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AIRPORT ARGUMENTS

By CHARLES V. STANTON

From Mr. Dan B. Boone, we have a letter concerning Roseburg's airport problems.

Mr. Boone frequently comments in the forum columns of *The News-Review*, particularly when an issue arises involving taxes. It is well that we have people watching our tax expenditures and ready to call public attention to factors affecting the tax burden. We always welcome expressions from our family of readers.

Mr. Boone's thinking on the airport subject probably is typical of that of a great many people. Technicalities of aviation and airport development are unfamiliar to the average person and he is apt to think in terms of generalities. But the current problem is too important to permit superficial analysis and opinion. Mr. Boone's arguments are appealing to the person not thoroughly familiar with rules and regulations of aviation, but, in view of the importance of the problem confronting the City of Roseburg, his statements should not be permitted to go before the public without more thorough study.

Mr. Boone writes to the editor of *The News-Review* as follows:

> We often hear the statement that things come in cycles.
>
> Taxpayers of Roseburg have had their share of airport cycles, as in the past 20 years we frequently have been told how an airport would bring big funds and service to Roseburg. Every so often a committee tells us new improvements are required and a bond must be passed.
>
> Mr. R. D. Bedinger of the Civil Aeronautics Authority now tells us that the runways must be lengthened and other expensive improvements made.
>
> Regarding present length of the runway, I was at the airport last year when a big plane landed there. It was the same kind and size of plane used by Doolittle in his raid over Tokyo. I asked the commanding officer if he had runway enough for a take-off, and he informed me all he would need was 1,200 feet. He did not use that much in leaving.
>
> We have several transportation companies in Roseburg which are big assets in taxes, wages and transportation for both freight and passenger service and they pay their own way.
>
> When air service becomes profitable, some company will finance an airport and overburdened taxpayers will not be loaded with more unnecessary and extravagant taxes.

Mr. Boone's reasoning seems very sound on the surface. Nearly everyone interested in aviation has seen large private planes landed at the Roseburg port with room to spare and casual observation would not reveal need for runway extension at considerable expense.

But there are several flaws in the argument.

Commercial passenger flying is much different from private flying.

A timid passenger in a commercial airliner probably would be scared half to death if the pilot took a dive at the field, sideslipped his plane to the runway and then fishtailed to kill forward speed and thus play safe in staying within the boundaries of the port. In fact, an official of the West Coast Airlines told us recently that one of their hardest problems has been to teach pilots proper landing procedure. Most of the West Coast's pilots are fliers from the last World War. They have been accustomed to rapid descents, half stalls, sideslipping and fishtailing to make quick easy landings, until such procedure is second nature to them. They dislike the long gradual approach required for passenger landings, the slow deceleration of speed, and the long taxi to stations and return to the most distant portion of the runway. But passenger flight rules require low angle approaches and ample runway use to provide comfort and maximum safety for passengers. Futhermore, safety rules, set in regulations passed by Congress, establish operational margins far in excess of actual need. No one can deny that commercial passenger flying muat be given every possible safety factor.

If commercial passenger planes were to make high angle approaches and take-offs, passengers not only would be frightened but would be in greater danger than under prescribed rules. Because of these safety regulations, longer runways are necessitated than are required for private flying.

Mr. Boone points out that we have other transportation services paying their own way and contributing tax money.

We might call attention to the fact that railroad lines were built through grants of public lands. Motor freight lines and passenger buses use highways built by public money. Airlines must have airports built by public expenditure. Airlines, too, pay taxes on equipment and fuel.

No one can deny that railroads and motor transportation companies contribute to business and industrial welfare of a community. No spot knows this better than here in the Umpqua Basin where the transportation monopoly is adversely affecting development.

The question to be determined is whether public airport expenditure is justified by anticipated benefits, and whether taxpayers individually and collectively, and, considering other demands for tax money, can afford the improvement.

Suit Demands Damages For Traffic Accident

Nellie Ferne Poe Cooley has filed suit in Circuit Court against Donald Getchell, Stella Getchell and John Doe Getchell, and the community of Stella and John Doe Getchell, asking damages of $410 as the result of an automobile accident Aug. 27, 1948, near Wilbur.

According to the complaint, Mrs. Cooley was operating her car in a northerly direction, when struck by the second car, driven by Donald Getchell, son of Stella Getchell.

The complaint charges negligence on the part of Getchell, also that he was driving while intoxicated, and that he had previously been denied an operator's license because of "prior careless and reckless driving" and "prior motor vehicle accident or accidents."

Members of the swift family are the fastest flying among known birds.

Heaven Protect Him From His Fair-Weather Friends

Scraps from the MENDING BASKET

By Viahnett S. Martin

Will you ever forget the beauty of the world all about us last Friday morning? The highway had been bare of snow the day before all the way to Eugene, and the cold exhilirating; so to Roseburg I would go next day. Only I didn't.

I stepped in EJ's too widely spaced footprints in the fluffy, ankle-deep new-fallen snow, leaving Pretty switching her tail in quick expressive jerks. No choice of warm spots wherever she took a notion this day; she must put up with the penthouse on the kitchen roof under the overhang. Pretty is expecting, too. Her last family of five, pure white kittens, went to the same farm—but that's another story. Pretty, by the way, isn't white when she steps through the snow — although everywhere else she is.

The canyon was a dream of loveliness; something to remember always. Snow lay heavily everywhere it could find support. The alders and maples were beautiful in their white casing; the firs were heavily frosted along the tops of each branch. Even the weeds helped the picture. If only the creek had cooperated so I could have quoted literally:

"The little brook heard it and built a roof
'Neath which he could house him winter-proof;
All night by the white stars' frosty gleams
He groined his arches and matched his beams;
Slender and clear were his crystal spars
As the lashes of light that trim the stars:
He sculptured—"

There's just no stopping place in the Vision of Sir Launfal. (Did you discover it with delight, too, in your school days? I learned it on the rebound through listening to an older girl memorize it for a program). The second prelude has been my 'winter' in memory for so long—until this winter in Oregon! The words were music in my heart as Estrellita rejuvenated by a new motor and everything else the service man could urge upon her, purred down the canyon road towards 99. We waited twenty minutes past the usual bus time; then decided I should go on in to town and take the next bus if we were unable to flag down the one we might pass. But after a mile, EJ had enough of Estrellita's skittish side-flipping of her hind wheels. He brought me home and put the chains on Estrellita—chains we had had for years but had never used.

"Roseburg will keep" said EJ —and departed for the office. But I had something to add to my collection of heart-stored memory pictures — our canyon in the snow! And Pretty, smug with satisfaction, slept with her paws hanging down over the corner of the mantel.

In the Day's News

(Continued from Page One)

this size can be got into operation for less than HALF the present cost.

• • •

THAT opens up an interesting line of thought.

Within the past three decades, the number of daily newspapers in the United States has been much reduced. As a matter of fact, the city of 100,000 or less in which there is more than one newspaper has become something of a rarity.

This situation, and the causes that have brought it about, have been widely misunderstood. These newspapers that are alone in their fields are generally termed MONOPOLY newspapers. In a sense, of course, they are. But it should be remembered that they haven't DRIVEN their competitors out of business. There is no law that guarantees them a monopoly. They stay without competition only as long as somebody doesn't choose to come in and start another newspaper.

All that keeps somebody from coming in and going into competition with them is the high cost of getting into business. As matters have stood in recent years, that cost has been so high as to make starting another newspaper in any moderate-sized city an extremely risky venture. Almost without exception, those who have tried it have gone broke.

• • •

IT is obvious that if the capital cost of starting a newspaper is greatly reduced the likelihood that new newspapers will be started will be much greater. Publishers, being human, are naturally interested in that possibility.

This much can be said for the publishers who are gathered here in Fresno: They are taking no steps to bring about the passage of a law PROHIBITING THE STARTING OF NEWSPAPERS. There are no ruggeder individualists than the men who publish the newspapers of America. This writer has a notion that no matter what happens you won't see newspaper men running to the legislatures, or to Congress, trying to get laws passed that will forbid other men from getting into the newspaper business. If new competition comes along, they'll rely on their own skill and smartness to meet it.

They are sound enough in their economic thinking to recognize that an industry that keeps shrinking steadily into fewer and fewer units is a DYING industry. If you want a fight on your hands, just try to tell a publisher or an editor that the newspaper is a dying institution. Those would be fighting words, and two minutes after they were spoken the fur would be flying.

Sales Tax Gets Approval From Livestock Assn.

GEARHART, Jan. 28. —(AP)— Endorsement of a sales tax was included in final resolutions of the Western Oregon Livestock Association convention Wednesday.

The measure, defeated repeatedly in past referendums and usually opposed by agricultural groups, was approved as a means of obtaining needed state revenue without increasing property taxes.

Charles Evans, Independence, was reelected president; Afton Zundel, Astoria, vice president, and Harry Lindgren, Corvallis, secretary-treasurer. Corvallis was named the site of next year's convention.

Other resolutions passed by the 110 members at the 13th annual session: opposed Daylight Saving Time; recommended no changes be made in the state's Bang's disease eradication law; asked federal funds up to $1,500,000 for predator control; urged the State Game Commission to either pay for damage by wildlife or take effective control measures.

Russia Not Easing Cold War, Gen. Clay Declares

BERLIN, Jan. 28.—(AP)—Gen. Lucius D. Clay, U. S. military governor in Germany, says he sees no evidence in Germany that Russia is softening its cold war campaign against the West.

He was asked to comment at a news conference Wednesday on recent statement by Communist leaders in Italy and France denoting a milder Communist attitude. Some quarters have interpreted the statements as the start of a soviet "peace offensive."

The U. S. military government meanwhile began tightening its counter-blockade of the Soviet section of Berlin, adding 19 items to the list of goods which may not be sent into the Soviet area.

Threats also were voiced to prosecute Berliners who get ration cards in both Eastern and Western Berlin and sell food surpluses in the black market.

Woman Dies in Burning Home, Daughter Injured

GARIBALDI, Ore., Jan. 28.—(AP)—One woman burned to death and her daughter suffered serious burns when fire destroyed the kitchen of their home Wednesday.

Mrs. Hettie Lockman, a widow, was found dead in the room when firemen extinguished the flames. Her daughter, Mrs. Robert M. Meek, 50, is in the Tillamook General Hospital. She suffered second degree burns and shock.

Neighbors beat out flames covering the younger woman's clothing when she ran screaming to the street.

Fire Chief Ross Holt said the kitchen caught fire when kerosene was used to start a fire.

Mrs. Meek's husband operates a garage here.

President of U. S. Tied By Red Tape, Hoover Says

NEW YORK, Jan. 28.—(AP)—Herbert Hoover says the President of the United States "is no longer in command" of the executive branch of the government.

The former president said Wednesday the chief executive has lost control because of red tape strung by Congress around many administrative agencies.

Hoover, chairman of the Commission on reorganization of the executive branch of the government, said the independent authorities given many bureaus by Congress "are like the threads that tied down Gulliver."

Mr. Hoover made the statements in addressing the Economic Club of New York.

'Single Package' Labor Bill Will Face Congress

WASHINGTON, Jaan. 27 —(AP)—The administration was reported about ready today to hand Congress a "single package" bill repealing the Taft-Hartley law and restoring the Wagner Act with "improvements" asked by President Truman.

A tentative outline of the proposed new law was drafted at a White House meeting last night. Among those attending were Secretary of Labor Tobin, Conciliation Director Cyrus Ching, and Paul M. Herzog and Abe Murdock, members of the National Labor Relations Board.

One of Mr. Truman's aides told a reporter that the president has not yet approved the proposals. However, the chief executive was represented as being convinced that a new labor law must be handled in "one package."

Labor unions have objected to that procedure. They want the Taft-Hartley law repealed and the Wagner Act restored in one step, with any changes in the Wagner Act to come later.

Mr. Truman was said to feel that such strategy would not rally enough votes in Congress behind his pledge to repeal the Taft-Hartley law.

The "improvements" Mr. Truman asked in his state of the union message include curbs on strikes affecting the national welfare, jurisdictional disputes, and secondary boycotts.

Beauty Contest Winner Slain; Husband Jailed

SACRAMENTO, Calif., Jan. 28. —(AP)— The hammer slaying of a red-haired beauty contest winner, found nude except for a shower cap, led to the questioning of her husband Thursday by sheriff's officers.

The body of Mrs. Anne Stewart Cather, 23, her skull crushed, was found in her boarding house room yesterday. A few hours later the husband, Fred Cather, 28-year-old draftsman, was arrested.

Deputy Sheriff Harvey Hutchins quoted Cather as saying, "My mind was blank; I beat my wife up; all I saw was red."

Mrs. Cather, a clerk for the Western Pacific Railroad, was the 1947 winner of a statewide beauty contest sponsored by the company.

Sacramento police theorized the couple had argued over worthless checks they said Cather had passed.

Parents of 17 Children Find Living Comfortable

ST. LOUIS, Jan. 28.—(AP)—Mr. and Mrs. Carl Schaeffer like children. And it is just as well they do—they have had 17 of them.

Two-day-old John Michael is the youngest. One child, a girl, died when she was five weeks old.

Schaeffer, 48, an electrical contractor, says his business is so good that even with 16 children "I still have to pay some income tax."

Grocery and clothing bills do not worry the Schaeffers. "It doesn't cost much more to feed one more and in a family this size everyone takes hand-me-downs as a matter of course," the father said.

And for housing—"It doesn't get too crowded in our 14-room house. We even have a public address system to keep tab on them."

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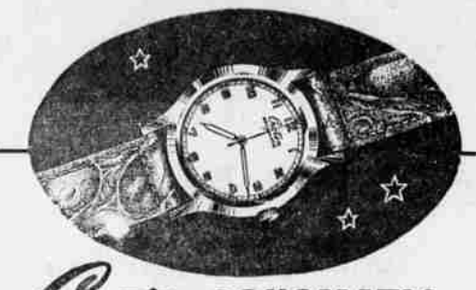

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