

The News-Review

Published Daily Except Sunday by the
News-Review Company, Inc.

Entered as second class matter May 7, 1920, at the post office at
Roseburg, Oregon, under act of March 3, 1879.

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Member of the Associated Press, Oregon Newspaper Publishers
Association, the Audit Bureau of Circulations
Represented by WEST-HOLLIDAY CO., INC., office in New York, Chicago,
San Francisco, Los Angeles, Seattle, Portland.
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SUBSCRIPTION RATES—In Oregon—By Mail—Per Year, \$14.00; six months, \$8.00;
three months, \$4.50. By News-Review Carrier—Per Year, \$12.00 (in ad-
vance), less than one year, per month, \$1.00. Outside Oregon—By Mail—
Per Year, \$17.00; six months, \$9.50; three months, \$5.50.

UNFAIR PROPOSAL

By CHARLES V. STANTON

The Department of Interior is proposing to Congress that payments to Oregon land grant counties from Oregon and California grant lands be materially reduced. It might be well for the counties to accept this proposal, providing it can be further amended to make it "honest." As now proposed it is dishonest and opens the door for bureaucratic extravagance at the expense of the counties.

The Bureau of Land Management, through the Department of Interior, proposes a 50-50 division of NET revenues from O & C lands. Bills introduced in Congress by Senator Guy Cordon and Congressman Harris Ellsworth provide for division of 50-50 GROSS revenue.

At present counties are supposed to be receiving 75 percent of GROSS revenue. Under the amended O & C reversion act, the federal government was authorized to retain 25 percent of revenue for management, 25 percent for retirement of accumulated indebtedness against the lands, while paying 50 percent to counties in which the lands are situated. The 25% retained for debt payment was to be paid counties after all debts were paid. Indebtedness now has been retired and counties are entitled to their 75 percent.

Receipts, however, have shown tremendous increase. Stumpage, which once sold for \$2 per thousand, now is going for \$20 or more. Furthermore, O & C lands are nearing their allowable cut, putting more and more timber on the market annually. The Department of Interior and Treasury Department are casting envious eyes upon the millions of dollars they now are being forced to pay counties.

Fair Compromise Offered

When it became evident that counties could not expect a 75 percent payment of gross revenues to continue, bills were introduced in Congress proposing a 50-50 division. Most of the counties agreed to this compromise. A few object. There also is a demand that the lands be surrendered to the State of Oregon. The Department of the Interior now proposes a 50-50 split of the net revenue, proposing to deduct from the gross the cost of administration, fire protection and amortization of capital improvements, which would include access roads.

It is estimated counties would receive around 32 percent of the gross income under this formula which, the BLM claims, still would supply revenue in excess of the amount obtained under the past arrangement, particularly as the full allowable cut is reached.

This formula, we fear, could be disastrous to counties, for, while a limitation of 25 percent is placed on management appropriations, various loopholes would permit the BLM to build up a top-heavy bureau at the expense of the counties, particularly in road construction.

Dishonest In Road Program

But there is a factor of dishonesty in the road program as proposed by the BLM. The amendment would cause the counties to share equally in the cost of access road construction. The proposal might have merit if it provided that the government should share on the same basis in construction and maintenance of county road systems used for log and lumber hauling. The system of access roads within the forest area would be useless were it not for the connecting state and county roads and highways. If the BLM wants to be honest in its division of net proceeds, it also should include in its deductions from gross income the expense incurred by counties in construction and maintenance of all county roads used for timber transportation. There might be some excuse for a split of net rather than gross proceeds under such a formula. Otherwise there can be no satisfactory excuse.

The BLM's proposal can be dangerous in opening the way for bureau extravagance, could dangerously impair the economy of the affected counties, and would treat counties unfairly in the matter of money for road construction. The bills now before Congress, providing a 50-50 division of gross receipts, afford the protection needed by counties and the nation's taxpayers, while giving the envious federal department a better compromise than morally deserved.



Now that Westminster Hall is in the news because of the late King's lying in state there, maybe some of the history of that ancient building may be of interest. It is part of the Palace of Westminster founded by the Anglo-Saxon kings, and was occupied by their successors down to Henry VIII. (It has one of the most famous roofs in the world, for one thing.)

The Hall was begun by William Rufus, son of William the Conqueror, in 1097 — 1097, think of it! — continued and extended by subsequent kings occupants until in 1291 much of it was destroyed by fire. It was rebuilt and remodeled by kings that followed. In 1398 Richard II supplied it with a new roof. . . It is one of the largest halls in the world with a wooden ceiling unsupported by columns. Its length is 290 feet, breadth 63 feet, and height 92 feet. The oak roof, with its hammer beams, repaired in 1820 with the wood of an old vessel in Portsmouth Harbour, is considered a masterpiece of timber architecture, both in point of beauty and constructive skill.

Westminster Hall now forms a vestibule to the Houses of Parliament. In it were held some of the earliest English parliaments, one of which declared Edward the Second to have forfeited the crown; and by a curious fatality, the first scene of public importance in the hall after its restoration

tion by Richard the Second was the deposition of that unfortunate monarch.

Most of the above is adopted from an old Baedeker. Wish I had space for more; the list of historical personages, familiar to us through reading, who were condemned to death in Westminster Hall, including another King, Charles the First.

The maximum snowfall in the United States occurred at Tamarack, Calif. in the winter of 1906-07. One drift measured about 74 feet deep.

The first theater in America at Williamsburg Va. was purchased in 1745 by a group of subscribers and given to the city to be used as a municipal court and city hall.

Some Guys Have All the Fun



Fulton Lewis Jr. WASHINGTON REPORT

(Copyright, 1951, King Features Syndicate, Inc.)

Washington — The resignation of Edward Barrett will not improve the Voice of America very much. Nothing will. The voice is still loaded down with refugees from the wartime Office of War Information that was directed by Elmer Davis but actually run by government-paid pinks.

No one, of course, is certain how many Communists worked for Davis nor how many of them are now employed by the Voice. There is great certainty, however, that the same kind of blubbery idiocy is still being broadcast, including a daily rundown for Europeans on what is new at the Stork Club. The Senate Internal Security Subcommittee is interested in all of this because it is investigating the Institute of Pacific Relations and other related organizations, such as Amerasia, the publication of Philip Jacob Jaffe that was used as a cover for pilfering thousands of secret documents from the State Department.

To get into the Voice of America I have to go back to 1947, when Senator William Benton was an assistant secretary of State in charge of the Voice. One of his chief assistants was William T. Stone, who was and still is employed by the Voice.

Thanks to the memory of the anti-Communist writer Julius Epstein and the files of Representative Fred Busby of Illinois, I can give you a square shot at Stone's record.

Busby said that Stone was a member of the editorial board of Amerasia from 1937 through 1941. Chairman of the board was Frederick V. Field; the managing editor was Philip J. Jaffe, who was indicted and fined for hoarding secret State Department files in his office in New York. This 1937-41 period, of course, included the era of the Hitler-Stalin pact, when Amerasia and Communist publications were screaming about the "imperialistic war" warning the U.S. to stay out of it.

Benton defended Stone when Busby called this to his attention. He said that nothing was wrong with Stone's connections with Amerasia, since the board of directors never met anyway.

Back in 1948 the House Committee on Un-American Activities called in Nathan Gregory Silvermaster, who had been identified as a member of a Soviet espionage ring.

By PAUL W. HARVEY JR.

SALEM (AP) — The long argument between the highway builders and the truckers over how much highway damage is caused by trucks will be settled scientifically next summer.

The tests will be started next August on a specially-built road 50 miles south of Pocatello, Idaho. The contract for building the test road was let last week by the Western Association of State Highway Officials.

The Western states each will contribute \$30,000. The rest of the \$500,000 total cost will be paid by the trucking industry, petroleum haulers and the Federal Bureau of Public Roads.

W. C. Williams, assistant Oregon highway engineer who is chairman of the WASHO advisory committee in charge of the project, said it would give engineers valuable data on whether they are over-designing or under-designing the highways.

On the test road, there will be pavement with five different thicknesses—8, 10, 14, 18 and 22 inches.

moded western highways that are only 6 or 10 inches thick. The test will demonstrate maintenance costs on these, as well as on stronger roads.

A similar test was made in Maryland last year. It showed that trucks with 22,400-pound axle loads cause six times as much pavement cracking as those with the legal 18,000-pound loads.

The western engineers will use the Maryland data, but they say it is far from being complete.

Guide For Legislatures

The Idaho test will give the western legislatures a guide to levy taxes on various types of motor vehicles. The Oregon Highway Commission says trucks cause a third of the road damage, but the truckers deny it. The test will show who is right.

"The test," Williams said, "will determine definitely and with positive factual data the type of design that must be used to provide maximum axle load weights on past, present and future highways."

It should save the states a lot of money, too. Chances are that the test will show highway builders how they can build the most road for the smallest amount of money.

If the test gives the legislatures the exact data they need for fixing load limits and apportioning highway costs between the trucks and passenger cars, the legislators will be most happy.

Disputes Absorb Time

Battles between the truckers, who want to carry bigger loads, and the highway engineers, who say loads are too big now for many western highways, take up a lot of time in the western legislatures.

The 1951 Oregon legislature boosted truck taxes about 25 percent after a bruising battle between the Highway Commission and the truckers. This bill will be on the November ballot, because the truckers attacked it by referendum.

The highway Commission says the proposed tax increase would make the truckers pay their fair share of construction and maintenance costs. The truckers say they are paying enough already.

The Idaho test will shed a lot of light on this argument.

Rail Freight Rates Hike May Slash Revenue

By FRANK W. VAILLE
WASHINGTON (AP) — A Washington congressman told the Interstate Commerce Commission Tuesday that additional increases in railroad freight rates may result in a net loss of revenues to the carriers.

"It is entirely possible," contended Rep. Horan (R-Wash.) in a letter to Commission Chairman John L. Rogers, "that less tonnage would move long distances because of the shorter hauls being featured by competing modes of transport."

In his letter, which he made public Tuesday, Horan flatly opposed the increase recently asked by the railroads.

Western lines are seeking a nine per cent increase and Eastern carriers want a six per cent boost. Hearings will open here Feb. 18 with oral arguments scheduled for Feb. 25.

Horan said the railroads have been granted 11 horizontal freight rate increases since June 30, 1946. It now costs \$693 to ship a carload of apples from Wenatchee, Wash., to New York, he said, as compared with but \$472.50 in June, 1946.

Disadvantages Cited
"If the pending petition is granted," he said, "our rate will be \$2.16 a hundred or \$755.37 per carload. This represents an increase of \$282.87 per carload in freight charges—or approximately 60 per cent."

The congressman said that the dependency of Western growers upon Eastern outlets means that each increase in the freight rates "places them at a greater disadvantage and, in effect, further removes them from their principal markets."

Horan suggested that should the commission find that certain lines are in need of additional revenue "such could be accomplished by revised division of the through applicable rates. In this way, the weaker lines could obtain the needed revenues."

Blood Pays For Traffic Tickets In Philippines

MANILA (AP) — Any red blooded Filipino can get a traffic ticket fixed in Manila.

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Two Oregon Convicts Foiled In Escape Try

SALEM (AP) — Two convicts were foiled Wednesday in an attempt to escape from the prison, State Penitentiary Warden Virgil O'Malley said Thursday.

O'Malley, who did not disclose the convicts' names, said that three convicts, using rubber composition, made masks of their faces.

Two of them put the masks on their pillows, so that guards would think they were still there. The warden said the third man apparently decided against escaping after he made his mask.

The two convicts who wanted to escape didn't even get out of the cell block, the warden said. O'Malley said the masks are perfect images of the convicts.

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NOTICE

Dog licenses are due the first of each year and for your convenience will be available at the following places till March 1st.

County Clerk's Office	Court House
Hebard's Market	Umpqua, Oregon
Camas Valley Store	Camas Valley, Oregon
Veda S. Meredith	Lookingglass, Oregon
Taylor's Hardware	Reedsport, Oregon
Hedden's Hardware	Scottsburg, Oregon
Taylor's Grocery	Elkton, Oregon
City Recorder's Office	Drain, Oregon
Mrs. Geo. Edes	Yoncalla, Oregon
Oakland City Police	Oakland, Oregon
City Hall	Sutherlin, Oregon
City Recorder	Glendale, Oregon
Post Office	Azalea, Oregon
Hamlin's Market	Canyonville, Oregon
Riddle Hardware	Riddle, Oregon
Alspough's Feed Store	Myrtle, Creek, Oregon

After March 1st a penalty of one dollar will be added and after June 1st, a two dollar penalty will be added for anyone owning or keeping any unlicensed dog over the age of eight months or any newly acquired dog over thirty days.

Anyone living within the city limits of the City of Roseburg must get your dog license at the City Hall.
GEO. WESEMAN
County Dog Control Officer

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