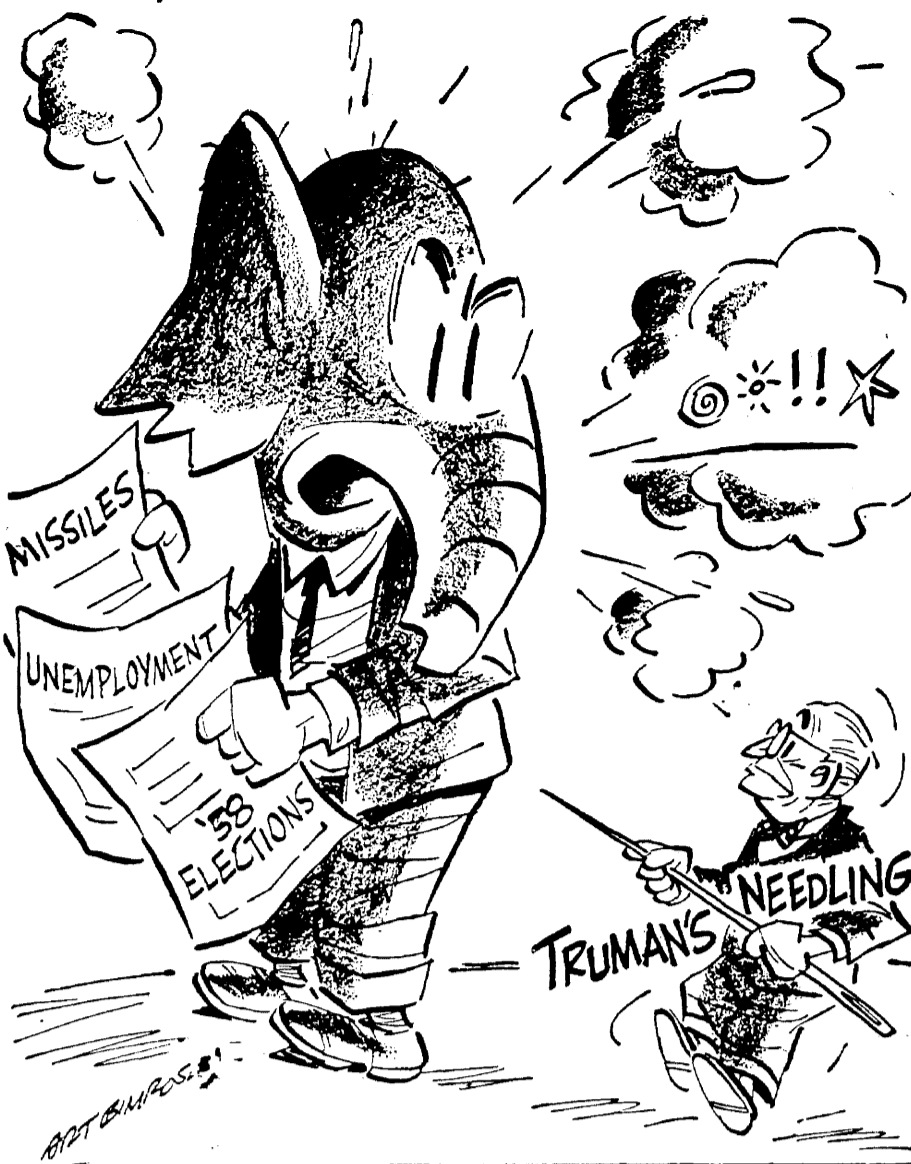
But the Oregon State Highway Department need not abandon its convictions as far as the many hundreds of miles of highways under its sole jurisdiction are concerned. It is on narrow, twisting, two-lane highways that the good, old yellow center stripe is most appreciated by Oregon drivers as they try to steer a safe course on a dark winter's night. Let's keep it where we can.

Senator Soaper Says—

Add to your list of men who will never betray their country, the guy who waves and smiles at the children peering out the rear window of the car ahead.

Something described as a "night club for intellectuals" is raided in New York. What's the charge—after-hours thinking?

He's Very Sensitive Just Now



Uncle Sam's Money Makers Make Money

—BY FREDERICK OTHMAN

WASHINGTON — The experts, who've actually asked questions and taken polls, insist that the three subjects about which humans are most interested in reading are, in this order: Sex, food, and money. There isn't much sex appeal among the bureaucrats. The lawgivers don't produce food; they just eat it. But money we've got by the boxcar full. The two greatest makers of money in the world practice their art here.



They not only manufacture money, but they turn a whopping profit doing it. This is making money two ways at once, and we'd better give our strict attention to William H. Brett, director of the mint, and Dr. Leland Howard, his veteran assistant. Nobody, probably, knows more about earning money by making it than Dr. Howard.

Our double-duty money-makers were trying to explain to the House Appropriations Subcommittee how they turned

into the treasury last year \$48,541,111 in money they made, making money. Simple, said Dr. Howard. Take nickels. He buys a pound of alloy for 39 cents, rolls it out flat, and stamps out of it 90 nickels, which immediately are worth \$4.50. His manufacturing costs are 15 cents. Deduct that, plus the original 39 cents for the material, and there's Dr. Howard with a sudden loot of \$3.96. This is what he and Brett hand to the treasury.

The same thing goes for silver. "We can take seventy-two hundredths of an ounce of silver and make two half dollars, or four quarters or ten dimes," Dr. Howard said. "We are using 71-cent silver now. Seventy-two hundredths of an ounce of 71-cent silver equals about 51 cents and we make a dollar's worth of coins from it."

His silver money, when in the round with pictures on it, is worth \$1.33 an ounce, and this somehow is a worrisome thing. As Dr. Howard put it: "To say that we earn all those revenues through something we do is not exactly right and does not leave exactly the right impression."

Instead of making money by earning money, the money manufacturers do believe it would look better if they operated on a kind of revolving fund and just turned over to

the treasury so many tons of merchandise, consisting of all those millions of coins. This would take a new law, but at least Brett, Howard and Co. wouldn't have to get into so many involved explanations as to exactly how they earn money and whether this, in a philosophical way, is strictly on the up-and-up.

They have another profitable little enterprise in proof coins. I was about to say racket, but if some people want to pay extra for their money, then I suppose it is legitimate.

A package of proof coins contains a specially shiny sample of each coin they make, nicely boxed. This is worth 91 cents, anywhere, but the coin-makers sell each package for \$2.50. There's a big demand at this price, too, from coin collectors. In the last 10 years total profits, after deducting all the 91-cent pieces which went into the glistering merchandise, have been \$861,808.

The experts do seem to be a little overstocked on silver dollars. They haven't made one in years, but they've still got on the shelf about 170 million of them. The treasury has 50 million more and into circulation every year go only 10 million silver cartwheels.

There can be only one explanation for this lack of demand: American men don't wear suspenders like they used to.

Rivers Yield Atom Waste; Congressmen Plan Study

—BY ROBERT S. ALLEN

WASHINGTON — The Joint Congressional Atomic Committee is studying a disturbing follow-up on those nuclear weapons tests in Nevada last summer. It is a voluminous report by a group of Minnesota University scientists, on extensive studies they conducted during those firings, which disclosed an excessive amount of radioactive fallout in the upper Mississippi River.



According to the scientists' findings, this deadly fallout rose to ten times the "permissible level" fixed by the National Bureau of Standards.

However, cities with effective water purification systems were not in danger. These adequate filtering processes eliminated most of the radioactive material, so that the water was not harmful to users.

This report is of particular concern to committee leaders because of a new series of nuclear weapons tests in the

Pacific in April, and in Nevada in July. The committee is considering a proposal by Rep. Kevin Price (D-Ill.), head of the research subcommittee, that the Atomic Energy Commission be directed to make a thorough study of the radioactive content of all major streams in the United States during and following the Pacific and Nevada firings.

The rivers specifically listed by Price for this study are: Hudson, Potomac, Ohio, Mississippi, Missouri, Rio Grande, Colorado, Columbia, and the Sacramento.

The Minnesota report will figure prominently in hearings the joint committee has scheduled for March on the worldwide controversial issue of radioactive fallout from nuclear tests. Scientists from the United States and other countries will present their views on this thorny problem.

Particularly slated for discussion is the question of strontium-90, the highly lethal element in radioactive fallout. The Sr-90 factor was not included in the Minnesota study. The report explains this important omission was due to the many unknown aspects of this element. But the scientists vigorously urged that other similar studies definitely include Sr-90.

'Absenteeism' Laid to Ike

—BY JAMES RESTON

WASHINGTON—Pres. Eisenhower is learning that his personal conduct is more subject to criticism during an economic recession than it was a couple of years ago during the boom. While everyone was prosperous he could leave the capital to play golf as much as he liked, even when his foreign policy was in trouble.



But his latest trip to Georgia while everybody was concerned with the 4,500,000 unemployed in the country has aroused much private and even some public criticism.

This criticism increased noticeably over the weekend when the president decided not to return straight to Washington after his ten-day vacation in Georgia, but to fly with Mrs. Eisenhower to Elizabeth Arden's beauty farm in Phoenix, Ariz.

Small personal incidents sometimes cause presidents more trouble than major policy blunders. Pres. Truman discovered the truth of this when he cussed out Paul Hume, music critic of the Washington Post, for writing that Margaret Truman was not the best singer he ever heard. Pres. Eisenhower's

2,945-mile detour to Arizona reinforces the point.

One explanation of the trip is that the President is now in a mood to do what he likes regardless of criticism. According to this theory, he knew of the apprehension in the country about the economic slump, and was aware that the Democrats were gathered in Washington to publicize and dramatize the administration's difficulties, but decided to go ahead regardless of criticism.

A second view is that the President's staff work at the White House has broken down, that he is not aware of the depth of the anxiety in the country about the recession, and that nobody on his staff likes to cross him when he makes up his mind to do something.

The third theory is that Mrs. Eisenhower, who went through an operation last year and has always been afraid of flying, wanted him to take her to Phoenix out of the bad weather in Georgia, and he simply accommodated himself and his plans to her wishes.

There may be some truth in all these speculations. The President, as all his intimates testify, can be a stubborn man, particularly about his personal wishes. He still testifies in private that he really wanted to retire after his first term, and ran, despite his two serious illnesses, "only because the y (the Republican political experts) told me that they didn't have time to build up anybody else who could win."

He recalls that he said before the last election that he had to put his health first, and that he was elected on that understanding. Therefore, he explains, nobody has any right to complain now, if, after a third illness, he gets a way from Washington whenever possible.

This tendency to do what he likes has come before in recent months. When he was criticized publicly for having a helicopter take him to and from the airport, he insisted on having the whirlybird anyway. When some of his aides thought he should pass up the Paris meeting of the North Atlantic Treaty heads of government, and said as much in public, he reversed them and insisted on going.

Apparently, much the same thing happened this time. His press secretary, James C. Hagerty, was clearly aware that an extra 11-hour flight to Arizona at a time like this was not going to pick up many votes.

Most of the reporters who were with the President and Hagerty at the lodge of former Secretary of the Treasury George M. Humphrey in Georgia felt that Hagerty had tried to talk the President out of the trip, but failed.

The incident is important only as a symbol of the changing attitude toward the President in his last term. His leadership, from the beginning, has been episodic. He has always delegated a great deal of work to his Cabinet and the White House staff, even when he was in Washington, and followed sustained periods of work with many golfing and hunting trips or visits to his farm.

Protected from criticism more than most presidents, he is responding more willfully and stubbornly to the criticism that is now beginning to appear. But the main change is not in him but in the mood of the country. It will tolerate absenteeism for golf or even trips to beauty farms, when everybody is working, but when nearly five million are unemployed, and business receipts are down, people are more attentive and critical.

—The People's Own Corner—

No Curbs on FPC

To the Editor: In an interview written by Mervin Shoemaker in The Oregonian of Feb. 12, Secretary of the Interior Seaton announced his opposition to my bill which would give the Fish and Wildlife Service collateral jurisdiction on rivers where there are migratory fish runs. Said Mr. Seaton: "The FPC is an independent agency, and this bill would have the effect of making it subservient to the secretary of the interior."

I am afraid our secretary of the interior is not very familiar with the Federal Power Act. For many years this act has provided that "no license affecting the navigable capacity of any navigable waters of the United States shall be issued until the plans of the dam or other structures affecting navigation have been approved by the chief of Engineers..."

My bill merely would extend such supervisory authority to the Fish and Wildlife Service in areas inhabited by migratory fish and game. I have never heard that the independence of the FPC was jeopardized by the supervision accorded to the chief of Engineers over navigable waters. Why should Mr. Seaton fear that my bill would imperil such independence on rivers with fish pilgrimages?

For example, under the terms of this proposed bill, the plans for such projects as Pelton Dam on the Deschutes and Mayfield Dam on the Cowlitz would have had to gain sanction by the Fish and Wildlife Service before these streams could be blockaded. The same would be true of the suggested Nez Perce Dam, below the mouth of the Salmon River, if application should be made to the FPC for licensing of this huge undertaking to which the FPC has already given its endorsement.

The FPC would still be independent under my bill, but it could not ruthlessly disregard fisheries and game in granting

licenses to private power companies or to PUDs for construction on rivers which are hosts to such wildlife.

RICHARD L. NEUBERGER,
U.S. Senator.

Time Heals?

To the Editor: In 1951 the Legislative Assembly voted a tax on motor carriers based on weight-loads and designed on scientific principles developed in the offices of the State Highway Department. Under it these carriers were called on to make payments for the use of the highways related to the cost of construction necessitated by the weights they carried.

By referendum the truckers effected a postponement of the execution of the law and in the months that followed before the measure came before the voters put on a campaign against it containing a good deal of misrepresentation and distorted argument. Nevertheless at the election they were soundly trounced by a vote of 409,588 for the act to 240,231 against.

Now it is reported in your news columns that the Oregon Trucking Assn. is proposing a decrease in weight-mile tax rates for heavy trucks. According to a truck operator quoted in your story, they haven't dared "to come back to the Legislature for several years." Now, apparently, on the theory that time heals, they are preparing to come back.

In the headline over the news story your writer said: "Reduction of 'Unfair' Taxes Aim of Oregon Truckers." I write to compliment him on the use of the quotation marks with the word "unfair." This is a recognition of the fact that it is the truckers rather than the public that think the weight-mile tax unfair. The trucking association is as little likely to secure a reduction as they were to defeat the measure on the ballot in 1952.

ROBERT W. SAWYER,
Bend.

Matter of 'X'

To the Editor: The real reason we need algebra in early stages of the school system is not to orbit the moon, raise teachers' pay, beat the Australians in tennis, or lick the Russians, but to equate situations like this:

Quoting from The Oregonian, "Jury Awards Peak Damages." And again quoting, "Insurance 'Must' Aim of Holmes."

The Josephine County jury awarded damages of \$157,736.27 in an automobile accident case, \$75,000 of which was because it thought the defendant was driving while intoxicated. In all probability (and I sincerely mean this without disrespect to counsel for plaintiff, who, if he had the case on a contingent fee basis, was only handling it that way in accordance with settled professional ethics) that jury awarded from \$50,000 to \$75,000 to plaintiff's attorney, who wasn't hurt at all in the accident.

It fined the defendant \$75,000 for driving while intoxicated, which, to put it mildly, is quite a bit above the ordinary penalty. It probably thought it was

News Notes



"As I said... Thermonuclear fusion reaction for peaceful purposes WON'T be hurried!"

fining an insurance company, which is a dirty corporation and no good anyhow; but actually, every member of that jury probably drives or owns a car, carries insurance, and was really fining himself by the inevitable increase in his insurance rates if that sort of wild thinking is to prevail.

Simultaneously, our governor reached the conclusion that every driver "must" carry insurance. If he "must" be "must," but the next thing for the governor to figure out is how to get insurance companies to issue that insurance at rates that jurors in Josephine County can pay so they can get to court to fine insurance companies for the benefit of plaintiff's attorney.

In algebra, "x" always equals the unknown, and that's what we have here.

J. M. HENDERSON,
R.F.D. 1 North, Florence.

'Ridiculous'

To the Editor: What could be more ridiculous than the mayor's statement that, "By increasing assessed valuation they (urban renewal projects) provide probably the only chance the taxpayers will have for tax relief in our expanding economy."

This is exactly opposite to actual facts. How can assessed values be up after the removal of housing and other buildings? Not only will the present improvements be eliminated from the assessment rolls, but the entire land values as well when the property is acquired by the city. Can it be that the mayor does not know that the money he is seeking for this project is still the taxpayers' money?

The taxpayers should not be made responsible for the blight of the present owners' premises. And the cost of acquiring these properties, as in the E-R Center site, would cost the taxpayers more than it would cost a private purchaser in the open market.

M. D. LUNDAHL,
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