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Ruth Law Collection - Scrapbook

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Atomic Sense And Nonsense

THERE are indications that President Eisenhower is going to need an assist from the public in selling Congress his proposal to relax the Atomic Energy Act enough to share with our allies a little of the know-how on use of atomic weapons. As a matter of elementary security, the public should back the President in this project.

"There are," explained Mr. Eisenhower in his Wednesday press conference, "no changes contemplated... that have anything to do with the scientific processes of nuclear fission or building of weapons..."

"But... it is simply foolish for us to think that we cannot or must not share some kind of our information with our Allies who would be dependent upon the same support of this kind as we will."

The President was dealing in facts of life.

America's first line of defense, in the atomic age, must be as close to Russia's border as possible. That means in Europe, for if Russia conquered Europe she would have come a long way toward conquering the United States.

Any future war will be fought with atomic weapons. Russia will throw them at her foes; any foe that can't throw them back will be lost. Once such a war has started, there will be no time to train the Western forces in the fine points of handling atomic weapons. The war for Europe would be over before they got through the first chapter of the manual.

There are certain men in Congress who, like Senator Hickenlooper, get panicky at the idea of cutting any foreign power in on any infinitesimal part of our atomic knowledge. This is myopic to the point of stone-blindness. This country is simply not strong enough to stand without allies, and the stronger we make those allies-- within the limits of reasonable capability-- the stronger we make ourselves.

The man who led the West to victory in World War II can be trusted to make sense in both military and security matters-- more sense than the bloc of frenetic Congressmen who will oppose him

Wishful Thinking Won't Cure Smog

There may be good arguments against forming an air pollution control district in Alameda county, but we are sure that the risk of "unfavorable publicity" is not one of them. Yet this argument "for no action is advanced by Alameda County Industries, Inc.; it feels that the very existence of a smog control district would make Alameda county unattractive to new industries. The contrary would seem more likely. New industries with heads-up understanding of public opinion ought to be glad to enter a community that is doing something about smog. For, in the long run, something is going to have to be done about it, and the sooner it is done, the less the cost is going to be for all concerned. Uncontrolled smog creates the most unfavorable publicity that a California community can have. To appreciate this, consider how TV and radio have made Los Angeles county's smog the butt of jokes all over the Nation. We assume that no one in Alameda county or anywhere else hereabouts wants the comedians' jokes switched to the Bay Area. It is The Chronicle's contention that smog is a Bay Area-wide problem. Wherever it originates, we all share it. The foundation of



county-wide pollution control districts is a logical and, under State law, a required step toward forming the Bay Area-wide district that we believe is needed. To deny that smog is yet a sufficient problem to warrant concern even at the county level seems altogether shortsighted.

Good Food in Prospect At Airport Restaurant

THE Public Utilities Commission has agreed unanimously to grant the restaurant concession at the new S. F. Airport terminal building to the Interstate Co., highest of three bidders. Formal action to that effect will be taken by the commission on Monday.

The commission acted upon recommendation of an advisory committee, composed of the city's leading hotel and restaurant operators, which found the committee eminently qualified financially and by experience and reputation.

We commend the commission for promptly acting upon the recommendation of the experts. We congratulate the company upon acquiring this sizable concession and welcome it to the community's business family.

As the Fairmont Hotel's Ben Swig, a member of the advisory committee, observed: "It is important that the restaurant provide the finest food and service." The importance of that quality of performance to the success of an airport itself warranted the painstaking investigation that was made. It is the city's good fortune that Interstate has clearly shown both its ability and its determination to fulfill those specifications.

When We First Spread Our Wings

AS THE NATION celebrates the 50th anniversary of powered flight, these pictures show some Bay Area contributions of the early days. At left Aeronaut Dan Maloney is pulled aloft by a hot-air balloon to coast down in a Montgomery glider at the Santa Clara county fair in 1905. Above is Professor John J. Montgomery of Santa Clara University with his glider. At right Montgomery's last model - he started gliding in 1884 - is shown as it landed during tests in Evergreen valley in 1911.

On Jan. 18, 1911. Eugene Ely made naval and aviation history by making the first landing in an airplane on the deck of a ship. The ship was the armored cruiser USS Pennsylvania, anchored here. At right Ely is shown with wife on left, Captain and Mrs. Pond on the right.

Captain Thomas Scott Baldwin's dirigible "Ariel" flew over Berkeley in 1908. It was 96 feet long. He had flown an early model over San Francisco in 1903.

Colonel Art Goebel and Lieutenant William V. Davis, USN, won the \$25,000 Dole race from San Francisco to Hawaii in 1927.

Bob Fowler of San Jose set an altitude record of 9100 feet at Tanforan in 1911. He is shown testing a different plane.

when the China Clipper soared over the still unfinished Golden Gate Bridge Nov. 22, 1935, a great transpacific air traffic began. This was the first air mail flight to Hawaii.

Summing up American progress in airpower over half a century, a giant

Air Force B-36 long-range bomber faces the camera.

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