

The News-Review

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DEVELOPMENT PROGRAM

Charles V. Stanton

Organization of a North Douglas Development Association, embracing the communities of Reedsport, Drain, Elkton, Yoncalla and Oakland-Sutherland, holds potential for very material expansion of industrial and business activities.

Primary objective of the organization is that of better transportation facilities, including development of the harbor at Reedsport with improvement of highway routes feeding into that port. Specifically desired, in addition to an enlarged harbor at the mouth of the Umpqua, is improvement of Highway 38 between Drain and Reedsport, coupled with reconstruction of the link between Drain and the new location of Highway 99; the completion of Highway 225 between Sutherland and Elkton, and extension of that road to the North Umpqua Highway, and construction of the North Umpqua Highway to connections with main routes in Central and Eastern Oregon.

The organization, in centering its efforts on transportation facilities, both land and water, is tapping the vital secret of industrial and business growth. Transportation arteries carry the lifeblood of tributary communities. Douglas County has long been handicapped by transportation inadequacies.

Highways Essential

Roads of many kinds are needed. The North Umpqua Highway must be pushed to the summit of the Cascade Mountains before we can realize the full sustained yield capacity of our public domain forest lands. Access roads are needed into heavily timbered areas. Salvage roads are of urgent necessity to save billions of board feet of fire-damaged, beetle-infested and windthrown timber in all parts of the county.

But, supplementing roads between sources of supply and manufacturing centers, we need commercial outlets—highways, harbors, railroads and airlines. If we can achieve a transportation system affording greater ease and better economy in handling both raw materials and finished products, we will have little trouble in attracting industries required to process our forest, agricultural and mineral resources.

The Reedsport contingent in the new organization is plugging hard for development of a deep water harbor at the mouth of the Umpqua River. Here the organization runs into the long-standing feud between the Umpqua and Coos Bay.

Sympathies With Reedsport

Being provincial, our sympathies naturally are with Reedsport. One of the big factors in Reedsport's favor is its lead in road tie-ins. It already has good road connection with inland points, and the only water grade through the Coast Range Coos Bay is plugging hard for a commercial highway connection with Roseburg, but faces the opposition of inland Coos County towns objecting to being bypassed by a Roseburg-Coos Bay highway. Under no stretch of the imagination can the existing road between Roseburg and Coos Bay ever be developed for heavy commercial use. The inland network of roads proposed by the new association would undoubtedly be a factor in getting approval of appropriations for Umpqua harbor development.

The organization is to be highly commended for its enthusiasm and project planning. We would urge, however, the group keep essentials firmly in mind. Discussions to date have, in our opinion, overemphasized the matter of shipping rates.

Although water transportation a few years ago showed wide disparity in rates as compared with rail shipping costs, the rate structure favoring water has been decidedly reduced as a result of wage gains made by maritime and stevedoring unions in recent years. We doubt that inland shippers would find any great rate advantage in water shipments when forced to include the overland haul, loading and other incidental costs. This is not meant to discourage harbor or road development. It only means that we must think of those developments more as primary factors in attracting new industry and business and improving the general economy than as creating competition.

The projects outlined by the association should have the fullest cooperation. Douglas County can go far if it works as a unit. While the North Douglas Development Association is working on problems peculiar to that area, it is entitled to help from the rest of the county where help can be given. Douglas County as a unit can go far. In fact, we are barely into the pioneering stage insofar as resource utilization is concerned. If communities work together in harmony, with tolerance for differences in ideas, and determination to pool their strength, there is every reason to expect success in the vital projects outlined.

Hal Boyle

VALLEJO, Calif. (AP)—How do you raise a child in the 20th century, which many people are beginning to regard as the century of juvenile delinquency?

I asked the question of my friend, Wyman Riley, managing editor of The Gibson Publications here. He and his wife, Marjorie, have the problem of raising six children. How do they go about it?

"We don't think of it as a problem," said Riley. "And we don't have many set theories about it. We like children, and try to make our home so attractive they would rather spend their time there than elsewhere."

The roll call of the Riley offspring (and the Lord only knows whether it is complete yet) is as follows: Margaret, 15, Ellen, 14, Brendan, 9, Timothy, 6, Michael, 3, Sheila, "going on one."

The Rileys live in a big, old-fashioned house, the kind that used to be built for large families, with plenty of yard space to play in. The house has four bathrooms, only one of which, Riley said, "is hung with my wife's clothing."

"Our home is big enough so that each kid has his own room," he said. "Each takes pride in his room and keeps it clean, and each kid has his own duties around the house."

"We don't ration them on tele-



Peter Edson

In The Day's News

(Continued from Page one)

WASHINGTON (AP)—The Senate today passed a bill for the construction of a new highway bridge over the Columbia River, which would cost \$100 million.

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New York, \$32 million for Hudson River development.
California, \$13 million on three projects.
Washington, \$17 million on 13 projects.
Delaware and Maryland, \$101 million for improvement of the Delaware River section of the inland waterway.
The big authorization for flood control would be these:
Lower Mississippi, \$34 million.
Upper Mississippi, \$41 million.
Kansas River and tributaries, \$93 million.
Missouri River Basin authorization increase, \$144 million.
Columbia River Basin system, \$180 million.
Susquehanna River, Pennsylvania, \$25 million.
From these large amounts, authorizations taper down to a mere \$15,000 for Cold Creek Dam, in South Dakota.

THE MOST INTERESTING political fact about this last minute, just before the end of session and just before election bill, however, is that it's an authorization. It is not an appropriation. It merely says the projects have the okay of Congress.

Some years later, when the lawmakers get around to it, they may approve the actual spending of money on these public works. Until then, the candidates can go home and tell the voters, "Look what we're gonna get for you, boys—if you just re-elect us." Democratic Sen. Paul Douglas of Illinois, a sincere believer in government economy, has always tried to deflate these public works authorizations, when there is no intent to appropriate money for them immediately. He has promised to try to cut this new authorization bill on the floor of the Senate. But since passage of a political hoax of this kind doesn't cost a cent, his chances are nil.

Foreign News Briefs

ROME (AP)—The bells of Rome's nearly 500 churches tolled mournfully Monday as a long, silent procession accompanied Alcide de Gasperi, Italy's great postwar premier, to his final resting place. He died of a heart attack four days ago.

SEOUL (AP)—South Korean President Syngman Rhee showed but little dismay Monday at the U.S. announcement to withdraw many of its troops from Korea. "There is no use for foreign troops to stay in Korea if they are not going to fight communism," he said.

CORDOBA, Spain (AP)—A passenger express speeding downhill jumped the track 15 miles south of here early Monday, killing at least 6 persons and injuring 37 others, most of them seriously.

AUCKLAND, New Zealand (AP)—Two teenage girls pleaded innocent in Christchurch Supreme Court Monday to charges of murdering the mother of one of them because she wanted to break up their close friendship. Crown Prosecutor A. W. Brown charged the two girls, Pauline Young, 16, and Juliet Hulme, 15, with the murder of Pauline's mother, over the head with a brick.

BAGLIT, Wales (AP)—Jock the sheepdog was a failure. He had a pure white coat and the sheep just didn't give a hoot for him. So George Pugh, his owner, dyed the dog black. The result: Jock won the driving contest at the Welsh national sheep dog trials here.

SECOND TIME FATAL

PORTLAND (AP)—William H. King, 74, died in a hospital Monday night a few hours after he had been struck by an automobile while crossing a street.
Three months ago King suffered a broken leg in a similar accident.

rected by congress. That is not correct. McKay and Senator Cordon put the sale through."

You will note that Mr. Ullman holds Cordon responsible (along with Secretary McKay) for spiking the extension of Bonneville power to Southern Oregon. Mr. Neuberger holds Cordon responsible for it (along with Secretary McKay).

Here is about what happened: The Bonneville Power Administration was extremely anxious to build this transmission line. It wasn't interested in building just to Klamath Falls. What it wanted was a tie-in with Shasta dam, which would permit it to move government power up and down the Pacific Coast at will.

Down here in Southern Oregon practically everybody was FOR the idea. We wanted MORE POWER. The more power that is available for our use, the better it will be for us. We have large resources here that are awaiting development and we need power to develop them.

We wanted the BPA line. But it was bitterly opposed by the State of Washington, which reasoned that the result of building such a line would be to EXPORT TO CALIFORNIA Columbia river power that might otherwise be used in the State of Washington.

Somewhere along the line, while the Shasta tie-in was a hot issue, I was talking to a representative of the Bonneville Power Administration. I laughed and told him I knew how to get the Shasta tie-in his organization was so much interested in.

"How?" he asked.

"Locate a big defense plant down here in the wilds of Southern Oregon for dispersal reasons," I said to him. "Such a plant would have to be served with Bonneville power. Once you get Bonneville power to Southern Oregon, nothing can stop you from bringing Shasta power up to meet it."

He looked thoughtful. "It might work," he said. But nothing came of it.

At any rate, the Bonneville Power Administration transmission line to Southern Oregon, as originally planned, was killed. It was killed not by wicked conspirators in the GOP, but by New Deal Democrats in the state of Washington who feared that if the Shasta tie-in was built Bonneville power would be exported from Washington to Southern Oregon and California.

They were powerful enough in congress at that time to stop the appropriations for the line. The later sale to Copco came after BPA had been stopped from building the line on its own.

All the negotiations leading up to the sale to Copco were made under the Democratic administration.

Korean War Veterans' Training Limit Extended
WASHINGTON (AP)—President Eisenhower Saturday signed into law a bill extending by a year the time within which a Korean war veteran may start and complete a course of training under the GI bill of rights.

The legislation also extends to July 25, 1960, the time within which some disabled World War II veterans may complete delayed rehabilitation training under the vocational rehabilitation act.
Under the old law, Korean veterans who were not disabled must have started their GI bill training by Aug. 20, 1954, or two years after discharge, whichever was later. And they were required to finish their training within seven years after discharge.
The new law extends these two time limits to three years and eight years, respectively, after discharge.
Veterans with service-connected disabilities are given an additional four years, from 9 to 13 years, to complete vocational rehabilitation training delayed because of illness or other reasons.

Peery Medicals

A group discussing recent legislation by the federal government toward giving our Indians full citizenship, brought out a number of opinions. Most of those present were skeptical about the advisability of the move. No two had the same reasons for their negative stand.

That the Indian has no money sense, not to mention any experience in property management was one approach to the subject. One of the group had married into the Klamath tribe and he was positive that the Indian lands would be owned by a few Indians and whites before five years elapsed.

Another approach was the folly of the government paying staggering sums, running into millions of dollars to descendants of those Indian bands who lost their lands to the whites. Whiskey and automobile sales would last so long as the money did, with the morticians doing a pretty business in areas where descendants of our first people live.

There was one unanimous approach. Uncle Sam might as well throw his millions down the drain.

To be sure an Indian receiving government dole has little money sense. Neither has a remittance man of aristocratic lineage who has been shipped off to remote places in Canada to get him out of sight of the public. Our Indian, who was sent into exile on a barren reservation was made the same position. The fact that he was excluded from his native haunts, barred from associating with those whom he might choose, and abandoned by fastidious white men when he had occasion to come outside, did not raise the Indian's self confidence. About all he had to look for was his government check and a bootlegger (white) who would brave federal laws by sneaking whiskey onto the reservation. Those white men who would associate with them were of the lowest, debauching and corrupting their women and in many instances leading the young men into crime.

It took an Indian of strong character to overcome these handicaps and gain a place in the sun. But some did. More in proportion, perhaps, than white men under the same circumstances.

While there may be Indians, who from lack of opportunity, are lower down than the underside of a lizard, percentage-wise the proportion of Indians convicted in crime is little worse, if any, than the white average.

The federal government is paying our Indians staggering amounts of money. That is true. It is also true that our own constitution guarantees that no man's property be taken from him without due process of law. It makes no difference if the Indian is incompetent, a wastrel and a moral wart.

Would the same qualities in a white man deprive him of his family inheritance? As to the ability to hold onto money and property, how many white men who have inherited fortunes have been able to keep them? To follow the old adage, three generations will see them back in shirt sleeves.

Looking at the problem realistically, the government must adhere to constitutional precepts, even if it has to shoot the works.

There is bound to be a powerful explosion of activity with chief Smokey and his band, but when the ordeal is over, those who

survive will make good citizens when the headache is gone. It is something we must finally face up to, like the Supreme Court and school segregation. We cannot carry our Indians as wards and citizens at the same time.

in its entirety! see

BILLY GRAHAM
and the
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Thursday August 26th
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Large Dealers Cut Coffee Price
NEW YORK (AP)—The Maxwell House division of General Foods Corp., the nation's biggest coffee roaster, hopped on the 10-cent-a-pound price cut bandwagon Friday.

Maxwell House sent telegrams to its nationwide sales organization ordering the 10-cent reduction effective Monday. This brings the wholesale list price for Maxwell House regular ground coffee down from \$1.22 to \$1.12 a pound.

The Maxwell House action made virtually unanimous a 10-cent price slash which has snowballed nationwide since smaller distributors started on Monday following easing of foreign exchange regulations by Brazil.

Some of the price cuts have been bigger. Among these was a 20-cent cut by National Tea Co. in Chicago, which dropped the price of its house brand coffee to 99 cents.

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