

The News-Review

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THE CHURCH MILITANT

By CHARLES V. STANTON

Hundreds of members of Roseburg's protestant churches are engaged in a Christian Teaching Mission, a project designed to promote spiritual awakening. Protestant churches throughout the entire country are participating in this program. Simultaneously, the Roman Catholic church is celebrating its Holy Year, an observance held every 25 years. Through these efforts Christian forces throughout the world are being marshaled into an aggressive foe of evil.

The National Christian Teaching Mission may be compared, in part, to a current business activity, that of taking inventory. It goes further, however, in that it embodies the spiritual uplift of a revival campaign, coupled with a militant recruiting service.

As its first motive, the Teaching Mission proposes an evaluation of the Church itself. Ministers, lay members, missionaries, and outstanding leaders, meeting in conference groups, are endeavoring to pinpoint objectives, policies, strength and methods. Through daily meetings, members are formulating local programs to fit into the national pattern. Analysis of church objectives will provide a clearer insight for all participants into the work ahead, while strengthening determination for attainment of goals.

One of the principal activities affecting the general public will be the religious census to be conducted Sunday afternoon. Hundreds of workers recruited from the various congregations will ring every doorbell in the city area. They will endeavor to learn church affiliations and preferences and other pertinent data. It is to be hoped that all people will give voluntary and friendly cooperation.

We believe that our greatest opportunity for future peace lies in the church. Current activities of Protestant and Catholic churches should do much to stimulate spiritual revival.

While as nations we engage in contests to produce new weapons of destruction, each more hideous in destructive implications than those preceding, the strongest weapon in the world is to be found in the Christian religion.

Communism, basing its ideology on human power, cannot long resist an enemy ideology divinely powered and inspired. Perhaps the Church can lead the way to a permanent peace, where all efforts of mankind to control affairs by its own brawn and brains have failed.

Sons Follow Fathers' Footsteps

The *Corvallis Gazette-Times*, now in its 88th year of publication, is under new management. But the names at the editorial masthead will be only slightly altered, for Publisher C. E. Ingalls and News Editor Myron Myers are to be succeeded by their sons, Robert G. Ingalls and Bruce K. Myers.

The two young men, who are stepping into the responsibilities formerly exercised by their fathers, are well-experienced in the newspaper profession and are familiar with the traditions and policies of the very excellent *Corvallis* publication.

For many years the *Corvallis Gazette-Times* has been widely known for the brilliance of its editorial page and the staunch Republicanism espoused by its able publisher, Claude Ingalls. Even though troubled for many years with ill health, Publisher Ingalls has lost none of his aggressiveness, clear thinking and ready wit.

His assistant, Myron Myers, has kept the *Gazette-Times* outstanding in its field in collection and dissemination of news.

The two sons fall heir to a priceless heritage which has nothing to do with machinery, circulation or material assets. They also have before them an opportunity to maintain and enhance the reputation and prestige of one of Oregon's most highly esteemed newspapers.

Editorial Comment

From The Oregon Press

Fliegel and the CVA

The Bend Bulletin

We take strong exceptions to the assertions made by Senator Fliegel in the interview given this newspaper on the proposed CVA. The interview was sought by the senator in the place of the talk he had been expected to make before the Kiwanis club on Monday.

Let us specify.

Senator Fliegel said that the CVA bill included safeguards against federal usurpation of water rights. Oregon's attorney general, George Neuner, has said, "There are many provisions of this proposed legislation which, in our opinion, leave the way open for the supercession of the water laws of this state. . . . We take George Neuner's opinion."

As to tax losses on property taken off the rolls by the CVA Senator Fliegel expressed the opinion that the "benefit-offset" theory recognized in the bill is better than the arrangement for payments in lieu of taxes. That was not the way the tax business worked out in the TVA region. Starting out with no tax payments on account of property taken



LETTERS to the Editor

Southern Pacific Head Replies To Comment On Taxes And Land Grant

SAN FRANCISCO. — Your column, the "Editor's Newsbag," appearing in the January 7, 1950, issue of the *Roseburg News-Review* has been brought to my attention. In this column you make the following statement concerning the Southern Pacific Company:

"Invariably the company calls attention to the fact that it pays taxes to support public highways used by its competition. But it never mentions the fact that the railroads were built at public expense, through huge grants of land, on which the railroads made a great profit. . . ."

These remarks invite some reply.

Southern Pacific Company is not only a very large taxpayer but it is the largest in Oregon. For the present tax year it is footing a total property tax bill to Oregon counties of \$2,386,865.00 as compared to \$2,042,493.00 for the preceding tax year. Its current tax bill in Douglas county is \$235,294.00 as compared with \$184,520.00 paid to that county in the preceding tax year. Of these amounts nearly 6 per cent is allocated to the upkeep of public roads, many of which are used by motor carrier competitors of the railroad.

At the same time, as I pointed out in my recent year-end statement, "studies by highway authorities have shown that the large capacity motor freight carriers are not required to bear a fair and proper share of highway costs and thus they are subsidized largely by other users of the highway." This unfair situation under which railroads that must pay their own way are competing with subsidized competitors does not stop with the motor carrier picture. Large sums are also contributed regularly by the federal government to inland waterways and air carriers in the form of mail subsidies and aids to construction and maintenance of facilities. The discriminatory nature of this latter situation has been recently recognized by the Department of Commerce in a report of December 1, 1949, to the President dealing with a coordinated federal transportation program. In which it was stated:

"In the case of water carriers and the air carriers there is no question but that as a result of Congressional policy and administrative action subsidies are being conferred and that these carriers are given a definite advantage over the railroads."

Your article nevertheless implies that this present day railroad disadvantage is offset by the fact that the railroads "were built at public expense through huge grants of land on which the railroads made a great profit. . . ."

However, I think that if you will review the history of the land grant situation you will agree that the above statement does not give a correct picture of the facts.

In 1850—a century ago—the government of the United States owned nearly 1,500,000,000 acres of land, most of which could be neither sold nor settled because it lacked transportation. Having tried for a generation to dispose of the land with small success Congress determined in 1850, to use some of the government's land, described at the time as "comparatively valueless if not entirely so," to encourage and assist in the building of railroads which would give value to all this land by making possible its settlement and use. That interest was served in notable degree by these grants to railroads, the first of which was made in 1830 and the last in 1871. Total grants to federal government amounted to 130,000,000 acres of land, the average selling price of which during that period was less than a dollar an acre.

In granting such lands, however, the government exacted what proved to be a very substantial *quid pro quo*. This was the requirement that railroads which had received land grant aid should carry government troops, supplies and other freight at 50 per cent of the regular commercial rate and mail at 80 per cent of the usual rate. It is commonly stated, both by government and railroad officials, that under this plan the money saved by the government equaled in each 10-year period the value of the land received by the railroad.

This arrangement continued until the Transportation Act of 1940, by which the railroads were accorded a measure of relief. In that act they were relieved from the obligation to transport government traffic and personnel at land grant rates, but with the important exception that such relief should not apply to the transportation of military or naval property of the United States moving for military or naval purposes and not for civil use, nor to the transportation of members of the military or naval forces of the United States or property of such members when such members are traveling on official duty. But as a condition to receiving even this limited relief the railroads by that act were required to file with the Interior department a release with respect to all their claims to public land not yet patented to them. In order to take advantage of this act Southern Pacific Company alone relinquished its claim to 2,000,000 acres of public land. It is evident that the government even at that time considered that it had been more than amply repaid by the carriers for the public land received by them. Thus, a press release issued on February 2, 1941 by the Interior Department states:

"Symbolic of the end of a mighty chapter in America's history, Secretary of the Interior Harold L. Ickes is preparing in effect to write, 'Account balanced—case closed' on railroad land cases in accordance with the specifications of the 1940 Transportation Act of Congress."

Despite the narrowing of the types of traffic subject to land grant deductions by the Transportation Act of 1940 there was for the next several years, as a result of the war, a tremendous increase in the amount of military traffic entitled to such deductions. So immense was this traffic that it was estimated that during the war years the government received every year in deductions more than twice the total value of all the lands granted to the railroads at the time they were granted. It was not until December 12, 1945 that the carriers were finally completely relieved by act of Congress from the obligation of giving the government reduced land grant rates.

To summarize, the government of the United States during the period of such deductions received in full and heaping measure the major benefit it sought from the land grants, namely, the settlement of the west and the binding of the nation. Furthermore, from a pecuniary standpoint the government over the years received far more than the total amount realized from the sale of the lands even after the building of railroads gave them value. Thus, if any great profits have been made from the operation of the land grant laws they have been made by the United States rather than the railroads.

A. T. MERCIER,
 President,
 Southern Pacific Co.,
 San Francisco, Calif.

The friction match was invented in 1827 by John Walker, an English apothecary.

The Columbia River, forming the boundary between Washington and Oregon, is believed to carry more water than all other American Pacific coast streams combined.

Scrap from the MENDING BASKET

By Vincent S. Martin

In the same mail which carried off the Scrap about the "Disaster Plan"—which was formulated by the mayors of Southern California after the Santa Barbara earthquake in 1925—there came a News-Review with the story of the "Combat of Simulated Disaster" scheduled for Boy Scout week, Feb. 6-12.

So right here I'd like to pay tribute to the way the Scouts rose to the occasion in the Long Beach earthquake of 1933. Our boys were too young, of course, to be in the Scouts, but I knew many who were, and heard much appreciation expressed for the untiring way in which the boys—in uniform—had done their job.

To be sure, I heard some Scouts speak disappointedly over the fact that all some did was "to run errands" (spoken in typical boyish tones!), but oh, how the errand runners helped! There was so much confusion, and so many errands needed doing! Some people congregated in the parks, in the public buildings, where the Red Cross went into instant operation, with the Salvation Army, the American Legion—every organization who could find a way to help, helping. But young feet ran errands! They fetched this and they delivered that; they found out this fact, and they reported that fact. And they had a grand time doing it, even the ones who worked till exhausted.

Of course, the great godsend to the stricken city was the fact that our blessed navy put—with in forty-five minutes—over three thousand sailors into strategic points all over Long Beach and in the outlying areas. It is incredible to think any looting could occur at such a time! But there was no more when young sailors stood guard everywhere with orders to "stop looting" . . . and render aid.

The bank windows were shattered; the store windows were piles of wicked jagged glass; the elevators couldn't run; the gas, water and lights were shut off instantly. (Thanks to the Plan—the fires were kept to a minimum. The electricity came on quickly, and the gas and water as fast as mains were tested).

Such an ounce of prevention can be thought of as one thinks of insurance. Good to have, but one hopes it will not be needed.

Now you Know!

The answers in everyday insurance problems
 By KEN BAILEY

QUESTION: My daughter has a saddle horse which is usually stabled at a riding club but which we recently kept overnight in our back yard. The horse got out of the yard and damaged a neighbor's yard and garden. We've paid for the damage but I understand there is an insurance which would protect us from having to pay damages of this kind in the future. Can you tell me about this policy?

ANSWER: The type of insurance you have in mind is called Comprehensive Personal Liability and it covers the acts of the person insured and those of his family including all minor children. You are also protected from damages resulting from acts of your dogs, horses or other animals. It is an excellent policy and no one should be without the protection it affords.

If you'll answer your own insurance questions in this office, we'll try to give you the correct answer and there will be no charge or obligation of any kind.

KEN BAILEY
INSURANCE AGENCY
 315 Pacific Bldg. Phone 398

Bill Tilden Arrested For Registration Failure

BEVERLY HILLS, Calif., Feb. 3.—(AP)—Ex-tennis star Bill Tilden, 56, was arrested here at the home of actor Charles Chaplin and charged with failing to register as a sex offender.

He posted \$100 bail. After explaining "I didn't even know I was supposed to register," he was taken to the hall of justice in Los Angeles for compliance with a new state law which requires all sex offenders to register with police.

Tilden was playing tennis at Chaplin's home.

Tilden was convicted in 1947 of contributing to the delinquency of a teen-age boy.

Three No Trump

PORTLAND, Feb. 3.—(AP)—The Northwest regional contract bridge tournament will be held at the Multnomah hotel Feb. 9-12 with Russell J. Baldwin of New York here to direct it.

Baldwin is national tournament director for the American Contract Bridge League.

Local league officials said eight single-session contests will be included in the 13 events.

the car to the garage. You line up and wait until finally an attendant comes along and tells you: "Might as well go somewhere else. We're full up." You go somewhere else. He's full up too.

The garage people explain it this way: "Everybody living out in the suburbs got caught in the storm, stored his car and put up at a hotel."

PROWLED the streets for three-quarters of an hour, and finally came back to the big garage near the hotel I'd tried first. "Look here," I said, "I'm from clear down in Southern Oregon and I've been storing my car here for years, I'm due at a meeting and I've simply got to have a place to leave it."

He looked me over with a fishy eye. "I've been working here for six years," he said, "and I never saw you before."

But he took me in and gave me a claim check.

Such is life in Oregon in one of the biggest storms in years.

LATER. The top headline in tonight's Journal says: "More Snow Coming, Biting East Wind Due."

Br-r-r-r! What wouldnt I give for those old ear muffs I left back East years ago!

KEEP YOUR MONEY IN DOUGLAS COUNTY

Money deposited with us remains in DOUGLAS COUNTY.

Investigate our banking services . . . our up-to-date protections against loss. Bank-by-mail, safe deposit boxes and night depository service are a few of the banking conveniences available for you today.

Douglas County State Bank

"Home-Owned, Home-Operated"

Member . . . Fed. Dep. Ins. Corp.

Interior Decorating . . . can be FUN!

By JACK JOSSE



ARMCHAIR STRATEGY

Not so long ago the townsmen used to gather in Coffee Houses and discuss the problems of their times. But today this practice has been replaced by those delightful discourses at home known as armchair strategy.

There's more to this armchair strategy than just talk. Chances above, graceful and stately as the trees from which they were fashioned, yet comfortable as house slippers, stand waiting to be pulled into viewing range at a moment's notice.

We've chosen our chairs with an eye to your taste, needs and comfort. Come in and look them over. We know you'll want several.

You need, always, several of the upholstered variety, and as many old chairs as you can find room for, to accommodate the armchair audience. These should be light weight for easy moving, and should be painstakingly

chosen to complement the other pieces in the home. If you like Chippendale, Hepplewhite, or Sheraton influence, have it by all means. They all blend perfectly with anything from Eighteenth Century to present day Modern.

The mahogany Windsor shown above, graceful and stately as the trees from which they were fashioned, yet comfortable as house slippers, stand waiting to be pulled into viewing range at a moment's notice.

We've chosen our chairs with an eye to your taste, needs and comfort. Come in and look them over. We know you'll want several.

JOSSES
 HOME FURNISHINGS
 111 N. Jackson
 Phone 330

The HISTORY of ELECTRICITY

IN 1857, PROFESSOR CHARLES G. PAGE INVENTED THE FIRST LOCOMOTIVE TO USE ELECTRIC POWER. HIS TRIAL RUN WAS OVER THE WASHINGTON-BALTIMORE BRANCH OF THE BALTIMORE AND OHIO R.R.

THE CALIFORNIA OREGON POWER CO.

THE GENERATOR HALL AT HOOPER DAM IS HIGHER THAN A 6 STORY BUILDING AND HOUSES A ROW OF GENERATORS THAT LOOK LIKE HUGE DRUMS SET ON END. EACH GENERATOR IS AS LARGE AS AN ORDINARY HOUSE BUT THE TREMENDOUS POWER OF THE WATER FROM THE DAM TURNS THEM EASILY.

How Many People Does Copco Employ?

1175