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HARRIS ELLSWORTH, Editor

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Diamond Lake.

WHEN the hearing was held in
1926 to determine whether or
not Diamond Lake should be an-
nexed to Crater Lake national park
it was assumed that the matter
was settled.

Now, 10 years later, the question
arises again. The ambition of the
park service to take on more ter-
ritory is laudable but, so far as
our own territory is concerned, is
not looked with any favor upon
the idea.

The Diamond lake area has been
under the administration of the
forest service since the very be-
ginning of that service. Under the
forest service, the area has been
developed as a recreational asset
that is splendid. An excellent lodge
has been built and good camp
grounds are maintained. Under the
forest service summer home lease
plan a number of attractive sum-
mer homes have been built. Fish-
ing and hunting is permitted in the
area and is under state control.

If Diamond lake were taken into
the national park, as we under-
stand it, hunting and fishing would
be regulated by the park service;
there would be an admission
charge for entering the area; sum-
mer home sites would not be avail-
able and in all likelihood the pres-
ent lodge facilities would be chang-
ed and accommodations would
doubtless be more expensive.

The present situation is just
right. The two scenic attractions
are quite close together. The one,
Crater lake, under the park ser-
vice and catering to one class of
tourist and vacationist, and the
Diamond lake area which offers a
different type of outing opportu-
nity. This gives folks a choice and
in our opinion it is a good situa-
tion and should be left alone.

Junking Cars.

THE big automobile problem
now is not so much getting new
cars as getting rid of old ones. Dur-
ing the years of deepest depression
there were no few new cars sold
that the proportion of old ones
vastly increased. People used the
old ones as long as possible. Cars
have become more durable, too.
It used to be that they were usual-
ly sold only twice. Now they pass
from owner to owner and may be
sold half a dozen times before they
are worn out.

Naturally the accumulation of
antiques clogs the market and
retards the sale of new models.
Progress and prosperity in the in-
dustry demand that the old models
be eliminated as rapidly as pos-
sible.

Various devices are adopted for
this purpose. The most effective
strategy is quick disposition of
these ready for the junk heap, be-
cause that brings action all along
the line. One of the big manufac-
turers is now paying a \$20 bonus
to dealers for every car sent to the
junk heap. This is added to the
junk price usually paid for the
scrap metal.

It would be a wonderful thing for
the industry and also for the pub-
lic highways if all the manufac-
turers put enough premium on
scrapping the derelicts to get rid
of two or three million of them.

Editorials on News

(Continued from page 1.)

processing taxes has gone back to
producers of cotton, corn, hogs,
wheat, peanuts and rice. Very little
cotton, corn, hogs, wheat, peanuts
and rice are grown in southern
Oregon.

That means that the money you
have been paying for processing
taxes has gone mostly SOME-
WHERE ELSE.

It is too early, of course, to pre-
dict what the death of AAA will

do to agriculture and business gen-
erally. Tuesday's buying, which
sent hog prices kiting up and held
prices of other farm products
steady, was SPECULATIVE BUY-
ING, based on desire to beat the
gun and make a little quick money.
It represented snap judgment, and
may not last.

But it is worth noting that the
snap judgment of buyers, who are
SPENDING MONEY and not talk-
ing politics, is that the wiping out
of AAA will not destroy prices and
ruin agriculture.

THE law of supply and demand
is far older and better tested
than AAA, or any of the other
alphabetical experiments, and if
the judgment of buyers, specula-
tive and otherwise, leads them to
bid more with AAA dead than with
AAA alive it is a pretty fair sign
that existing conditions of supply
and demand, rather than AAA,
have been responsible for existing
prices to the producer.

RAMBLINGS

of the
NEWS-REVIEW
MAN

By PAUL JENKINS

I BELIEVE the big passenger
buses one encounters with ap-
palling frequency on the highways
at all hours of the day and the
night are getting careless about
their own side of the road—or the
other fellow's, to be more to the
point. I have passed many of
them recently, and where here-
before they have scrupulously kept
to their own side of the stripe, too
many of them are infringing at the
present on the other half of the road.

These buses and some of the
great trucks too, are just about as
wide as their half of our narrow
roads. There may be some doubt
as to which came first in the case
of the hen or the egg, but there is
none as regards our roads and the
buses and freight trucks. Until our
roads are widened, the makers of
the vehicles which use them
shouldn't construct them wider
than the width of the highway
safely allows. When this occurs,
their drivers should be exceedingly
careful to stay where they belong.

A southern Oregon editor notes
that the lumber industry has been
accused of wastage. In defense he
claims that there is no more of
such in the lumber industry than
in the packing industry, which has
learned to utilize everything in a
hog, for instance, but the apical.
I say the lumbermen go the pack-
age one better; they even sell the
knot holes.

Listening the other day to my
favorite radio broadcaster inter-
viewing a visiting notable, I was
startled to hear him say, while
thanking the visitor for his appear-
ance in the studio, that "he found
his talk all most interesting."
That transposition looks better
in print than it sounded over the
air. When I heard it I thought he
said "almost!"

The Garfield Co. (Okla.) Bulle-
tin seems to be responsible for the
following, and if it got into this
column it was by mistake:
"In the center a davenport stands.
A couple is sitting there holding
hands;
So far—no farther.
But now, in the parlor, a cradle
stands.
The mother is weeping and wring-
ing her hands;
So far—no farther."

TOWNSEND CLUBS' DOINGS IN DOUGLAS

ROSEBURG — Roseburg Town-
send club No. 1 will meet at the
courthouse in Roseburg at 7:30 p.
m. Friday. Officers are to be elect-
ed and President J. W. Lemmer is
very anxious to have a large atten-
dance of the membership to partici-
pate in the election.

GLADE-Elton Dailey was elect-
ed president of the Glade Town-
send club at the meeting held
Tuesday, O. G. King was chosen
vice-president, Lillie DeBernardi,
secretary and John Alexander,
treasurer. The club was addressed
by H. B. Roadman of Roseburg,
chairman of the speakers' bureau.
A musical program was given fol-
lowing the business session.