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OUR OWN TRAVEL SYSTEM

By CHARLES V. STANTON

Having sprung our idea for a publicly owned Southern Oregon Transit System, we feel the plan is entitled to further discussion.

Our proposal is that the cities and counties of Southern Oregon study creation of a cooperative municipal system to operate an interurban passenger service as a joint user over the Southern Pacific tracks in Western Oregon. Local service would be provided between Southern Oregon communities. Service in the Willamette Valley would be limited to picking up or discharging passengers enroute to or from Southern Oregon points from Cottage Grove south to Ashland. The system, however, would extend from Ashland to Portland. Being entirely within Oregon it would be subject to supervision by the Oregon Public Utilities Commission rather than the Federal Interstate Commerce Commission.

Under this plan, each of the counties, Josephine, Jackson, Douglas and Lane, together with the principal municipalities in those counties would contribute to a fund with which to purchase diesel-powered coaches. Enough coaches should be obtained to provide at least two daytime schedules in each direction and one schedule at night. The coaches should be air conditioned, comfortable—possibly of the club car class—and night coaches should have berths.

Our existing train, the "midnight rattler" or "Jerky-Worky", whichever you may prefer to call it, uses more than 12 hours between Medford and Portland—eight hours between Roseburg and Portland, 200 miles. The diesel coach, with few stops in the Willamette Valley, could easily cover the same distance in not to exceed six hours from Medford and four hours from Roseburg.

The Southern (Friendly?) Pacific claims the volume of passenger business is too light in Southern Oregon to permit profitable operation of a train. We do not question this claim, insofar as it applies to steam trains. But one has only to travel the busses to realize there is a tremendous volume of local patronage available. Some people may like bus travel. Personally we would greatly prefer some other means of transportation.

We believe the Southern Pacific company (Friendly?) could easily promote sufficient passenger traffic to show a profit if it would depart from its traditional defeatist policies and go into competition for business as some Eastern lines are doing quite successfully.

We believe an interurban service in Oregon in place of steam trains would be profitable. S. P. officials—and we yield that they individually merit the "Friendly" adjective which the company appropriates to itself—tell us we're crazy. The business is not here, they say. Crazy or not, we reserve the right to disagree.

We believe an interurban service, such as we have described, would capture a large share of the bus travel and would take great numbers of private cars off our congested highways. Who would drive his car to Portland, unless taking the whole family, if he could ride in a comfortable coach in the same elapsed time and at less cost? Of course, some people want their cars for transportation after reaching the city, but we'll gamble that a lot of them would leave their own cars at home and use taxis, or U-drive cars if they had an attractive means of travel between terminal points.

Let's assume, however, for sake of argument, that the Southern Oregon Municipal Transit System couldn't make ends meet and had to finance an annual operating deficit. How much deficit could such an operation stand, in view of the increased prosperity and tax income it would bring to the affected communities? In our opinion, we could afford to pay a considerable sum from the public treasury to have this utility at our service.

It is our opinion that the (Friendly?) Southern Pacific policy makers are remiss in their responsibility to the Southern Oregon area when they refuse to provide passenger service, even though some loss must be incurred. Certainly the volume of freight traffic handled from this rapidly growing section of the state should merit some consideration in the way of good-will passenger service, if the company's policy was actuated by moral rather than strictly financial reasons. We'll bet that if competition were threatened there would be a quick about-face by the policy makers!

But, in view of the monopoly maintained by the Southern (Friendly?) Pacific, and the reasonable expectation that this monopoly will maintain for many years to come, we believe it would be well for the Southern Oregon section, as a whole, to give serious consideration to setting up its own transportation utility.

We think it could be done. We'd like to see it investigated.

Powers to States On Meet Program

DETROIT, Dec. 4.—(AP)—Representatives of 48 states are at work here on technical problems of state government after receiving a list of suggested legislation for 1949.

At the top of the list was a measure to give states major responsibility in civilian defense. It would hand the governor broad emergency powers and provide battalions of "minute men" who could be called up at a moment's notice.

The governors, congressmen, state legislators, finance officers and other officials began the third day of a three-day ninth

biennial general assembly of the states.
Other measures proposed by the assembly's draft committee and suggested for passage by state legislatures included:

1. An act that would allow municipalities to tax anything not taxed by the state.
2. Channeling of federal funds for airports and stream pollution control through state agencies set up to handle these specific problems.
3. Legislation allowing states to construct airports outside their own boundaries.
4. Establishment of small business commissions by states.

As soon as saucers or skillets are emptied of food they should be filled with water and allowed to soak if they are not to be washed at once.

OUT OUR WAY



Escapes from the MENDING BASKET

By Vianett S. Martin

The more I read about the experiences of the early settlers, whatever part of the country they may have been in, the more I am impressed by the fact that they had a way of taking everything in stride, and making the best of it, and really enjoying life. Sometimes we of this twentieth century are inclined to be 'sorry' for them. Here is a sample from Onida (S. D.) Watchman of the 1880s:

The settlers soon had a band which, one day, set out for a neighboring town, Blunt, to take part in a Fourth of July celebration. The bandmen with their instruments rode in a large hayrack, drawn by "four horses (a pair of spirited bays in the lead and a wheel pair of powerful rangy horses)." The account is in the History of Sully County compiled by the Old Settlers' Association:

"A 'top buggy' came up behind the bandwagon and attempted to pass. The band boys raised a fierce yell, tooted their horns, and a race was on. The lead pair snapped into it, and the big wheelers stretched their great legs fore and aft to great speed. For one exciting minute the bandwagon rocked along at breakneck gait; directly one of the wheel

horses lurched his big, galloping feet over the 'lead bars'; instantly he was stretched out flat, his harness torn off over his head, and the wheels of one side of the bandwagon ran over him, upsetting the wagon and throwing men, horns and equipment over the top of the rack, various ejaculations rent the air, but the only remark that has been handed down to posterity was that of 'Uncle John' Garner, senior member of the band, who had strongly protested against the race.

"Uncle John," clinging firmly to his big bass drum as he was catapulted through the air, shouted 'I told you so, boys, I told you so!' The band instruments carried the marks of that upset to their last days. It is to be hoped the same may not be said of any of the players."

There were three churches in the early beginnings of Onida: Baptist, Presbyterian and Congregational. The services were held at different times so that the one choir could sit at each service.

"The early settlers strove to provide for the esthetic life of the young people. In spite of hard times there was always a 'will' and consequently a 'way' to furnish a teacher of vocal music... an elocution teacher... and a bandmaster."

In the Day's News

(Continued from Page One)

ON THE LIBERTIES OF THE PEOPLE.
That's a thought worth keeping.

IN a small town in Tennessee a colored man enters a crowded bus, sits down by a white man and refuses to move when told to do so. Somebody pulls a gun, shooting starts and when it dies down five persons are wounded. It's bad, any way you look at it. A bus is a public conveyance. A colored man has as much right to a seat in it as a white man. Only INTOLERANCE can deny that right.

Still, shooting is bad, too. A little more tolerance would have prevented it.

IN Wetumpka, Alabama, in the heart of the deep South, an all-white jury tries a white man for raping a colored woman, finds him guilty and sends him to prison for 45 years. The jurors go farther and try to fix it so he can't get a pardon or a parole, but the judge tells them "not to worry about that."

Anyway, the jury men recognized the fundamental fact that a crime is a crime, no matter how the lines of color may lie.

That is progress toward greater tolerance.

SECRET service agents and federal reserve bank officials tell us that a "flood" of counterfeit \$10 and \$20 bills, running possibly into the millions, has been loosed on the country. New York City seems to have been the principal dumping ground. If the total of these phony bills runs into the millions, somebody must have made quite a killing. It sounds like easy money, but this writer is fundamentally so naive and trusting as to believe that in the final balancing of the

books the counterfeiters would have been better off if they had worked for a living.

HERE'S another one from New York:

"A huge quantity of narcotics, which police said apparently was destined for sale in the Broadway theatrical and night club district, was seized last night. . . . Police estimated the 'street sale' value of the narcotics, which included 61 pounds of heroin and 5800 morphine tablets, at more than three-quarters of a million dollars."

Why is a little dab of stuff you could carry in your hip pocket, along with your handkerchief and your keys, worth so much money?

The answer is that PEOPLE ARE WILLING TO PAY THE PRICE.

THE moral?

There isn't any. Since the world began there have been foolish people. It is a safe guess that as long as the world goes on there will be foolish people.

Still, here's a thought: New York's theatrical and night club district is perhaps the most glamorous spot on earth. Yet its denizens are so bored with it all that they are willing to pay heavy money for NARCOTICS that will provide them with a temporary escape from the drabness of their lives. All is not gold that glitters.

Lobbying Act Violation Denied by Slaughter

WASHINGTON, Dec. 6.—(AP)—Former Rep. Roger C. Slaughter, Missouri Democrat who is at odds with President Truman, pleaded innocent Friday to a charge of violating a law requiring lobbyists to register with Congress. Defense attorneys promptly advised Federal District Judge Henry A. Schweinhaut they will seek dismissal of the indictment. Schweinhaut gave them until Dec. 24 to take further action and extended Slaughter's \$1,000 bond. No trial date was set.

By J. R. Williams

West Hemisphere Mutual Defense Pact Now in Force

WASHINGTON, Dec. 6.—(AP)—A mutual pact aimed at protecting the American republics from any aggressor went into force Friday.

The agreement for collective action in the event of attack was drafted last year by 19 Western Hemisphere nations at Rio de Janeiro.

Costa Rica was the 14th nation to deposit its ratification, making the necessary two-thirds of the 21 republics to bring the pact into force.

The ceremony at Pan-American Union was attended by Undersecretary of State Lovett, Senators Vandenberg (R-Mich.) and Connally (D-Tex.), top men on the Senate foreign relations committee, and Latin American diplomats.

Aimed at shielding the Americas from pole to pole, the treaty was negotiated in August 1947 at the Rio conference, climaxing years of efforts to unite the New World nations for self-defense.

President Truman told the delegates then that the accord was a model for international cooperation. And it is expected to serve in that capacity when work starts on the proposed Atlantic pact—which would tie the United States and Canada into a mutual defense agreement with the Western European union.

The inter-American treaty, which is based on the United Nations charter, provides:

1. Immediate military assistance to any member attacked by another hemisphere nation. The foreign ministers are empowered to issue a "cease fire" order and to spell out what further help should be given the nation under attack.
2. If a member is attacked by an outside power, all the treaty signatories will hold immediate consultations to decide what steps are needed to safeguard the hemisphere.

The New World nations specified that their "security zone" extends from the North to the South Pole, including the whole North American continent as far East as Greenland.

Russia's Propaganda For Japan is Tangled

TOKYO, Dec. 6.—(AP)—Is Russia's propaganda line in Tokyo tangled?

The latest Soviet propaganda to Japanese Communists has it that "the Soviet people desire the evacuation of occupation troops from Japan," but "looking at the matter from all angles, it is easy to see that American forces have no intention of leaving Japan."

However, in Washington, Russian Ambassador Panyushkin charged Thursday that General Douglas MacArthur has failed to take "adequate measures" to disarm Japan.

Cigaret Vending Devices Win in Portland Dispute

PORTLAND, Dec. 6.—(AP)—Cigaret vending machines will be legal in public places here after Jan. 1.

The City Council decided to legalize the machines despite protests of several teachers and church groups.

On the old law, for federal share of their cost, which was dependent upon the attorney general's construction of the new act. One deplorable effect of adoption of the bill is thus removed—the suspension of December checks.

Presentation to the people and their unwitting adoption of so fantastic a measure as this pension bill emphasizes the need in Oregon for some kind of official sifting process. In Wisconsin there is a state legislative research bureau, to which measures must be submitted and which takes the kinks out of them.

Suggested alternatives are pre-submission of initiated measures to the supreme court for declaratory judgment as to their constitutionality and meaning. Another is pre-submission of them to the attorney general for clarification or for his opinion on their constitutionality. One version of the last named plan would make the attorney general's opinion only advisory. If adverse to the bill its sponsors could go ahead anyway and take their chances on its being upheld by the supreme court if it should be approved by the people. But the voters would be on notice as to the bill's probable defects.



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Salt Lake City Man Heads Assn. of Manufacturers

NEW YORK, Dec. 6.—(AP)—Wallace F. Bennett, 50-year-old head of a Salt Lake City paint and varnish manufacturing firm, is the new president of the National Association of Manufacturers.

His election was announced at the close of the second day of the NAM's 53rd annual Congress of American Industry.

"My selection as president of the NAM," Bennett said, "is a recognition of the growing importance of western industry. This is the first time the presidency of the NAM has gone west of Chicago."

Bennett, whose paint company employs about 225 workers, said

his election also is "a recognition of the importance of small business."

"Seventy percent of the NAM members have less than 250 employees," he said. "I am selected from a company in this class."

Bennett, who has served as a regional vice president and director of the NAM, succeeds Morris Sayre, president of the Corn Products Refining Co. Sayre becomes chairman of the NAM board on Jan. 1.

RELIEF CHECKS MAILED

PORTLAND, Dec. 6.—(AP)—Oregon's December relief checks went into the mail Friday. They had been held up pending arrival of federal funds from Washington, D. C. The federal check was delayed in the mail.

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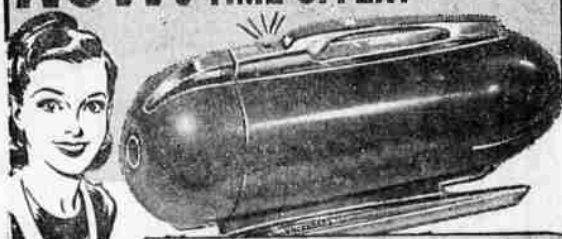
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