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ATOMIC BOMBS AND SALMON

Charles V. Stanton

The theory that salmon runs in our coastal streams are essential to production of all species of fish, because of their fertilization effect, has been discussed previously in this column. This theory is one needing more scientific study. If it is true, radical changes should be made in fishery management.

Experts with whom we have discussed our theory are not all in agreement. For the most part they seem to think that while the fertilizer effect has some influence, it cannot be considered a controlling factor. On the other hand, a few will agree with the idea.

Knowing our interest in this theory, Phil Schneider, state game director, writes of an interesting discovery by the Atomic Energy Commission at Bikini Island.

Studying residual radioactive material, following atomic explosions at the atoll, the Commission has discovered that small particles of material are found in areas over which large volumes of water have passed. Normally, the washing by fresh water would be expected to remove all radioactive traces from the area. Instead the material persists.

Food Values Shown

Atomic explosions at Bikini killed large numbers of fish. These carcasses would have become radioactive. As the carcasses disintegrated they doubtless became food for various forms of aquatic life. These were, in turn, eaten by fishes, thus preserving material at the scene, despite continued washing by fresh water.

This evidence would substantiate the theory that fertilizer effect is provided by carcasses of spent salmon. There still remains the question, however, whether fertilization is a controlling factor in preserving a stream's capacity to support fish populations.

It is our belief that conclusive proof exists in the history of the Umpqua River.

The Umpqua was once one of the world's best fishing streams. It had abundant fish populations—salmon, steelhead and trout.

For a period of about 20 years the Fish Commission maintained racks at Rock Creek and halted the upstream progress of salmon migrations. As a result the upper river received no fertilization from the carcasses of salmon. As salmon die after spawning, and their carcasses, rather than decaying, disintegrated in cold water, ample food is available for crawfish and other aquatic life.

Bottom Feed Reduced

After several years of removal of salmon runs because of the hatchery racks, crawfish disappeared almost completely from the upper river. Crawfish furnish the main diet for steelheads. With the disappearance of crawfish, steelhead runs began to diminish. Today we find the summer steelhead run to be critically depleted.

Since removal of the racks, permitting salmon to migrate upstream, crawfish are coming back in considerable numbers. It will require several years to get them back in abundance. Whether steelhead runs can be restored in the face of steadily increasing angling pressure, coupled with other detrimental factors, is something that only time—considerable time—will reveal.

But, if the theory is true that the amount of fertilization a stream receives from salmon migration is the chief controlling factor in maintaining fish populations, then management of all our coastal streams should be revised to permit a larger escapement of salmon.

The current practice is to permit only sufficient escapement to reproduce the parent run. It is contended that escapement in excess of that requirement is an economic waste.

We believe that this practice is contributing to the decline in fish population of our coastal streams and that its continuation will, in time, bring about a critical condition.

Closing coastal streams, other than the Columbia, to commercial fishing, an issue expected to come before voters of the state in the near future, would, by increasing escapement, we believe, afford opportunity to measure the fertilizer effect of migrating salmon on a stream's productive capacity.

Hal Boyle

WASHINGTON (AP)—Anybody for tennis?

Well, Theodore Francis Green of Rhode Island is. At 86, Green, the oldest U. S. senator, says tennis is still his best sport—and he prefers to play singles.

"But it is hard to find a good opponent," he complained mildly. "I got out on the court only once last year."

The senator hates to miss his tennis because that leaves him only one other athletic exercise—swimming.

"I have given up high diving and wrestling, which was my second favorite sport," he said, "and I just never seem to find the time to go mountain climbing any more."

"I'm interested in too many things—that's my trouble. I like to wander in so many alleys of life. I feel I ought to read this, or do that, I'm curious about everything. I don't know whether it's a good habit or a bad one."

Green, a gray-mustached little man with the spirit of a thirly cricket, is in many ways the most unusual member of the Senate. Descendant of a three-centuries-old New England Yankee family, he is a new deal Democrat, a bachelor, and one of the five wealthiest senators. Yet he walks 2½ miles to his office every morning, and usually takes a bus or trolley car home.

Few men in Congress can match his active social life—"I rarely dine alone"—and few have traveled abroad more widely on official missions. A younger congressman who made one trip with him said:

"He wears us out. He's up early and late—and always as fresh as a daisy."

Green, who recently returned from visiting 13 South American countries, likes to eat native dishes wherever he goes.

"I love to meet people and get to know them," he said, "and the best way to get people to accept you as one of them is to follow their customs."

The senator, who began his career here in his 30th year, rarely makes speeches, but is meticulously busy in committee activities, where the real work of Congress is done.

"The senate is his life," said Sen. Lyndon Johnson of Texas, Democratic leader. "He is one of the wisest men here, and we all learn from him. He is very gentle in his manner, but very firm of principle. When it is time for a position to be taken, you won't find Sen. Green heading for the door. And you never have any trouble listening to him if a close vote is coming up."

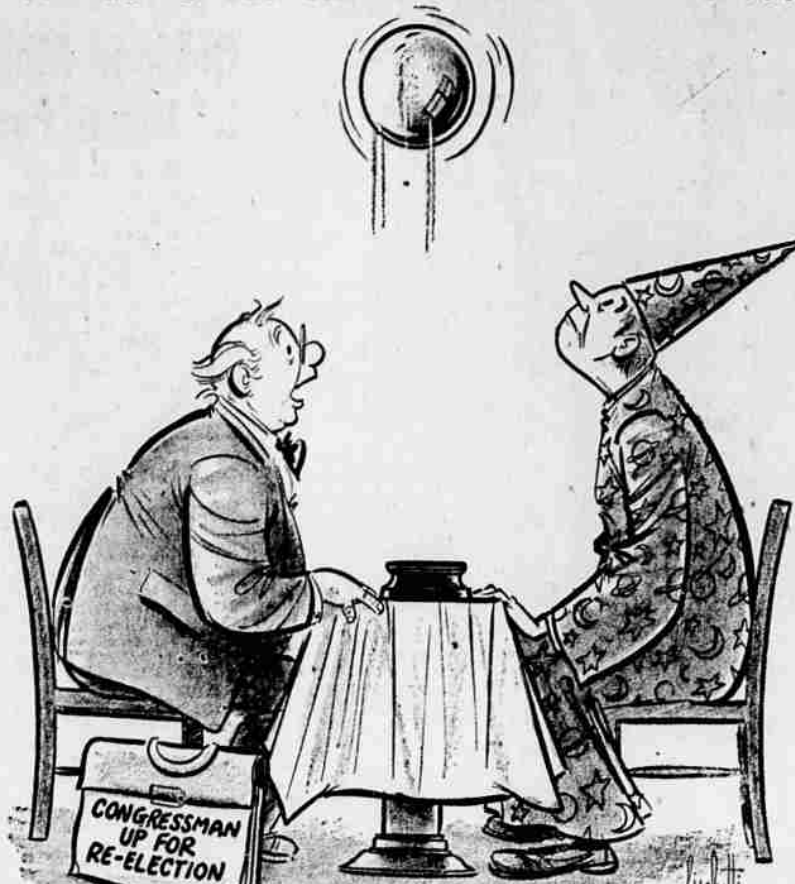
"He is younger than many a man of 60."

Green feels that one way to retain a youthful outlook is to have both an indoor hobby and an outdoor hobby.

"My present indoor hobby—my latest and last love—is Chinese paintings," he said. "But I have collected things all my life, from stamps and shells and seaweeds to etchings and books on Rhode Island history."

Interesting items in his past collections: A piece of the Atlantic cable, a bottle of water from the river Jordan, and a glove he wore as a boy when he shook

"So Much for Business—Now About November . . ."



Peter Edson

WASHINGTON (AP) (NEA)—There's still some uncertainty as to just what President Eisenhower's proposal for a new law to take away the American citizenship of convicted Communist conspirators would do to them. When a person loses his citizenship, he becomes an alien, even though native born. He could be deported, if arrangements could be made with any country to take him. Otherwise, he couldn't get a passport.

Remaining in the United States one of these noncitizens would lose his civil liberties, including the right to vote, serve on juries, or hold public office. But he would not lose his protection under the Bill of Rights, which is extended to aliens as well as citizens under the Constitution.

Only a few states now deny noncitizens the right to own property. But they would have to pay taxes like anybody else.

Aliens ordinarily can't get licenses to engage in the practice of medicine, law or any of the licensed trades like barbering. But noncitizens could probably get licenses to drive automobiles.

If President Eisenhower's newly requested law to take away citizenship is passed soon enough, it will be applied to the 21 American G.I.'s who voluntarily chose to remain with the Reds in Korea. Plans are being made to charge them with desertion and to declare they have forfeited their U. S. citizenship.

Reliable reports from Tokyo now indicate that Corporal Claude J. Batchelor, who left his group, may have been one of their leaders. At first it was thought the others would promptly follow.

It is now believed the 21 are being held under real compulsion. But it is hoped that at least seven of them may make a last-minute break for freedom.

Both mink and what is reported to have been muskrat graced Capitol Hill the day President Eisenhower addressed Congress. Newlywed Massachusetts Senator Jack Kennedy's wife donned a mink stole for the occasion, but didn't bother with a hat.

Newlywed Senator Joe McCarthy's bride arrived at the Hill wearing a honey-beige chapeau and a fur jacket. She didn't wear the jacket into the Congressional gallery. Inquiries by fashion writers at the senator's office brought forth: "Go ahead and say it was muskrat."

Navy has identified the officer considered the most publicity-hungry man in the service. He is Lt. Comdr. Eugene Parks Wilkinson, who will command the first atomic submarine, the USS Nautilus.

He has been swamped by literally thousands of requests for hands with President Rutherford B. Hayes.

"Unfortunately, I shook hands with Hayes with my right hand but found later I had saved the left hand glove," he said. "It seemed quite a tragedy to me when I first discovered my mistake—but I have gotten over it."

President Hayes died in 1893. Sen. Green, who once taught Roman law at Brown University, has a long view of history and is optimistic about the future.

"There is a threat to the world in the conflict between liberal and reactionary forces," he said, "but I think the liberal forces will prevail."

"Things may not be as efficient as under another form of government, but the people are happier. And that's the test. The world is progressing. It is a wonderful thing merely to be alive in it and to have a chance to help make it better."

The senator takes with wry aplomb his reputation of still being one of the capital's most eligible bachelors.

"It is because of my sweet disposition," he asked with a cricket grin. "or because I could pay a wife's bills?"

WASHINGTON (AP) (NEA)—There is no depression in my view. I believe the national economy will be strong and healthy throughout the year.

That falls into the classification of what the PEOPLE are thinking and planning and doing—which, I think, is far more important than what the crystal ballers and the politicians are saying.

A "council" set up to study the postal situation reports to the senate postal committee. It urges restoration of two mail deliveries per day.

In view of the fact that our postal system runs heavily into the red every year and has to be subsidized by the taxpayers, I wonder just how many people are really yelling bloody murder for two deliveries a day—which will INCREASE the deficit. Personally, I believe I'd rather read all my bills AT ONCE, instead of getting two installments of them every day.

KNOW I'd like to have my taxes reduced—which can't be done safely unless we go on cutting government expenses.

The finance ministry in Paris reports to the French government that Frenchmen traveling abroad spend 20 billion francs every year where foreigners traveling in France spend only 18½ billion francs annually.

France is broke. Maybe it wouldn't be so badly broke if more Frenchmen stayed at home and worked and produced.

Incidentally, World War I vets will recall that when they hit France some three and a half decades ago the franc was worth 20 cents. The 20 billion francs the French spend traveling abroad amounts to somewhat more than 50 million dollars. If you'll get out your pencil and go to work pointing off 20 billion francs with a value of some 50 million dollars, you'll discover that the franc is now worth considerably less than one cent.

That's INFLATION for you. One reason so many Frenchmen are traveling abroad is that because of long continued inflation prices in France are now so high that it's cheaper for Frenchmen to travel abroad than to stay at home.

WASHINGTON (AP)—Secretary of State Dulles said Monday the United States "would have been justified in fighting the Korean War without the help of the United Nations allies if that had been necessary."

"If we had to do it, we would have been justified in doing it alone," Dulles told a Senate Foreign Relations subcommittee at a public hearing.

Dulles said he is not "entirely satisfied" with the aid this country did receive in men, money and munitions from other United Nations allies in the Korean fighting.

All this on labor sounds pretty good in view of the ridiculous idea that the Republicans are anti-labor and the Taft-Hartley "slave" labor law has been in effect.

Add to Reuther's statement the fact that during the first ten months of the Eisenhower administration the time lost by strikes dropped to 21,400,000 man days as compared by 56,700,000 in the corresponding period in 1952. The number of workers involved in strikes dropped to 2,140,000 in the same period from a total of 3,450,000 last year.

From where we sit, but admittedly we are somewhat prejudiced, Mr. Eisenhower and his assistants are doing mighty well.

In The Day's News

(Continued from Page One)

spent this year and the other 40 per cent by the fall of 1955. G.M. President Harlow Curtice says:

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Howard Hughes' Worlds Largest Flying Machine Is Yet To Undergo Supreme Test

By JAMES BACON

HOLLYWOOD (AP)—This is the story of Howard Hughes and his Spruce Goose, the world's biggest airplane, and how it flew. Or almost.

It's also the story of how Hughes, who keeps making news while seeming to shun the spotlight, stepped into its full glare and proved that he can talk when he has to.

His plywood monster, also dubbed the Flying Lumberyard, was begun in 1943 at a time when aluminum was scarce. So far it has cost taxpayers 18 million dollars and, says Hughes, another 23 million of his own money.

In 1943 it was the biggest flying boat ever built—and in 1954 it still is. So far it's just a vast white elephant. It doesn't fly, yet last fall it cost Hughes an estimated five million dollars in repairs when a broken dike poured 39 feet of mud on it.

Hughes' contributions to the history of aviation—speed and round-the-world record flights—rank him with outstanding air pioneers. But if this big ship fails to get in the air again, it could easily make a futile public reminder only Hughes' folly.

But he's confident that she'll fly, and with him at the controls, Airmen who know him won't bet against it.

This boat is an overwhelming thing. An AP reporter who first saw it in 1945 recalls:

"At first look, you feel like the fellow who saw a giraffe for the first time—there ain't no such animal. I thought I was looking at the biggest wing I had ever seen. Then I discovered that it was only looking at the aileron, the movable control portion that hinges along the rear edge of the wing. I re-

member how well the plywood was fitted, as neatly as a mandolin." Hughes, who designed the ship, used high-frequency radio waves to uniformly boil the glue in joining the plywood.

Here are some statistics: Weight—425,000 pounds. Wingspan—320 feet, just big enough to touch both goalposts on a football field.

Hull—220 feet long, 30 feet high, 25 feet wide.

Engines—eight of 3,000 horsepower each.

Gas load—14,000 gallons, enough to drive your car around the earth more than eight times if there were a highway at the equator.

Pay load—750 soldiers fully equipped or a 60-ton tank.

The plane was built at Hughes' Culver City plant. It cost \$58,000 just to haul the wings and fuselage 25 miles to Los Angeles harbor.

The press was invited to go along

on taxing tests Nov. 3, 1947. Tests over, the newsmen disembarked to file their stories.

"The last reporter had barely got off the ship," recalls the AP staffer on the scene, "when Hughes revved her up again and took off across the harbor with about 30 associates aboard. He lifted the plane about 70 feet in the air, skinned a mile around the harbor and dropped her down again."

Later Hughes explained: "The buoyancy felt so good that I just decided to take her up."

Earlier Hughes had told reporters he wasn't sure the plane would get into the air.

"No one can be certain that an experimental plane will fly," he said.

Six years later, this is what Hughes says about the big flying boat:

"I was not required under the original contract to put 5 cents into this project. I have invested millions because I believe in the future of aviation in this country. I have no hope of recouping any of the money I have spent on it."

Hughes adds that the big ship is nothing more than a flying laboratory for big-ship construction.

"I think its future value, if it is successful, will lie in the technique and engineering information which I hope it will provide," he said.

"History shows that year by year, larger and larger airplanes are being built. Since this airplane is larger than anything heretofore built, I hope it will provide a very definite and important advance in the art and know-how of large plane design and construction."

Hughes Aircraft has successfully tested a jet helicopter, the world's biggest. This flying windmill can carry bridge sections, trucks and heavy armament to bolster sagging infantry positions in a hurry.

Hughes watched recent tests of this craft from a nearby beach. He declined to pose alone with the ship for photographers.

Pointing to a group of engineers and test pilots, he said: "I don't want to go to men who designed and flew this ship. I don't deserve any bows."

It was the big flying boat that put Hughes so brilliantly in the limelight. That was when he tangled in 1948 with the U. S. Brewster, the chairman of the Senate war investigating committee.

The investigation uncovered the peccadillo of many big names and exposed the corruption of Maj. Gen. Bennett Meyers, who would up in jail, although a civilian, for having accepted a bribe from Meyer, Hughes, publicity man and party arranger.

The usually retiring Hughes turned into a roaring tiger at the hearings and so-called Brewster that the Maine Republican, without the investigation.

The committee accused Meyer, the public relations man, of spending \$169,661 of Hughes' money in entertainment of high military officials.

Hughes countered that the entertainment followed issuance of contracts and never before. He added:

"So far as I know there is no law against a man spending his own money to entertain his friends."

Then, proving himself a master of the insinuating question, he asked Brewster:

"And, incidentally, since you think it is so horrible for anyone to accept my hospitality, why don't you tell about the \$1,400 worth of airplane tickets which I requested and accepted from me?"

He said that his companies finished 200 millions in war contracts without having to pay a cent of excess profits tax. Then he asked:

"Do you know what the net result of my years in the airplane business has been? 14 million dollars loss. I don't think I have been defrauding the government."

Next: The Inaccessible Man.

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NEW JOB FOR MORSE

Oregon Senator Member Of Anti-Administration

By A. ROBERT SMITH News-Review Correspondent

WASHINGTON (AP)—In the political strategy which will govern the approach of the Democrats in the U. S. Senate, where they have numerical control, to the programs sent to Congress by the Eisenhower administration this year, a special usefulness has been found for Sen. Wayne Morse.

Still calling himself an independent, and remaining technically aloof from the organization machinery of either major party, Morse is a member of the anti-administration coalition whose makeup is as changeable—as often as threatening—as the weather.

This coalition usually comprises many Democrats, liberal and conservative, a sprinkling of conservative Republicans and the Oregonator.

The changeableness of the coalition is dictated by the issue of the moment. When Eisenhower presses for additional foreign aid, the anti-administration coalition loses members from the Demo-

cratic party which fathered the program and picks up members from the neo-isolationists, mostly from GOP ranks. But when he asks to reduce farm price supports, the coalition of opponents gathers in many Democrats and a scattering of midwest Republicans.

IRONICALLY, Morse is the most frequent member of this coalition, while those least often in its midst are the Republican liberals among whom Morse used to count himself before bolting the party.

Bolting this operational pattern for the critical 1954 session is the Democratic strategy to oppose the president only on selected issues, but also to gain what profit they can from the every-attack onslaught of Sen. Morse and the periodic forays of such Republicans as Sen. Joseph R. McCarthy (R-Wis.) and Sen. John Bricker (R-Ohio).

This plan was not arranged jointly by the Democrats and Morse, but is one which has simply emerged purely from the nature of the circumstances and the personalities of the participants.

Wily Sen. Lyndon Johnson, the Democratic leader from Texas, has counseled his forces not to attack the popular president frontally, but to use a large measure of finesse in playing the anti-Eisenhower Republicans off against the chief executive, rescuing the president on important issues when GOP opposition threatens its approval.

The present basic form of organization, including area offices, will be retained under the approved recommendations of a survey team but there will be some changes. The area offices have been the subject of much criticism from time to time since they were established in 1949.

The Window Rock, Ariz., area office is to be consolidated with the one at Albuquerque, N. M., and those at Muskogee and Anadarko in Oklahoma are to be consolidated at some yet undetermined central point in that state.

Area offices to be retained are: Juneau, Alaska; Minneapolis; Aberdeen, S. D.; Billings, Mont.; Portland, Ore.; Sacramento, Calif.; Phoenix, Ariz.

The survey team did not study the situation in Alaska but visited all other area offices.

The survey team was one of several similar groups named to make recommendations aimed at economy and greater efficiency in the Interior Department. Recommendations based on such studies have already been announced for the Reclamation Bureau, National Park Service and Office of Territories.

Among its recommendations accepted was one that the number of staff technicians be reduced at all area offices. Bureau officials, however, could not estimate how many employees would be affected by this move or by any of the consolidations.

MacArthur Takes Issue With Japanese Report

NEW YORK (AP)—Gen. Douglas MacArthur took issue Tuesday with a Japanese report that he used Japanese minesweepers in Korean War landing operations at Wonsan, Korea, in 1950.

The former Far East commander said the minesweepers were used to clear suspected old Japanese mines from Wonsan and other waters in accordance with terms of the Japanese surrender and that they were not involved in belligerent action.

He said that, on the contrary, their activities were "entirely humanitarian" and that there was no secrecy involved that was normal in such operations.

The Tokyo newspaper Sangyo Keizai had quoted the resigned commander of Japan's Coast Guard, Sanjo Oka, as saying that the use of the vessels constituted a violation of international law.

LEE APPROVED

WASHINGTON (AP)—The Senate Commerce Committee Tuesday approved by a one-sided vote President Eisenhower's nomination of Robert E. Lee to be a member of the Federal Communications Commission.