

The News-Review

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CONTROLS OVER FISHERIES

By CHARLES V. STANTON

In the same issue of *The News-Review* in which we published an editorial from the *Astorian Budget* attacking our views on commercial fishing in Oregon, there appeared a news item from Washington reporting that the Alaskan fishing season had been closed because of reduction in salmon migration.

The Alaskan fishing industry is under strict control. Whenever migration declines below the safety margin, fishermen are required to cease fishing. By this method of protection the federal government hopes to prevent total destruction of salmon runs.

Howard Baltzo, chief of Alaska fisheries for the Fish and Wildlife Service, is quoted in the news dispatch as saying: "Something drastic must be done or the industry may pass out of existence within a few years."

Basically it's a case of overfishing—too much of all kinds of gear.

It takes big ones to produce little ones—and it's the big ones that are being killed.

If something drastic is required to save the industry in Alaska, where scientific controls have been in effect for several years, what are we to expect here in Oregon where the commercial fishery operates just about as it pleases and opposes every form of conservation?

The Oregon Fish Commission recently has shown improvement in its conservation regulations. Scientific studies, made under the direction of Master Fish Warden Arne Suomela and Chief Biologist Don McKernin, have shown the need for better management and the Commission has become increasingly "tough" with the industry. But to date only minor improvements have been made while the cost to taxpayers has been heavy. Packers are extremely resistant to every conservation proposal. On the other hand, the men who must depend upon the fishery for a livelihood—the men who actually catch the fish—are becoming even more conservation-minded than are the sports enthusiasts. The Columbia River Fishermen's Protective Association will sponsor a measure on the forthcoming election ballot to remove destructive fixed gear, traps and seines from the Columbia. We may rest assured the packers will spend many thousands of dollars to beat the bill.

It takes little ones to produce big ones in Oregon waters the same as in Alaskan waters, but we allow our commercial fishery to deplete salmon migrations while we pour money into subsidies for a hatchery program in the face of continued reductions in fish runs.

Industries Prone to Commit Suicide

Industries actually commit suicide. We are accused by the *Astorian Budget* of proposing "elimination" of the commercial fishery. We have no such desire. On the other hand, we believe if we do not take "drastic action" in Oregon, the same as said to be necessary in Alaska, the commercial fishery will destroy itself, and, at the same time, will carry with it to oblivion a recreational industry which offers many millions of dollars annually to the state if properly protected and managed.

Everyone knows how the grazing interests have destroyed land productivity in many sections of our country because they stocked ranges too heavily. Instead of correcting their methods, however, stockmen are railing against federal grazing restrictions and are even trying to compel the government to permit them to buy national forest lands so they may continue their destructive practices.

The timber industry has left a trail of waste and desolation across the continent and has now reached a place where conservation must be enforced. Yet segments of the industry are fighting with every device against regulation.

Industry will continue to waste and destroy the public resource as long as there is a dollar's profit to be made thereby, and the commercial fishery is as guilty as any other.

Our belief is that commercial fishing should immediately be halted in all coastal streams of Oregon, with the possible exception of the Columbia, and that the latter stream be subjected to strict conservation practices. Such action, in our opinion, would relieve the state of a huge subsidy for the commercial fishery—which required more than \$750,000 for the current biennium, with an estimated return of approximately \$250,000 in poundage fees—because opportunity would be afforded for natural restoration of salmon runs. The commercial fishery thereby would be preserved against self-destruction. At the same time there would be retained for the State of Oregon a recreational industry which will grow in importance, whereas the commercial fishery is declining rapidly in Oregon waters despite the continued unprofitable subsidies extracted from taxpayers.

Crash Reveals Plane Fed Water

PORTLAND, Aug. 20 (AP)—Someone tried to kill the chief of police of Molalla, Ore., with water.

At least that is what the chief, W. R. Waldren, asserted yesterday after crash-landing his light plane at Molalla.

The water, five gallons of it, was substituted for gasoline, in the right wing tank, he said.

"Whoever sabotaged the plane knew the standard procedure of warming up the engine on such a plane with gasoline from the left tank, then switching to draw gasoline from the reserve sump in the right wing tank for take-off," he said.

The plane's engine quit 100 feet up from a take-off. Waldren ejected himself in his pocket, in an envelope in his pocket.

tor, Ore., escaped without injury, although the plane was badly damaged. They were en route to Payette, Idaho.

Waldren was flying his own surplus Vultee BT-13. He conducted a flight school at Silverton and Molalla before becoming chief here a year ago.

He said he would continue his investigation.

\$2,000 in Bills Retrieved From Airplane Lavatory

SALEM, Aug. 20 (AP)—City police yesterday used ice tongs to fish \$2,000 in bills from the lavatory of a DC-6 United Airlines plane here.

The money belongs to William Decker, Yakutat, Alaska, who had reported he lost the money between Denver and Salem. He carried the money, which included \$1,900 in \$10 bills, in an envelope in his pocket.

WE have to remember that this spy hunt that is filling our front pages with headlines might never have happened if this hadn't been an election year.

OUT OUR WAY

By J. R. Williams



WHY MOTHERS GET GRAY



By Viahnett S. Martin

A very good imitation of a machine gun came across the counters where I was absorbed in the relative merits of bibs and rattles for the new grandson. I glanced up to see a former neighbor, blond and blue-eyed, trying out a toy affair that was spitting sparks most realistically.

I couldn't see the children probably with her, and that made it funnier. With a most serious expression she picked up another "gun" and away it went, rattling... I went around the counters to where she was and we laughed together. The children's gift paid for and wrapped, she was ready to hear the latest neighborhood news.

"A cougar on our porch!" she exclaimed, "Don't I wish I'd been there!" Remembering her nonchalance with the toy gun, I could imagine the ease with which she would have handled something more efficacious for the cougar. The cougar had been tracked by dogs next morning from her former home on the hill about 700 feet to the southwest of us, across the road to another neighbor's, and then up past our garage. That's all I know about it. But I hope it arrived in Roseburg in proper style for they do raise havoc, I'm told, with deer and domesticated animals.

But cougars don't leave neat bullet holes in cows and horses... this same neighbor lost a cow through a deer-hunter's too hasty shot. Again last season, another cow, and the calves dependent from her were lost, too.

I read in the paper last fall that another rancher on up our road a ways had lost a horse; found it in the pasture, shot. Frankly I don't like Oregon during deer season! Last fall three boys were hunting up back on the hill and one was shot—what a price to pay for "sport!"

I don't understand why, during a few specified weeks, anybody can grab a rifle and roam all over anybody's property, shooting at the first thing that moves, it sometimes seems. Last year a doe lay below our road—what a pity!

Deer are such beautiful creatures. I have found their dainty hoofprints in the mud by our creek. Soon hunters will be roaming all over the hill again. I suppose, hunting them, making it unsafe for stock, and for owners of the land, too.

That humiliating knowledge is apt to prejudice us.

Still— There is nearly always some fire where there is a lot of smoke, and there is certainly a lot of communist smoke around.

HERE is a basic trouble: YOU CAN'T BELIEVE A COMMUNIST. Communism (as it is NOW, regardless of what it may have been a hundred years ago when Marx and Engels were writing) is built on the premise that the end justifies the means.

So, according to the communist book of rules, LYING BECOMES HONORABLE. That complicates the situation badly.

ANYWAY, we common, everyday people who aren't running for office, who merely want for our children and our grandchildren the kind of America we have known and loved and prospered under, DON'T WANT ANY COMMUNISTS, OF WHATEVER SHADE OF REDNESS OR PINKNESS, in responsible or semi-responsible positions in our government.

We're quite certain in our own minds that in a pinch they'd be for Russia and against us. That would be bad business.

Pin Gulped in Infancy Turns up in Appendix

PORTLAND, Aug. 21 (AP)—Dorothy Harmon, 20, complained for years of a pain in her side.

Repeated tests for appendicitis failed to show any infection. Doctors finally decided to operate anyway.

When they got to the appendix, there was a straight pin sticking out. The surgeon said she probably had swallowed it in her infancy.

GIRL HURT IN FALL

Louise Steffeson is reported recovering from a fall while riding Gordon Cook's "doodle bug." The accident took place Aug. 15. The girl was reported to have been knocked out for 20 minutes and to have sustained injuries to two ribs. She fell on the street while rounding a corner. Louise is the daughter of Mr. and Mrs. W. A. Steffeson, 702 Nebo Street.

Editorial Comment

From The Oregon Press

Eugene Register-Guard

PACIFIC HIGHWAY IS 'MOBILIZING'

There is a revival going on in the Pacific Highway Association. Jose Early, of the Osburn Hotel, is heading the movement in this area. Business interests along the highway from Astland to Portland are being mobilized, and the objectives are two-fold—early completion of the long-needed reconstruction program of this arterial, and advertising to increase its traffic and trade.

The Pacific Highway Association is not new. It has had a continuous existence for nearly 20 years, and Eugene has usually had an active part in its affairs. Till now the Association has never had consistent support from the communities north of Eugene, and it is an encouraging sign that Salem and other cities to the north are taking hold.

During the years preceding World War II, the Pacific Highway reached one of its peaks of activity, and among some of its accomplishments may be cited:

Campaign to designate certain major arterials as "military highways" which led eventually to the official designation of certain highways for federal aid. In this state US 99 and US 30 are the only "inter-regionals."

Reconstruction of Siskiyou and Sexton mountain sections and development of the program for rebuilding the whole route to modern standards.

Working alliances with the California State Chamber of Commerce and with important groups in Washington and British Columbia.

However, in spite of all that was done in the past it will require many millions and many years to complete the modernization of US 99 in Oregon and frankly we do not see how the reconstruction of US 99 or US 30 or any of the other major arterials of the Oregon system can be kept in pace with population and traffic growth without:

1. A huge highway bond program which would certainly require additions to state gas tax.

2. More liberal federal aid, because in this day of high costs the federal government's allocation of \$500,000,000 a year spread over 48 states is plainly inadequate.

As we see it the major opportunity and obligation of such an organization as Pacific Highway Association is to get more miles of modern road built, and in this connection we might add a word of caution:

"No one highway has exclusive importance, and no single highway association can afford to ignore the just claims of competing highways and highway groups. The development of highways as a SYSTEM is the only sound approach."

As "inter-regionals" US 99 and US 30 have a leading position in Oregon but they cannot afford petty wars with US 97 or US 101 or the Willamette, the Santiam, the Warm Springs, the Central Oregon or any of the other great arms of the traffic building system.

Nor can such an organization as the Pacific Highway Association be effective if its members indulge futile rivalries. The elimination of the wicked Cow Creek canyon section south of Roseburg is just as important to Eugene or Salem or Portland as the correction of some of the "bottle-necks" which have developed in the Willamette valley.

Reorganization of the Pacific Highway Association is timely and merits unified support. We are outgrowing our roads faster than they can be built, and if we seem to minimize the importance of "route advertising," it is because a route must have something to advertise first—in the case of US 99 "Mainline Service."

The Grand Canyon of Colorado was discovered by Don Lopez de Cardenas and 12 members of the Coronado expedition from Mexico in 1540.

Bandits Get Payroll In College Treasury

NEW YORK, Aug. 21 (AP)—Police reported that two men entered the bursar's office of Teacher's College, Columbia University, yesterday held up 26 persons in the office and escaped with "more than \$10,000" payroll. Both men were armed.

Police quoted Miss Ruth Raborn, cashier, as saying the men missed a larger sum of money.

SUES FOR VEHICLE
Tye Lumber Company has filed suit in Circuit Court against Richard J. Tyke and John M.

Williams to regain possession of owned by the plaintiff and valued a caterpillar vehicle, allegedly at \$5750, and for \$500 damages.

THE CHURCHES OF CHRIST

INVITE YOU TO ALL SERVICES
 In Sutherland at the Scouts Hall Sunday 10:00 A. M.
 In Roseburg at 789 Military Street
 Bible Study 10 A. M.
 Service at 11 A. M.
 Communion 11:50 A. M.
 Evening—Young People Meeting 7 P. M.
 Service 8 P. M.
 Bible Study Wednesday 8 P. M.

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NO
 There is no virtue
 is being older...
 unless one is
 wiser



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