

# The News-Review

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## EVERYTHING TO GAIN

By CHARLES V. STANTON

Preliminary contacts are being made with Western Oregon shippers of timber products preparatory to filing a complaint with the Interstate Commerce Commission seeking an investigation into the annual car shortage which proves so expensive to the industry each year. Contacts are being made in each of the principal communities in the western part of the state. It is proposed that shippers form an organization to prepare and sponsor the complaint, and to direct and finance preparation of evidence to be submitted to the Interstate Commerce Commission should the hearing be authorized.

It is anticipated that representation will not be confined to timber manufacturers alone. All shippers, including farmers, will be given an opportunity to enter into the organized effort to secure improved facilities, it is reported. Various wholesale firms, both in the timber industry and in general activities, are expected to assist in the project.

Shippers feel there is no reason why Western Oregon communities should suffer heavy financial losses each autumn because the Southern Pacific company does not have sufficient freight cars available. It is pointed out that northern lines usually have enough cars to relieve the shortage, if they could be diverted into the Western Oregon territory served by the Southern Pacific Co.

There are several reasons why the Southern Pacific cannot get enough cars from competing lines. The first is that the Southern Pacific has been dilatory in ordering equipment. While other lines were buying new cars to replace worn out equipment, the Southern Pacific, it is charged, bought comparatively few cars, although the S. P. has a total of more cars in service than some of the other lines. Other railroad lines, however, have charged that the Southern Pacific was not buying as many new freight cars in proportion as were the others and was endeavoring to profit from expenditures by competing railroads through use of their equipment. The Southern Pacific in more recent months has stepped up equipment purchases.

It is not hard to believe, however, in view of the "Friendly" Southern Pacific's reputation for shirking moral responsibility and its past record for wringing every possible dollar out of its operation, that it would not hesitate to profit at the expense of rival concerns.

That other companies did have cars available when the Southern Pacific could not supply local shippers was patently obvious in the 1947 shortage period. Many concerns used the subterfuge of loading cars in Washington with a few scraps of lumber, then bringing them into Oregon under the guise of "loading in transit," throwing out the scraps and loading them with local cargo.

Although the Southern Pacific Company pays rental on equipment belonging to other concerns while on the S. P. system, it is obvious that rival companies are not anxious to let their cars go during a period of shortage. After once securing the cars, the Southern Pacific usually managed to route them so the S. P. would obtain benefit of the long haul, thus securing maximum returns from use of the borrowed equipment.

There are many angles from which the problem could be attacked by the Interstate Commerce Commission should the shippers obtain intervention by that federal agency. The most satisfactory would be to order joint usage of Southern Pacific tracks in monopoly areas such as Southern Oregon. This would quickly clear up the situation and promote more rapid development of sections now avoided by industry because of the lack of rail competition. Another would be through freight rate adjustments, permitting access to water competition. Still another approach would be to order the routing of all cars over the shortest route to their destination. While this would take some of the long haul freight movement away from the Southern Pacific it would expedite the movement of freight, thus obtaining a quicker turnaround, and more efficiency in the use of cars. Then, too, the I. C. C. could order that cars borrowed from other lines to be loaded on the S. P. system be returned to the owner lines at the nearest division point, thus giving the owner of the equipment the long haul. Rival companies, then, would have little objection to furnishing cars to the Southern Pacific for loading.

It is certain that the Southern Pacific Company will do nothing to improve the situation unless compelled to do so. We have ample evidence of the company's rank discrimination against the Southern Oregon area and it is obvious that no change of heart will come voluntarily.

We believe shippers of this area should cooperate wholeheartedly in the effort to secure I. C. C. intervention. It is one of those cases in which we have everything to gain and nothing to lose.

## Mitchell to Urge Money For N. W. Power Projects

WASHINGTON, Dec. 11.—(AP) Rep.-elect Hugh Mitchell (D. Wash.) said yesterday he will urge ample appropriations for Northwest power projects to "correct the mistakes made by the Republican Congress" in the last two years.

Mitchell, a former senator, said failure of the present Congress to appropriate \$40,000,000 for McNary Dam, across the Columbia River between Washington and Oregon, has delayed power production there for two years. Private engineers from the Pacific Northwest urged that much money and President Truman requested \$30,000,000 but Congress approved only \$22,000,000.

Mitchell also said the failure of the 80th Congress last year and again this year to vote funds to start Chief Joseph Dam, further up the Columbia, also delayed for two years the time when power will be available there.

"We have got to have more power just as quickly as we can get it in Washington and Oregon," he told a reporter.

Mitchell said he will introduce

the bill he proposed in the Senate to set up a Columbia Valley Authority, patterned after the one for the Tennessee Valley, with three commissioners to head it.

## Kiwanis Yule Party Set At Riverside Grange Hall

R. L. Whipple, charter member of the Roseburg Kiwanis club, was named toastmaster for the group's Christmas party to be held Tuesday evening, according to Dave McCarroll, general chairman.

The affair will be held at the Riverside Grange hall. More than 115 reservations have been made, McCarroll said.

Following past custom, an exchange of noisy or humorous gifts will be held, along with group singing and the formal program. Ralph Church will lead the singing.

JURY MAKES AWARD Hazel Turpin in Circuit Court suit brought against Frank Koepke, was awarded \$650 by a jury verdict Thursday. She had asked for \$736.72 in her complaint.

The almost extinct right whale, also called the Greenland whale, is the largest of the whalebone whales, sometimes furnishing 3,500 pounds of whalebone.

## OUT OUR WAY

By J. R. Williams



WHY MOTHERS GET GRAY

## Soaps from the MENDING BASKET

By Vianett S. Martin

First I'll air my pent-up disappointment with transportation hereabouts, (and hope recent editorials in the News-Review will help bring us better!) and then I'll ask why the S. P. which fills a lot of advertising space admitting how good their service is (?), can't find out what kind of a "car" it was that used to run up and down between LeRoy and Rochester, N. Y., some years ago, and maybe try it out here? Maybe it's still running on those tracks—I enjoyed its convenience years ago, more years than I'm going to count up, for all I'm a grandmother.

I believe it was propelled by gasoline motor? At any rate inside it was one big coach, and every morning to it came a crowd of teachers, students, workers in the big city, housewives bent on a day away from dishes and bed-making, and perhaps, a young nurse returning from her off-days. Towards evening the same crowd collected from here and there in the big city, and took up the chummy interchange of ideas and news and recipes, and worked a bit more on the knitting, tatting, paper-correcting or whatnot that occupied fingers during the ride each way. About 30 miles.

The thing I remember about that coach is the friendliness (are you listenin' Espree?) and the

## In the Day's News

(Continued from Page One)

total of something like 11 billions for the two years.

THAT raises an oddly interesting question: JUST HOW MUCH IS A BILLION.

SUPPOSE you had to explain to your grade school son (or daughter) just how much a billion is. How would you go about it?

You could say, of course, that a billion is a thousand million. But that wouldn't help much. It would be like a picture of a man from Mars with no nearby objects to compare it with. We've never seen a man from Mars. We don't know whether he would be two feet tall or 15 feet tall. The picture would mean nothing to us at all unless the strange visitor stood beside some KNOWN object (such as a normal-sized earthly man) with which he could be compared.

It's much the same with a billion. Most of us have nothing to compare a billion with. So, in our minds, it's JUST A WORD. As Octavus Roy Cohen used to say in his stories of colored folk in Alabama's big city of Birmingham, "You says words, but they don't mean nuffin'."

That's the way it is with the word billion. It doesn't mean anything to us.

WE use the word "billion" most frequently in terms of government spending—for a billion is so big that it can't often be dealt with by anything less potent than the government of a fairly large nation.

So used, a billion deals with

informality of the crowd making use of its convenience each day. "Where were you yesterday?" and "Anybody know how Marion is today?" and "If you're in Hudson's today will you get me—?" and "Oh, boy, you'd better get up a minute earlier tomorrow morning. You nearly didn't make it this time!" and maybe a shrieked warning to the motorist in his cubicle, "Oh, wait a sec. Here comes—" somebody or other.

Oh, oh! I used up so much space "asking the question" I haven't much space to tell how I felt when I learned our address didn't mean a thing where train tickets are concerned. My mother, coming up from California, was advised to go to Eugene and let us meet her there. Over 30 miles. Not that we minded—but Mother took a dim view of Oregon right off the bat!

If it isn't convenient for EJ to take me to town I use one of the two bus lines. Never mind what signs say, the air usually has been stuffy with cigarette smoke! And somebody, not liking stuffy air (can you blame him, or her?) opens a window. There goes the air conditioning! Then, obviously, the stand-up-in-the-aisle wasn't just a wartime concession. I've ridden in an aisle-packed bus, holding a staid's bundles on my lap in gratitude for having a seat. And oh, brother, the way those buses whizz along!

money. Government money comes from taxation. It means that everybody has to chip into the pot.

So let's put it this way: A billion dollars, in the United States of America, means ABOUT SEVEN DOLLARS PER PERSON. We're supposed to have about 140 million people. Seven times 140 million is just a little shy of a billion.

LOOKED at that way, every time the government spends a billion dollars it takes about seven dollars out of your pocket if you are an individual with no dependents. If you have a wife and a child who depend wholly upon you, it means \$21 to you. If you have more dependents, it means more.

That gets it down small enough for us little people to see.

AT this point, somebody will be sure to say: "Oh, heck, the BIG SHOTS pay the bulk of the taxes. Our friends in Washington see to that. This is the century of the common man and the men we have chosen to run our government will see to it that we little people don't suffer."

We probably kid ourselves more on the subject of taxes than about anything else. We think somebody else pays them for us. It isn't true. Taxes are added to the cost of everything that is pro-

duced. They have to be. They ARE A PART OF THE COST. You just can't get around it. If you try to, you go broke. So, you see, EVERYBODY pays, because taxes are included in the cost of everything we buy.

ANYWAY, if you'll think of a billion dollars of tax money in terms of \$7 per person, it will give you a better idea of what a billion is.

## Editorial Comment

From The Oregon Press

### HOME SEWING RENAISSANCE

Medford Mail Tribune  
 A renaissance of sewing is spreading among American homes with women of all ages—teen-agers, mothers and grandmothers—from Park Avenue pent-houses to the humblest homes taking to the needle 'n thread to provide their clothing needs.

While the epoch-making avalanche of home sewing has various contributing causes, it is generally agreed by women's wear industry observers that sky-high prices of food and other necessities of life, plus heavy tax-agers, mothers and grandmothers—have hit the American woman's budget so hard that she is left with insufficient means to buy wearing apparel for herself and her children. Her only alternative is to make at least some of their clothing at home.

A recent survey estimated that approximately 52 million women and girls are now active sewers. More than 28 million are classified as creative sewers; of which one-fourth are girls age 12 to 21. They sew dresses, suits and all kinds of other wearing apparel, including clothing for children.

A pertinent clue to the large amount of sewing going on is the fact that more than 25 million sewing machines grace American homes, 3 million more than home telephones.

During pre-war years, it was estimated that only 10 million women did home sewing. Compared with today's activity, the gentle art shows a gain of around 180 per cent.

Another trustworthy bit of evidence as to the recent wild-fire sweep of sewing is the zooming of pattern sales. This year, it is estimated that pattern sales will total more than 200 million. This will compare with 168 million reported last year and is a gain of more than 23 per cent over the 60 million sold before the war years.

It is also estimated that more than \$60 million will be spent this year for patterns as compared with \$50 million in 1947. Pre-war years pattern sales totaled around \$14 million.

Sales of fabrics, notions and sewing needs have rocketed this year to their highest peak in history, according to retail store men, the piece goods sales hav-

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## U. S. Law Bars Paratrooper From 'Wife' and Baby

BERLIN, Dec. 11.—(AP)—A former American paratrooper who pierced Berlin's iron curtain and visited his German girl friend and their two-year-old child, saw them briefly yesterday, from behind bars.

Then, back from an epic hitch-hike in the Soviet sector, he decided to tell all, blaming most of his troubles on U. S. immigration laws.

Edward J. Lada, 28, of Newark, N. J., arrested for being in Germany without a military entry permit, said he tried to take Ruth Ricold, 23, of Berlin, with him to the United States in 1947, when the baby, Nancy, was an infant.

"Now that the story is out, I might as well tell it all," Lada said in his stockade cell. "I tried to get my wife—I call her that, though we are not married—out with my baby, and was turned down. I thought this time I could get them out black (underground) and perhaps get to Canada or some place. I want to be with them. That's all I care about."

Maj. Gen. George Hays, deputy occupation commander, expressed a "curbstone opinion" that Lada's hands and everybody else's are tied by immigration laws. However, he suggested Lada might be able to get permission of the Swiss or French governments to accept his family.

In that case, Gen. Hays said, the Army would not insist on shipping Lada back to the United States, but would help him stay with his family by speeding up exit visas to whichever country extended the invitation.

Lada faces trial for illegal entry, but Hays said the charge does not appear to be "very serious."

number on file during the previous month and are mounting steadily. It is estimated that, if the present rate of new claims continues, there will be between 1500 and 2000 unemployed persons filing claims for benefits before the end of December.

The Christmas shopping rush will provide employment for a few sales people during December, but other than that, little

change in the employment picture is anticipated. Numerous applicants for work in the employment picture are anticipated. Numerous applicants for work in the Roseburg area have arrived from the south and have indicated that work is not too plentiful in their localities. The resumption of longshoring should alleviate some of the shortage of storage facilities here.

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By—Jack Mollard, 327 N. Main  
 Roseburg, Oregon.

## Song of the Chimney

There was an old brick chimney and its mouth was gaping wide; the gleaming snow was frozen hard against its northern side; and the wind went howling—howling up and down; the wind it blew, and acrid smoke and soot and heat came from the humble flue. It thrust above the shingles where the blast was blowing free, and it seemed to howl a weird song of mountain plain and sea. It sang of snow-white mountain peaks, and leagues and leagues of plains; and then of flying reindeer straining on the checking-reins; but when it sang of blizzards roaring down the mountain side, it's voice in supreme ecstasy was greatly magnified. And then there came a happy note of tinkling bells and toys; and many other pleasant things for little girls and boys. The night drew on — it's happy song was heard from afar and near; for Santa Claus was coming, and he came but once a year; but now it seemed to hush and wait; as though it did not dare; and then it ceased its happy song for Santa Claus was there.

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