

The News-Review

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JUST A GENTLE HINT

By Charles V. Stanton

There's an old gag about the rooster that discovered an ostrich egg in a neighboring yard. After rolling it to his own pen, he called his harem around him and said, "Now look, gals, that's the way it's done by our neighbors."

It may not be a very humorous story, but it serves to illustrate a point. We have in mind a hint—a very gentle hint, you understand—to the Oregon Utilities Commission.

In our neighboring state of California, when the Southern "Friendly" Pacific asked to be permitted to abandon four trains between Oakland Pier and Sacramento, the California Public Utilities Commission said nothing doing. Not only did it turn thumbs down on the "Friendly" Southern Pacific's application, but it issued a five-point order to get down to brass tacks and serve the customer, and gave 80 days for compliance, reports *Trainman News*.

Declaring that a common carrier has a public duty and obligation to provide service, the commission ordered the railroad company to:

1. Replace the trains it sought to discontinue with modern self-propelled diesel passenger cars.
2. Speed up train service generally between the two points.
3. Refurbish its main morning and evening trains between the two cities "to a standard comparable to modern railways passenger equipment."
4. Establish bus passenger service between San Francisco and its East Bay stations in Oakland and Berkeley.
5. Modernize Oakland Pier passenger terminal facilities.

The Southern Pacific "Friendly" has applied for a rehearing, requesting that the decision be set aside and annulled.

Better Treated In Oregon

When the "Friendly" Southern Pacific wanted to discontinue a passenger train between Medford and Dunsmuir, it had little trouble getting permission. For long years it has given Southern Oregon, now one of its principal sources of freight, about as lousy passenger service as it is possible to imagine. But does our Public Utilities Commission do anything about it?

So to our hint: "Take a look, boys; see how it's done by our neighbors!"

Attention of the "Friendly" Southern Pacific was called, we are informed by *Trainman News*, to the fact that private automobiles were making the trip between Oakland Pier and Sacramento faster than the trains. Why here in Oregon a car can make it from Roseburg to Portland before our "Nightcrawler" can get out of Douglas County!

The California Public Utilities Commission tells the Southern "Friendly" Pacific that passengers deserve reclining foam-rubber seats, adjustable foot rests and rubberized floor coverings, in addition to faster schedules and modern equipment. Shades of Jehosaphat, what they would do to our "Nightcrawler!"

Diesel Service Justified

We have long urged that the "Friendly" Southern Pacific set up an interurban-type diesel car service in Southern Oregon. We realize that steam trains cannot be profitably operated on a local passenger run. If the S.P. "Friendly" is to as much as break even on passenger service, it must make it more convenient and pleasurable to ride the train than to use private cars, busses or planes. Well-timed schedules, good equipment and reliable service, we believe, would do that very thing.

But—and on this point we can agree with the officials of the "Friendly" Southern Pacific—there would be no big profit in any passenger service—even the best. But we agree also with the California Public Utilities Commission that a common carrier has a public duty and obligation to give the best possible service.

We recently finished reading the book "Southern Pacific" (without the "Friendly") by Neil C. Wilson and Frank J. Taylor. We greatly appreciated the book, which was a gift to us from S.P. officials. It was transmitted to us with the comment that they thought we would find it interesting, although they did not agree with all the statements and conclusions.

We did enjoy it. We recommend it for good reading. We are grateful for the gift.

We draw one definite conclusion from reading the history of the "Friendly" Southern Pacific. The company is and always has been after the Almighty Dollar, regardless of all other factors. Perhaps that is one point on which officials disagree with the authors. But it might explain the "Nightcrawler" and the action, or lack thereof, on the part of our Public Utilities Commission.



The Douglas Centennial plates with the map of Douglas county on each one, must be going like the proverbial hotcakes, and why not? They will be more valuable as years pass, and an interesting souvenir for anybody and everybody! The first one I saw came from Eleanor Welborn's studio in Glendale, but yesterday we visited the Gladys Workman studio on highway 38, two miles north of Scottsburg. YOU will be welcomed as cordially as we were!

In the four days after the Workmans returned from the Hobby Show in Los Angeles where they exhibited, a hundred and fifty people visited, pieced, and otherwise enjoyed talking about ceramics. "Writers," painters, musicians, and many other types, but all keen about ceramics!"

The Workmans ship in the clay from Kentucky and other points, and do everything from start to finish right there. So do their students if they wish, or the pieces can be picked up at any stage and

"Tsk, Tsk, They COULD Kill Each Other—I Hope!"



Fulton Lewis Jr. WASHINGTON REPORT

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

WASHINGTON — The public is hearing and reading a lot these days to the effect that General Douglas MacArthur, in his keynote address to the Republican national convention, will promote the candidacy of some particular individual.

It's hogwash. He will do no such thing.

Some irresponsible followers of Senator Robert A. Taft are saying General MacArthur will use his keynote position to sing praises for the Ohioan. Some equally irresponsible followers of General Dwight Eisenhower are saying he will do a verbal stiletto job on Ike.

Both views are unfair to the keynote general. To assume that MacArthur would use his unmatched oratory to promote a candidate is to belie the general's character. He will be speaking for the Republican party, in the traditional fashion of a keynote, who sets the course for his party in the fall campaign. He also will be addressing the American people from one of the broadest forums accorded him since his memorable address to Congress on his return from Japan.

Naturally, the general's remarks will be sifted by his political opponents for hints of favoritism. The Eisenhower forces, by their complaints over his selection as keynote, already have served notice of their hyper-critical reception to his remarks. They had better hold their tongues.

The high winds of praise for the various candidates, including favorite sons and other extraneous political figures with White House ambitions, will be delivered in the nominating speeches.

In the case of Senator Taft, Senator Everett Dirksen, Republican of Illinois, will do the nominating honors; Senator Duff, Republican of Pennsylvania, is a likely candidate for placing Eisenhower's name before the delegates. So there will be no dearth of praise for the principals involved in the race.

General MacArthur is as aware as anyone else that whoever is nominated will need the support of all factions of the Republican party if he expects to win in November. MacArthur accepted the keynote assignment with the idea of helping promote the GOP cause, not to wreck it by driving a wedge between Taft and Eisenhower. He has already expressed his sentiments in a mild fashion, by stating that if he had been voting in the South Dakota primary it would have been for the Ohio Senator. He has, on occasion, praised Eisenhower, but not as a politician, which is any man's choice.

In this respect MacArthur reflects the nature of almost everyone else who will be in Chicago. He holds certain views about both men and is not afraid to speak his mind on which one he prefers. This does not indicate a hatred for the other, despite various publications that have been trying to build up a MacArthur-Eisenhower feud. Strangely enough, all these stories have been printed in newspapers.

patience. He said, "I've time, and I never get tired of looking at the things myself!" He laughed when I said there must be a big investment in the work there. "This thing was just a hobby at first, then Gladys was doing it for fun. Well, it's still fun all right, but it's work, too!"

My present ambition? To do one of those plates. I can dream, can't I?

Umpqua S. & L. Elects Officers, Fixes Dividend

Umpqua Savings and Loan Association, at its 35th annual meeting held in the association's office Wednesday, elected the following officers:

M. E. Ritter, president; H. V. Wimberly, vice-president; G. O. Pargeter, secretary-manager; J. J. Miceli, treasurer; A. N. Orcutt, attorney.

W. F. Harris, Wimberly and Ritter were elected appraisers, with Philip Harth as a substitute appraiser. H. C. Berg, G. C. Finlay and Guy Cordron were elected directors for the three-year period.

Hold-over directors are George W. Neuner, Harth, recently elected to fill the unexpired term of Sam J. Shoemaker; B. R. Shoemaker, Pargeter, Wimberly and Harris.

The 35th annual report shows the association increased its assets \$289,352, the assets of June 10 being \$2,601,426, as against \$2,312,073 on June 10, 1951.

Because so large a number of investors were added to those of the previous year, it was possible to expand considerably the association's ability to make loans to home owners in this community by advancing \$1,246,186 to 364 borrowers to buy, build and remodel their homes, said Pargeter.

In the year ending June 10, 1952, the association had its most useful year in mortgage lending, he said.

Earnings paid out credited to accounts or reserves on June 10, enriched the savers and investors by \$109,778.

The annual dividend declared was 4 percent. The association has not missed paying an annual dividend in its 35 years of existence, stated Pargeter.

The annual report will be published shortly after June 30.

Toad Gets Into Bay State After Governors Talk

ALBUQUERQUE — Elmer, the horned toad, was just a lounge lizard on a luxurious airliner Friday, getting around a law which for weeks has kept him from young fans in Massachusetts.

It all started when some West Newton, Mass., third graders asked for a real New Mexico horned toad. New Mexico picked Elmer. But someone dug up a law forbidding shipment of horned toads from the state.

Thursday, Massachusetts Gov. Paul Dever conferred with Gov. Edwin McChesney, with Dever inquiring mostly about Elmer's ancestry.

Elmer was incensed. After all, he's a Genus Phrynosoma (horned toad), which is more than the Cabots and Lodges can say.

That satisfied Dever, and an attorney general's opinion that no horned toad has ever been prosecuted for jumping the border satisfied McChesney.

There was one gimmick: Elmer had to have a travelling companion. Beautiful airline hostess Jean Adams filled the bill nicely. They took off Thursday night.

In the Day's News

(Continued from Page One)

weeks back that they have now BUILT UP their shattered armies. They are stronger now, he said, than they have ever been.

Anyway, watch it.

The situation is such that a new phase of the Korean war could be beginning.

At the moment, watch the Communist air force.

While we were smacking the power plants along the Yalu, more than 200 swept-wing MIG-15s were parked on a Manchurian air base just across the river, in plain sight of our pilots who were doing the bombing. Not a single MIG took off to fight back.

What that means, only the Reds know. But it isn't kosher. Something is still in the wind. What it is, time will tell.

After that, back to politics.

The Library of Congress opens the doors on an exhibition that it calls "campaign banners, buttons and badges." It is a review of the catchwords and symbols that have stirred the nation's political blood and helped make Presidents over the past 125 years.

One exhibit has to do with the campaign of 1840, when William Henry Harrison ran as a Whig against Martin Van Buren, Democratic candidate for re-election. The Whigs made an issue of government extravagance, pointing out that the cost of federal government was already \$6.26 per voter and charging that if Van Buren was re-elected the cost per voter would rise to \$17.77.

I wonder what would have happened if somebody then could have looked forward to the PRES-ENT cost-per-voter of the federal government. I'm afraid there would have been a lot of what were then called apoplectic strokes.

But the big issue wasn't the cost of government. It was the haves against the have-nots. Harrison, although he came from an old and distinguished Virginia family, was pictured to the voters as a rough frontiersman and soldier who lived in a log cabin and drank hard cider. Van Buren was painted as an aristocrat who wore corsets and silk stockings. Harrison licked the socks off of Van Buren.

Harrison, when elected, took his responsibilities as manager of the White House quite seriously and insisted on doing the marketing himself. He would rise early in the morning and walk to the vegetable markets.

One chilly day (less than a month after his inauguration) he went to the market, basket on arm, without an overcoat and caught a cold that developed into pneumonia and he died of it. His administration (lasting only 30 days) was the shortest of our history.

It sounds like exhibitionist stuff, but the odd part of it is that Harrison was honest and sincere and really believed the people wanted him to get rid of inefficient and too-numerous government employees. His marketing stunt was designed to set an example of thrift.

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