

The News-Review

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LEAP YEAR BABIES

By CHARLES V. STANTON

The "Friendly" Southern Pacific is "expecting." Twins, they call it! Leap Year babies!

Southern Oregon's famed "Nightcrawler" is to be the proud papa.

The sensational announcement, emanating from Portland headquarters, is that, starting Feb. 28, the "Nightcrawler" is to have a "modern lounge car with snack bar service," and a modern air-conditioned chair car with reclining seats and foam rubber cushions.

Now ain't that sumptin'? Too bad we can't see it in daylight!

Says the "Friendly" Southern Pacific: "We've gone all the way, and will add a lounge car with snack meal service too! This car will be placed in the consist between the chair car and standard sleeper, and ALL passengers are welcome to use it."

Just think of that! It's open to everyone! Maybe we should have a celebration!

Of course, the "Friendly" Southern Pacific doesn't explain that the equipment is hand-me-down stock, like everything else on the "Nightcrawler." But maybe we shouldn't be too critical. Nor is it mentioned that the snack bar service once existed on the "Nightcrawler" and is simply being restored. We're able to get this better equipment, in place of the Gay Nineties vintage rolling stock we've grown accustomed to, only because the Southern Pacific, "Friendly", recently discontinued a valuable service to the people of the Rogue River valley by taking off the run between Grants Pass and Dunsmuir over exceedingly vigorous complaints from the residents of that area.

Leap Year Proposal

The "Friendly" Southern Pacific is instructing its agents along the route of the "Nightcrawler" that "we can use some passengers too."

It proposes that the agents tell prospective customers about the "New Look" of the Leap Year Baby.

But, as a prospective customer of the Southern "Friendly" Pacific, we'd like to propose that, while it could use some passengers, we could use some service.

Don't misunderstand us! We're delighted with the fact that we're to have foam rubber reclining chairs and an air-conditioned coach, and a chance to fortify ourselves with coffee, sandwiches and doughnuts against the rigors of the midnight adventure, in which it takes us as long to travel 200 miles to Portland as to fly by a really modern means of transportation across the continent.

If the "Friendly" Southern Pacific wants some passengers, we propose that it give us, in addition to a somewhat better chair car and a restored snack bar, a decent schedule. It at least could afford, it seems to us, to furnish a separate locomotive to take its three-car passenger train through to Portland instead of subjecting passengers to the eight-and-one-half-hour ride interrupted by stops at every milk station with attendant jolting as cars are switched on and off.

It is shameful, we believe, that the fast-growing, industrially-rich Southern Oregon area should have only one passenger train, and that a combination freight-express-milk-passenger affair, even though it is now to receive cast-off chair car and buffet equipment which even at that becomes a major improvement, so low is the "Nightcrawler" down the line in the classification of service.

However, beggars can't be choosers and we've been begging so long for decent service from the "Friendly" Southern Pacific that we join with its officials in welcoming the "Leap Year twins" to which the "Nightcrawler" is giving birth.



Oh, oh! Can't blame that mistake on the gremlins in the line-type. My carbon copy shows I did it with my own little 'hatchet'. Of course I meant to say "DOUGLAS COUNTY COUNCIL" of the PTA was meeting in the Yoncalla high school on Saturday (Feb. 23). Sorry. Sometimes I write these scraps in a bit of a hurry, and re-read too hastily. I declare, I never have acquired a routine pattern such as I had in the other house. Now I type these scraps at any hour of the day or night—yes, night. More than once I've remembered as I lay peacefully thinking how good bed felt—Oh, I didn't get the Mending Basket written! Or maybe I didn't like what I had written. And so, I have rewritten the column at 2 in the morning or whatever hour it happened to be.

(Ed. and others, too, can't understand why I don't "write half a dozen ahead and then when you need one, all you have to do is use one of those." Just doesn't work out that way for me; I usually am two jumps ahead of the deadline, and, alas, sometimes only one! The News-Review is very nice about my failings in that way, never yet have I had a complaining word. (thanks, friends.)

Some poems sent in by readers would require permission to use, because of copyright restrictions. So if you do not see the one you have sent in to this column, you will understand why. I do appreciate the clippings and copied quotations. Here is one that has been reprinted without author credit. (Does anyone know identity of the poet?) I like it, don't you?

Love that is boarded moulds at last
 Until we know some day
 The only thing we ever have

Is what we give away.
 And kindness that is never used
 But hidden all alone,
 Will slowly harden 'til it is
 As hard as any stone.
 It is the thing we always hold
 That we will lose someday;
 The only things we ever keep
 Are what we give away.

New Drawing Slated For Columbia Farms

BOISE, Idaho — The Bureau of Reclamation has announced a new pickle-jar drawing to be held some time after April 6 for 42 federally owned farm units on the Columbia Basin project near Othello, Wash.

The units, 135 miles southwest of Spokane and 185 miles southeast of Seattle, are in the first blocks of Columbia Basin project land to receive irrigation water in 1953 from Potholes East Canal.

They vary in size from 51 to 115 irrigable acres and will sell for from \$708 to \$2,266, depending on size and quality of the land.

A public drawing will be held to determine which applicants shall have priority in buying the property from the government. Applications will be received from Feb. 21 to April 6 at the bureau's Ephrata, Wash., office.

CHARGE CHANGED

A charge of drawing a bank check with insufficient funds was dropped Thursday and a new charge of obtaining money by false pretenses was filed against Oliver F. Glenn, 39, Toketee Falls.

Arrested by Roseburg police, Glenn is accused of passing \$95 worth of bad checks in Roseburg.



Fulton Lewis Jr. WASHINGTON REPORT

WASHINGTON — Frantic propagandists in the press and on the radio, who try to destroy every ex-Red who writes or talks about what goes on inside the government party, are suffering considerable pain these days.

The cause of their discomfort is the Federal Bureau of Investigation. Almost fortnightly now the FBI pulls another counter-spy out of Communist party ranks to testify in public hearings or court trials set up for the discomfort of the comrades.

Herbert A. Philbrick was one example. After nine years in the party, he was called as a government witness in the 1950 trial of the 11 Communist leaders in New York. In his excellent book, "I led Three Lives," Philbrick relates his counter-agent activity inside the Communist party while working secretly very secretly — for the FBI.

A more recent example, and of equal importance, is Mrs. Bernice Baldwin, a part-time nurse who worked in the Communist underground up to the moment she took the stand 10 days ago as a government witness before the Subversive Activities Control Board. She was a first rate counter-agent, FBI spokesmen say. She told of Communist plans to set up an underground, designed to hinder U.S. military efforts, in case of war with Russia.

Mrs. Baldwin's appearance shocked the liberals and left wingers almost as much as it did the Communists. The Reds, following the court appearance of Philbrick, conducted a party loyalty purge. It was pronounced successful by party leaders, who assured Moscow that all the FBI agents had been routed from the ranks. But the FBI has continued to yank counter agents out of the underground for public inspection.

Prior to the appearance of FBI agents who operated inside the party, we had to rely on the testimony of ex-Communists, such as Whittaker Chambers, a former underground spy; Louis Budenz, former editor of the Communist Daily Worker; and Elizabeth Bentley, one-time Red courier who picked up stolen State Department secrets for the Communist high command to ship to Moscow.

All three of these prominent ex-Communists have been attacked and ridiculed by the bleeding liberals and propagandists, who consider a reformed Red even more reprehensible than a Republican. In fact, they seem to consider them even worse than a continuing Communist who goes right on trying to wreck the country by stealing our secrets for Russia.

Nobody except Communists, however, has managed to think up anything nasty to say about Philbrick or Mrs. Baldwin, or the other FBI agents who operate undercover. And yet, almost everything these loyal Americans have said is a reiteration of what Budenz, Chambers and Miss Bentley have been saying all along.

Budenz says the Communist party is directed from Moscow, is a gigantic conspiracy and that thousands of Americans cooperate with the Kremlin. He named names. For years, he worked, ate and conspired with the Americans involved. Miss Bentley and Chambers revealed the time, place and the data stolen by the Communists for transmission to Moscow. They named names.

For their pains they have been called liars, psychopaths, criminals and thieves. Some of the administration bleaters have even gone so far as to charge them with being Soviet agents, assigned

Hear Fulton Lewis Daily On KRRR, 9:15 P. M.

\$3 Million Paid Workers Before Job Was Begun

WASHINGTON — A Senate investigation heard Thursday that workers on a super-secret air base construction program near the North Pole collected more than three million dollars in wages before even reaching the job.

Lt. Gen. Lewis A. Pick, chief of Army Engineers, defended these payments as well as salaries at a rate of \$13,000 a year for laborers and \$17,000 a year for mechanics on the project.

Questions by Downey Rice, counsel for the committee—which was set up as a watchdog group on military spending—brought out the salary figures.

Rice did not indicate how many workers shared the three million dollars, but said they drew the pay while en route to the job by ship and airplane.

Rich said this project and another air base construction job in North Africa, known by the code name of "Atlas", already involved expenditures of about 100 million dollars.

Action Explained

Rice asked Pick why workers had been recruited at "premium

pay," sent to a center and then sent back home to await orders while getting "stand-by pay" that amounted to \$317,000 at the rate of \$4 a day a man. Their regular pay began when they left for the job.

Pick explained that it was necessary first "to carefully screen" each worker after he had been recruited, sent to a center to be briefed and then sent home to await orders after clearance.

"This was hazardous beyond anything ever encountered in construction," Gen. Pick said, apparently referring to the North Pole work.

He said it was necessary to transport the workers by both ship and airplane and that the ships needed icebreakers to get through.

"It looked like someone made a mistake by paying salaries in excess of three million dollars before the workers even reached the job," Rice said, and asked who was responsible.

"I am, sir," Pick replied.

He said the northern air base job was "something new, nobody had done anything like it before."

The general said he was rushed for time and thought "we had a chance of getting it done."

War Surplus Ship Deal's Profits Bared At Probe

WASHINGTON — Sen. Hoey, D-N.C., told his Senate investigations subcommittee Monday a group of U.S. political figures ran a \$101,000 investment in war surplus ships into a 3 1/4 million dollar profit in three years.

Hoey made the statement at the opening of public hearings on the deal.

He said the purpose of the hearings is to determine whether the deal was "consistent" with law; "whether federal taxes were avoided" on the profits, and "to inquire into the legal, brokerage and other fees" involved in the transaction.

Hoey's statement was the first public mention of \$3,250,000 as the profit on an eight-ship deal.

Joseph E. Casey, Washington lawyer who has acknowledged he headed the group which got the right return, had spoken previously of a \$2,800,000 profit on five of the eight oil tankers involved.

Casey, has named as others who shared with him in the profits Adm. William F. Halsey, World War II hero; the late Edward R. Stettinius, Jr., war time Secretary minister to the U.S. embassy in France; and Julius C. Holmes, London.

Casey, a former Democratic House member from Massachusetts, sat among spectators in the hearing room as Hoey read an opening statement.



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Local News

Dad's Club To Meet — Fullerton Dad's Club will meet Monday evening at eight o'clock. There will be a discussion on the bond issue. All members are asked to be present.

Home From Hospital — Russell Reid was discharged Monday from Douglas Community Hospital, after nearly three weeks time. He is now at home to his friends at 103 E. Roberts St. Previously he had been hospitalized in Portland. He said he is getting along nicely now.

Meeting Canceled — The meeting of the George Starmer Camp and Auxiliary to United Spanish War Veterans, which was to have been held Monday evening, has been canceled on account of the number of members out of town and the number who are confined to their homes by illness.

Leave For Portland — Attorney and Mrs. Paul Geddes, Attorney and Mrs. George Neuner, Attorney and Mrs. Edward Murphy, Attorney Spencer Yates, Attorney and Mrs. Carl Folker, Attorney and Mrs. William Green and two children, Attorney and Mrs. Thomas Harfield and Attorney Charles Woodrich of Roseburg, have left for Portland, where the attorneys will attend the Oregon State Bar Legal Continuation Spring Session. Attorney Woodrich was accompanied as far north as Eugene by his wife, who remained there to visit friends.

Negro Belittles His Strength In Rescue Feat

HOUSTON, Tex. — A 6 feet, 1 inch, 220 pound Negro who wrenched apart a steel truck cab to free the trapped driver doesn't think the exhibition of strength was so unusual.

"A man can do almost anything in an emergency," Charles D. Jones, 33, Houston, said.

Jones appeared at the scene of an accident near here Tuesday as flames threatened to sweep the wrecked truck. After prying apart the telescoped cab with his bare hands and back, Jones disappeared before anyone could thank him or get his name. He was identified Wednesday.

Famous Proclamation Copy Brings \$18,000

NEW YORK — The first engrossed copy of the Emancipation Proclamation—later rewritten because two words were wrong—brought \$18,000 at an auction of Abraham Lincoln relics Wednesday.

The document, signed by Lincoln, went to Charles Scribner's Sons of New York on the last day of a two-day sale at Parke-Bernet Galleries of the vast Lincoln collection assembled by the late Oliver R. Barrett of Chicago.

The 842 items in Barrett's collection brought a total of \$273,610.

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