

The News-Review

Published Daily Except Sunday by the
News-Review Company, Inc.
Entered as second class matter May 1, 1926, 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., offices in New York, Chicago,
San Francisco, Los Angeles, Seattle, Portland, Denver
Subscription Rates—In Oregon—By Mail—Per Year, \$12.00; six months, \$6.50;
three months, \$3.25. Outside Oregon—By Mail—Per Year, \$13.00; six months,
\$7.00; three months, \$3.50.
By News-Review Carrier—Per Year, \$13.00 (in advance), less than one year,
per month, \$1.25.

PUBLIC POWER

By Charles V. Stanton

We are hearing a great deal these days about public power. The power issue is one of the points of dispute in the current election campaign. Democratic candidates are demanding more federally sponsored, owned and operated installations and are roundly assailing the so-called "partnership" program of the Eisenhower administration.

Just what is the status of public power under existing law? Is there authority for making power development a primary objective of administrative policy? How many power projects have been authorized?

Some people may be surprised by the answers to those questions.

Three power projects, as such, have been authorized by the Congress. These are Hoover Dam, Tennessee Valley Authority and Elklutna Alaska Project.

All other dams, from which the government distributes or sells power, are multi-purpose dams, with power a secondary product.

In the Pacific Northwest, for instance, Grand Coulee, Hungry Horse and Albeni Falls are reclamation projects. Pumping water to irrigate farm land is the primary objective. Pumps must be kept running and water delivered in specified minimum amounts even though no power is left over to supply customers. Bonneville, Chief Joseph, McNary and The Dalles are principally for purposes of flood control and navigation.

At all of these installations power generation is strictly secondary. But to hear Democratic candidates one would believe that power is the chief objective.

Reclamation Act Controls

The federal government went into the dam construction business with the passage of the Reclamation Act of 1902. There was no thought at that time of the federal government going into the power business.

But with water going to waste over reclamation dams, provision was made for the generation of power and the Secretary of Interior authorized to "lease for a period not exceeding 10 years, giving preference to municipal purposes, any surplus power or power privilege." It was further provided that "no lease shall be made of such surplus power or power privilege as will impair the efficiency of the irrigation project."

That basic principle has never been changed. Although the base was broadened by the Reclamation Act of 1939, which authorized projects to be evaluated for their multiple purposes, authority for government production of power still limits sales to "surplus" power only.

It also should be noted that the Secretary of Interior has authority to lease the "power privilege," or, in other words, enter into a "partnership" arrangement.

Thus the Eisenhower administration is acting under the intent and purpose set forth in existing law, while the public power advocates are demanding something for which no law now exists except by specific enactment.

Political Power Sought

The public power principle, we fear, is one aimed at political power rather than electric power.

It is a tenet of Socialism, the doctrine which guided the New Deal and Fair Deal, that the federal government control power, transportation and communication. With these utilities and services within its grasp, the federal government then could manage business, industry and the general economy.

Centralization of monopolistic powers would make it possible for the federal government, by systems of rewards or penalties to exercise complete control over states and subordinate communities. Private industry would exist only at the will of the government.

In this concept of the power issue any development of power facilities by states under compact agreement, by individual states, by private enterprise or by any other public or private agencies or group of agencies is unacceptable. Power development must be the exclusive province of the federal government. Monopolistic control must be had either by actual ownership or by power pools, such as Bonneville attempted to enforce, in which all other agencies are bunched into the government-managed program.

But if we keep within the intent of existing law, there need by no sacrifice of power development, either in federal construction, state compacts or under private enterprise. Partnership and cooperation can be maintained within the format of our free enterprise system.

Hal Boyle

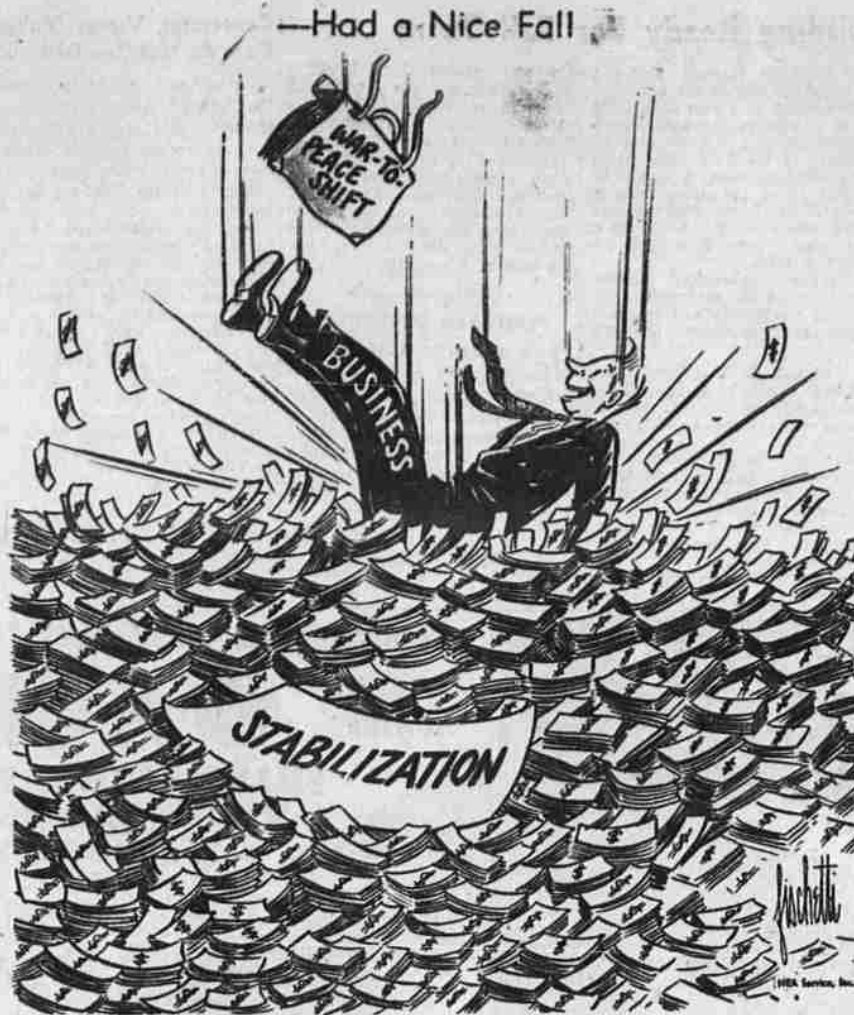
SAN FRANCISCO (AP) — Can you imagine the uproar in Paris if someone proposed razing the Eiffel Tower? Or the screams in Brooklyn if someone sold the Dodgers to Dallas? Well, the same kind of turmoil has been going on here all year since they cut San Francisco's famous cable car system in half.

"If we're out to ruin the city, why not chop the Golden Gate Bridge in half, too?" demanded die-hard defenders of the cable car.

The cable car, long a symbol of San Francisco to the nation, was regarded as one of the wonders of the West after its invention here in 1873. Today thousands of motorists regard the antiquated little Toonerville-type trolleys, which are pulled along by whirling underground cables, as one of the unfortunate transportation blunders of history.

But the slow-moving little cars ("Ladies will remain seated; gentlemen may ride standing outside at their own risk") are beloved by tradition — proud native San Franciscans. Millions of tourists wouldn't think their visit to the city complete without one. It gives them the thrilling feeling of a brief journey back into an adventurous past.

But time has passed the cable car by in terms of efficiency. They cost three times as much to operate as a bus, move only about half



In The Day's News

(Continued from Page one)

he did a fairly good job, Brazil has remained one of the most stable of the Latin-American countries. Under Vargas it has been a firm friend of the United States. And it has been reasonably prosperous.

But —
The trappings of dictatorship multiplied around him. He had a palace guard. As has been the case so often in history, the palace guard began to take things into its own hands.

Vargas was broad-minded enough to permit considerable criticism of his administration. Among his critics was a Brazilian newspaper editor. About a month ago, the palace guard decided that this editor must be liquidated. So it organized a shooting party. The marksmen it picked weren't too good, and in the blaze of gunfire the editor was only slightly wounded. But a popular air force officer who was among the bystanders was killed. That touched off bad trouble.

Vargas wasn't blamed for the plot, but his opponent called for his ouster on the grounds that he might try to protect the guilty persons — as indeed he might have done. History tells us that it is extremely difficult for dictators and despots to go against their palace guards, who become unbelievably powerful.

That, in rough outline, is the story of Getulio Vargas. It confirms the words of Matthew (XXVI 52): "All they that take the sword shall perish with the sword."

Let's put it this way:
Our American way, with all its faults — with all its election year pettiness — is better than Brazil's way.

Let's keep this always clear in our minds: Too much power in too few hands (no matter whose hands) is dangerous.

And let's cherish this hope — which has considerable historical authority:

"If we can just find some way to live in this world WITH COMMUNISM and remain strong enough to protect our liberties and the liberties of our friends who are willing to fight for liberty if fighting becomes the last resort, the time will almost certainly come when communism will fall of its own foulness because of the innate shortcomings of too much power in too few hands."

network is only the first step in a dark plot to abandon it altogether.

So sound trucks still roll through Chinatown blaring the embattled war cry in Chinese: "Save the cable cars!" A campaign is underway by enthusiasts to force the city to restore, or even enlarge the lost cable car track.

If they succeed, this will take a bit of doing as it would now require the cable cars to run part of their route the wrong way down one-way streets.

Support for this program is less than lukewarm among many city motorists.

"Some of these nuts probably would be in favor of going back to the ox cart," snarled one driver.

"If they had to try to drive a car two blocks uphill through heavy traffic behind one of those cable monstrosities, that would cure some of their quaint ideas."

The odds seem to be that progress and the past will compromise. In an effort to pour balm on civic wounds, Mayor Elmer E. Robinson has appointed a committee to organize an annual four-day festival to honor the cable car.

"We hope," said a hopeful committee member, "the festival will some day rival the Mardi Gras in New Orleans."

It looks like the cable car, 91 years after its birth, will remain as permanent a part of San Francisco's scenery as its celebrated fogs.

Peter Edson

WASHINGTON — (NEA) — Sen. Stuart Symington (D. Mo.) tried quoting poetry the other day, but his memory failed him on the punch line. The Senate was discussing Asia. Republican Majority Leader Bill Knowland of California had asked Symington if he did not feel that communism in that area was a good bit like a vicious tiger which, having gobbled up one little country, would look about to find another for his next meal?

"I could not agree more heartily," said Senator Symington. "I am reminded of that poem which begins,

There was a young lady from Riga,
Who went for a walk with a tiger. . .

"We all know what happened, but I forget the last line."

Sen. Albert Gore (D., Tenn.) leaped over and said to Symington, "I thought it was a wolf."

That didn't rhyme either. The limerick they were trying to remember and couldn't was:

There was a young lady from Niger,
Who smiled as she rode on a tiger.
They returned from the ride
With the lady inside,
And a smile on the face of the tiger.

THERE are reliable reports that the influence of Gen. Douglas MacArthur on thinking and planning in the Pentagon has increased significantly this year.

More and more, key staff officers in the Department of Defense have been making quiet trips to New York to consult General MacArthur on various knotty problems that they face. Army, Navy and Air Force officers have all made this pilgrimage.

Commenting on this report, one Pentagon general says, "It makes sense that we should try to get advice from one of the greatest military brains of this generation."

The story is that General MacArthur has not encouraged this unofficial consultation. Only officers who have served with him and are known to him personally get through the barricade which the general has erected around his personal life.

But he does give them his opinion freely on current situations, and he has kept up with new developments on various world fronts — particularly Asia.

CHECKERS, the famed black and white cocker spaniel belonging to Vice President Nixon, was becoming something of a problem puppy in his neighborhood until Mrs. Nixon and the two girls went to Maine on vacation, taking the dog with them.

Checkers had acquired the bad habit of sleeping in the street in front of the house. Everyone who drives along the quiet street in this residential neighborhood knows the dog. Drivers have carefully maneuvered around it, many times without even waking it up.

In an effort to keep Checkers off the street, the vice president had a doghouse built in the back yard. Still it liked to snooze on the warm pavement. The neighbors are all hoping Checkers will be broken of this habit by the time the family comes back from vacation.

UNDERSECRETARY of Labor Arthur Larson, who was born on July Fourth, tells this story on himself:

When he was five years old, his parents took him to a big outdoor Fourth of July celebration in a grove near his grandfather's Yankton, S. Dak., farm.

"My head was full of thoughts about the birthday presents I had just received," says Mr. Larson. "I looked around at the flags, the bunting, the band on the bandstand, the fireworks going off, the orator on the platform. Finally, according to my mother, I turned to her and blushing modestly, I said: 'This is wonderful, but they really shouldn't have gone to so much trouble.'"

So far, the only lead is a motorcyclist who may have carried the smooth-working and experienced criminal to New Westminster and 12 miles closer to the international boundary.

Dawley was serving a six-month term for a similar break. Last March he tricked a guard at a city hospital—where he was under observation for a sore back—and leapt from an upper-story window. He was finally traced to Montreal where he was working at a yacht club.

At the time of the first escape he was serving six months for assaulting a policeman.

Dawley still has to face two charges of car theft at Nanaimo on Vancouver Island. They were to have been heard at the fall assizes.

Federal Bureau of Investigation officers also want to question him about a Seattle bank holdup in which a policeman was killed.

FBI agents sat in on Dawley's first escape trial and later wanted to have him in an identification lineup.

However, Magistrate Oscar Orr supported the prisoner's demand "for 100 per cent legal protection" and said such a lineup would be improper until the escape charge had been dealt with.

TUG VICTIM FOUND
PORTLAND (AP) — The body of Capt. Magnus Larsen, Astoria, one of five men drowned in the sinking of a tug below Bonneville Dam last week, was recovered Wednesday on Bradford Island downstream from the dam.

U.S. Required To Lose War, Claims General

ORLANDO, Fla. (AP) — A retired Air Force general told a Senate subcommittee here Wednesday that "we were required to lose" the Korean War.

He was Lt. Gen. George E. Stratemeyer, now living in nearby Winter Park after a heart attack in 1951.

The Senate internal security subcommittee came here because of his physical condition and heard him in closed sessions Tuesday. Wednesday's session was open.

Stratemeyer told the committee that "State Department and political interference kept us from winning the war."

Gen. Mark Clark recently told the committee he, too, felt that

military decisions had been overridden by other considerations.

Stratemeyer said that as head of the Far East Air Force under Gen. Douglas MacArthur "I wasn't permitted to do a job and certainly MacArthur was handicapped."

He said that in his opinion it was not the fault of the Joint Chiefs of Staff in Washington.

When they visited Tokyo, he said, "they tried to explain the

handicaps placed upon them and promised to do everything they could to give us what we had to have to win."

"We never had enough ground troops but we could have won with what we had on the ground and in the air if we had been allowed to use it wisely from a military standpoint."

Stratemeyer said his planes were forced to bomb bridges across the Yalu River crossways instead of lengthwise "so we would not violate the Manchurian and Siberian borders."

Stringent Regulations On Home Loans Ordered

WASHINGTON (AP) — New and more stringent regulations governing federally insured housing mortgages were issued Wednesday by the Federal Housing Administration in line with the new housing law passed by Congress.

They include a tightening of FHA's supervision of insured rental apartment projects, on which Senate investigators have uncovered millions of dollars in windfall profits from mortgage proceeds in excess of actual construction costs.

The regulations were issued by FHA Commissioner Norman P. Mason.

Mason said that in most instances insured mortgages will cover 80 per cent of the estimated value of the project. But as an incentive to construction of low cost multi-family rental units, he said, housing mortgaged under \$7,200 per unit may be insured up to 90 per cent if it averages two bedrooms per unit.

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