

Oakland's Water Problem Given Thorough Airing

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Supt. James Cummings, claimed figures in the engineering report are "pulled out of the air." He said he felt the meeting was being used as a "hoax man" to scare the people with high cost figures. (Alternate 1 would cost an estimated \$131,644, meaning much higher water rates for Oakland residents.)

Andrews assured that such was not the case. He urged that Oakland hire its own engineers to make studies which some Oakland delegates indicated they would like to do.

Andrews maintained that it would not be fair to put in an expensive water filtering system without consulting the people, because higher rates would be necessary in order to insure a return on the utility's investment.

Cheaper systems, such as diatomaceous earth filters, were not used at Oakland where turbidity is very high, Andrews said, and such a filter is not approved by the State Board of Health.

Oakland officials indicated their main criticism is that the problem has been with them a long time and that nothing has been done, until just recently, to start untangling the mess.

Cummings said the "people feel just like the colonists" of early day America. Promises have been given, which may have been misconstrued, but nothing has been forthcoming, he said.

One promise, which Andrews pointed out was never given, was that of installing a filtration plant in the past. He said a report from Oakland in the Oct. 7 issue of The News-Review was erroneous in that it quoted Oakland officials as saying the OWC had promised to install a filter system and then had failed to do so.

Oakland Chamber President Vern Little agreed that the report was wrong in that "no flat statement" to that effect was made.

But City Attorney Carl Felker, representative of Cal Bowles and Cummings said they believed the water corporation had failed to live up to the franchise inherited from California Oregon Power Co. They quoted from an old PUC hearing transcript to support the belief. Bowles said Oakland "has been pushed around too long" with no solution to the problem.

The possibility of the city attempting to get OWC's franchise revoked and the water system condemned was mentioned, which prompted Andrews to remind his audience that the Oakland facilities are for sale.

He urged the city to investigate the possibility of buying OWC's holdings there. He said the price would be about \$75,000, or "just what the corporation has in it." Again he invited the city to have its own appraisal of the situation. He pointed out that cost of operation would be less for the city, because it would not have to pay corporation taxes nor attempt to make a profit for stockholders.

A copy of OWC's engineering report was given to Paul Schuchman, Oakland councilman for delivery to Mayor W. O. Wegner. The belief was expressed that the Oakland council will soon ask Andrews to appear before it for explanation of the corporation's plans.

At the onset of the meeting, both sides accused the other of "campaigning in the newspapers." Andrews said in his 3 1/2 years in Roseburg he had not been contacted by the Oakland Chamber of Commerce. He said he had appeared before the council once—at which time he promised a study of the diatomaceous earth filter system, which was made.

What ever the history of the dilemma may be, Monday night's meeting did give opposing sides a chance to present their cases. Final solution may be a long way off, but there should be more positive action from now on. All at the meeting agreed that something must be done to rid the city of its muddy water.

One proposed plan, that of diverting water from natural springs, will be studied by OWC engineers this week. That proposal, too, would cost quite a bit of money, because of long pipelines.

Busenbark Asks Chamber To Reconsider Route

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Judge said the slogan never should have been dropped. The slogan referred to Highway 225 and the North Umpqua Road.

"For years," he said, "we tried to get the interest of the State Highway Commission." Then he continued that the commission finally was induced to accept Highway 225 as a secondary highway. The North Umpqua Highway to the east of Roseburg never was accepted.

Then, said Busenbark, for the next 15 or 18 years, there was no improvement made and only token maintenance.

Finally, only years ago, Busenbark recalled that he and former Commissioner Ross Hutchison, who attended the Monday meeting, "needed" the Highway Commission to spend cash. Improvements have been made west of Sutherlin to Bullock Bridge. More cash has been allocated, Busenbark said.

The former county judge said that the failure to improve the route has been responsible for much hard feeling in Reedsport and the Lower Umpqua area.

Busenbark cautioned the Chamber members that the Chamber has been "thinking too small." He pointed out that there are lots of roads in the county.

Unless the Chamber of Commerce knows its county, declared Busenbark, it can't represent the city, for the city is only an important part of the whole area.

"The Chamber of Commerce can direct things which can be for the betterment of the county," he explained.

The meeting was presided over by President Wayne Crook. L. H. Hemmilla was welcomed as a new member.

Masonry Celebration Speaker Scheduled Here



RABBI NODEL
... to speak here

Rabbi Julius J. Nodel, will be the guest speaker at the Indian Room of the Hotel Umpqua Thursday at a 6:30 dinner.

The dinner, meeting has been called by the Ancient and Accepted Scottish Rite of Free Masonry to celebrate the "Feast of the Tabernacles," which comes at the time of the dedication of King Solomon's temple.

Rabbi Nodel was born Oct. 27, 1915, in Baltimore, Md. He received his bachelor's degree from Washington University in St. Louis, his master's degree from Hebrew Union College in Cincinnati, where he was ordained in 1943, and his graduate work at Western Reserve University in Cleveland. He served during World War II as a chaplain and is now a chaplain in the Naval Reserve.

Wilson Sets Flareup With Remark On Labor

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CIO and of the United Auto Workers, read a published account of the press conference and promptly sent a telegram to Eisenhower demanding that Wilson "publicly retract" the statement or "be asked to retire from public life."

While a spokesman at the summer White House in Denver said Eisenhower would have no comment on the Reuther telegram before it was received, others were quick to speak up on the issue.

In the Democratic camp Patrick N. McNamara, his party's nominee for U. S. Senator from Michigan, said Wilson's remark about "bird dogs" and "kennel-fied dogs" was "typical of the dark age type of thinking in the present administration." He likened it to the comment attributed to French Queen Marie Antoinette during the French revolution: "When she was told the starving people had no bread," McNamara said, "she said, 'let them eat cake.'"

Sen. Olin D. Johnston (D-St.) said in Washington that Wilson "will live to see the day he'll regret his remarks."

On the Republican side Sen. Ferguson of Michigan, seeking to retain his seat against McNamara's challenge in Grand Rapids, Mich., that he "would not express myself in the same way" as Wilson about unemployment. "Any unemployment," Ferguson said, "is a calamity to the man, his family, his city, state, and the nation."

Clifford P. Case, New Jersey GOP senatorial nominee, said in Jersey City, N. J., that Wilson's remark "as reported to me" is "simply incomprehensible."

County Court Endorses Highway 225 As Route

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Highways 225 and 38 into condition for a first-class highway. Of the amount, \$2 million would be needed for two bridges and road alignment between Bullock Bridge and Elkton and \$500,000 for alignment near Scottsburg.

But that amount, Beckley continued, would be minor compared to the improvement of Highway 42 — an estimated expenditure of \$12-\$14 million. Development of a route over the Coos Bay Wagon Road would come to \$12 million, and that of a highway through Melrose, past Lander Lookout and down the Coos River, \$14 million.

The commissioner urged the Chamber to get behind one project to get the highway through faster.

Work on Highway 225 can be completed in the near future, he said. "Go for it now," he urged.

Beckley said Highway 42 eventually will need improvement, and added that would be the time to urge construction of a freeway on one of the other three routes.

"It would be foolish to go through with the Coos Bay Wagon Road plan," he remarked.

Hill pointed out that the only first-grade route available is over 225 and 38. He also said distance in getting through to the coast isn't a factor because the level road will allow much faster truck traffic to the ocean than would a grade over the Coast Mountains, separating Coos from Douglas County.

He said he's backing full development in Douglas County, above all. "Our bread is buttered on the side of the most complete development in Douglas County," Hill commented.

He also said he believes port facilities at Reedsport haven't been given full consideration in highway plans.

TO CALIFORNIA

Dep. Sheriff Cecil Bever will go to California for a hearing Thursday on possible extradition of Louis Henry Klappertich Jr., arrested on a Douglas County warrant charging larceny by conditional vendee. Sheriff Cal Baird said the hearing will be at Santa Rosa. If the defendant is extradited, Bever will return him to Roseburg.

Oakland School Dist. Just Misses First Class

Oakland school district missed a first class designation by 17 students, reports News-Review Correspondent Edith Dunn.

Districts with 1,000 and over are ranked first class. Census count showed that a total of 983 children lived in the area. Mrs. Dunn said school authorities had requested any persons living in the area between the ages of 4 and 20, who were missed in the census, to contact the high school office.

Wool Supports Aim To Increase Flocks For '55

Government support price on wool will be advanced from the present loan price of 53 cents to an incentive price of 62 cents on the 1955 wool clip, U.S. Sen. Guy Cordon announced today.

At the same time, the senator reports, surplus wool now held by the government will be pegged at 103 per cent of the loan price, plus sales commissions, as a move to bolster 1954 sales.

The senator reports he had been advised by Sec. of Agriculture Ezra Benson of the new program, adopted as an incentive to bring wool production above minimum requirements for defense purposes.

Current production, Sen. Cordon said, is estimated at 230 million pounds. Defense security calls for a minimum of 300 million pounds, the volume deemed necessary should there be interference with sea lanes, cutting off imports from wool producing countries.

The program announced today by Secretary Benson, Cordon says, is designed to encourage growers to increase their flocks for 1955.

The program also assures more careful marketing, since growers will be paid support prices based on the average sales price. Thus, the grower who obtains a better than average price for his wool will increase his profits, as he will share equally in the incentive payment.

Money for payment of the incentive price is taken from tariff revenue on imported wool. Thirty per cent of such revenues are automatically diverted to the incentive program.

Pegging the price for the existing surplus, Cordon said, is expected to be of great help in marketing the 1954 clip. The order provides that surplus wool will carry a price of 103 per cent of the 53-cent loan price. Sales commissions will be added. This will prevent dumping surplus wool on the market to compete with current production.

CHARGE DISMISSED

A petty larceny charge against Jack Edmond, 57, Nebo Trailer Court, Roseburg, was dismissed in district court Monday. Edmond was arrested by state police after personnel in a local store said Edmond started to walk out without paying for some items. Edmond told Judge Elmer G. Baldwin he was worried about his wife's heart condition and forgot he had not paid.

ASSAULT BRINGS FINE

Vordell Willard Crider, 37, Idlewild Park, was fined \$50 Monday when he pleaded guilty to a charge of assault and battery, according to District Judge Elmer G. Baldwin. Crider was arrested by a sheriff's reservist after Wilma Mae Crider complained the man beat her.

FENDER SKIRTS TAKEN

L. D. Pitts, 424 Floe St., complained to Roseburg police Monday that a pair of fender skirts were stolen from his car Sunday morning.

Itinerary Listed For Neuberger's Visit To County

The itinerary for Richard L. Neuberger's Saturday appearance in Roseburg has been completed, according to county Democratic Central Committee officials.

Neuberger is billed for a noon luncheon engagement followed by a talk, a conference with small talk, a radio address and a major address during the day. His wife will speak to a Roseburg women's civic group at noon on a non-political topic.

Charles O. Porter of Eugene, congressional candidate from the state's 4th district, will be in the party to introduce the man who seeks the U.S. Senate seat now held by Roseburg's Guy Cordon.

The noon luncheon will be a no-host affair in Myrtle Creek at the Myrtle Coffee Shop, according to Mrs. Robert Kelly. At 1:30, Neuberger will speak in the new Rio Theater there. Chairman of a committee in charge of arrangements is James McGinty.

At 4 p.m., the candidate is due in Roseburg to confer with officials of the Western Forest Industries. Then at 6:30, he'll start delivery of a half-hour address over radio station KRXL.

From there, Neuberger will go to Sutherlin, where he'll speak in the American Legion Hall at 7:30. Mrs. Neuberger is scheduled to speak to the American Assn. of University Women at noon in the Civic Room of the Umpqua Hotel in Roseburg. Her subject is titled "A Former Teacher Goes to the Legislature."

Democratic officials here said that a caravan from Roseburg to Sutherlin is being planned for the Neuberger speech in the latter town.

Wheat Allotment Quotas Listed

The wheat allotment and marketing quota regulations for 1955 were announced today by J. F. Bonebrake, chairman of the Douglas County Agricultural Stabilization & Conservation Committee.

Under the regulations, any farm may carry up to 15 acres of wheat. If the wheat allotment is over planted or wheat is planted without an allotment, the farmer so planting will not be permitted to participate in the Soil and Water Conservation Program for 1955.

Also, where wheat is grown mixed with other grain, it will be classified as wheat for the purpose of the program. This will be true even if the wheat does not exceed 50 per cent by weight of the harvested yield.

As for potatoes and sweet potatoes (for fresh market or processing) and dry edible beans, the 1955 harvested acreage must not exceed the average acreage of these crops planted in 1952 and 1953. Otherwise, the producer is not eligible for any of the crop price supports which are available in 1955.

Winchester Bay Man Fined For Having Mash

A 54-year-old Winchester Bay man, James Frank Bewley, has been fined \$50 after pleading guilty before Reedsport Justice of the Peace Robert Goodwin to a charge of "possession of mash."

The man was arrested Sept. 27 by county and state police and an Oregon Liquor Control Commission agent. A still near his residence was confiscated.

Transportation System Aids Roseburg's Economy

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are only forced to drive one-mile to connect with improved roads, and the majority of the balance of these farms, located on unimproved roadways, drive a maximum of five miles before having an improved roadway available.

It was not too many years ago that an ordinary earth road was considered ample for all time to come. The introduction of the automobile and truck, with high speed and heavy loads, brought about a demand for something more durable and certain. Even when the automobile came and the more progressive people realized the importance of improved highways, some taxpayers still contended that the betterment of the roads was for the pleasure of a few.

As time passed, however, all recognized the fact that the automobile and truck were necessities, and that good roads were indispensable.

From this beginning highway construction has become one of the most important projects ever before the American people.

Truck Transport Important

Much of the region that relies on Roseburg as the marketing and supply center is on the direct route between the states of Washington and California. Therefore, a great deal of the freight is carried by motor-freight transport companies. There are six of these trans-continental freight lines serving Roseburg. Some of the long-haul freight lines have daily scheduled trips to Pacific coast, intermountain and mid-west points, with connections for eastern cities. Truck-transport service is also offered daily, with over-night service between Portland, Grants Pass, Medford, and Roseburg with connections for all California, Washington and Idaho points. Offering limited and local services for passengers transportation are the Greyhound and Continental Trailways bus lines, maintaining depots in Roseburg.

Transportation facilities for the inland Umpqua Basin can logically be rated as being of two classes, viz., those using the highways and those not using the highways. In this latter classification, the Southern Pacific railroad and the West Coast Lines come in this category.

The Railroad Facilities

The Southern Pacific railroad crosses Douglas County from north to south. It provides transportation facilities for both freight and passenger services. The principle commercial centers in the county, in addition to Roseburg, are all served by this rail system. Roseburg and other commercial centers in Douglas County are located on the Siskiyou line of the Southern Pacific's north and south rail system, which serves as an alternate main line. Passenger service is supplied, daily, north to Portland and south to Ashland.

Car-loadings of freight, largely forest products, have increased in this region since the beginning of the "forced-drought" development of the forest industry in 1940. During the year 1950, for example, there were 36,158 carloads of lumber, logs and other forest products shipped from Roseburg and eight other commercial and industrial centers located in Douglas County. The principle destinations of these forest products are California and the eastern markets.

The West Coast Airlines provide good air-passenger and air-cargo service coupled with Roseburg's adequate transportation facilities. Three flights north and south are made daily using the DC-4 planes which also carry air cargo. The recent lengthening of the runways of the Roseburg airport has made this service possible.

Sutherlin Fire Dept. Battles Two Big Fires

By MRS. BRITTAIN SLACK

The Sutherlin Fire Dept. was kept busy again last week with a pair of fires.

Friday, a fire on the southwest edge of the city destroyed the inside of a house owned by Joe Page. It ruined the furniture. The fire apparently was caused by a defective flue. Morris van der Pijl, center of the house, was not at home when firemen arrived.

Earlier in the week, a grass fire set the volunteer department fighting late at night. It roared over grass near the south city limits near the Southern Pacific tracks and threatened a barn. Fire Chief Jerry DeMuth said the fire burned over a big area. Both fires were controlled.

Visits Umpqua

Mrs. Ruth Lewis of Calabasas, Calif., who had been visiting Sutherlin for two weeks, has gone to Umpqua to visit with her son and daughter-in-law, Mr. and Mrs. C. D. Lewis.

Harriet Riggs, student at Lewis and Clark College, Portland, spent last weekend in Sutherlin visiting her parents, Mr. and Mrs. Richard Riggs.

New Agreement With China Hints At Possible Conflict

By WILLIAM L. RYAN
AP Foreign News Analyst

The Moscow announcement of a new agreement with Red China is an event of great significance. Among other things, it hints at the existence of strains in Moscow-Peking relations and efforts to ease them.

Since the Russians are notoriously unwilling to get out of any place once they have a foot in the door, the announcement that they are leaving Port Arthur by next June can only be viewed with suspicion. Perhaps the Red Chinese politely insisted on the departure.

But there was compensation for this, from the Soviet viewpoint. The communists announced that a railway will be constructed from Alma Ata, capital of Soviet Kazakhstan near the China frontier, through remote Sinkiang and Ulan Bator, the capital of Outer Mongolia.

Both Sinkiang and Mongolia appear to have figured largely in strains between Moscow and Peking. It seemed highly significant that Chinese Premier Chou En-lai, on his way home from the Geneva

conference, chose to stop off at Ulan Bator.

Outer Mongolia once was Chinese territory. Russians infiltrated for many years under both czar and commissars. The Soviets caused it to secede from Chinese rule. First Nationalist and then Red China were forced to recognize the permanent separation of Outer Mongolia from China. But the Chinese never lost interest in the area, now designated a "people's republic" by the Russians.

It is also likely the Chinese are not overly happy about gradual Soviet domination in China's Sinkiang province, which the Russians have been draining economically for some time. It is a rich area, twice the size of Texas, with many natural resources, including uranium.

The Russians apparently want to continue exploiting both those rich areas. To placate the Chinese they agree (1) to get out of Port Arthur, (2) to increase the number of heavy industrial projects they are helping the Chinese to build from 141 to 157 and (3) to extend a long term credit of 130 million dollars.

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OPEN WED. NITE TILL 9

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The Milk Marketing Act has worked well for over 30 years, so let's earn our children's devoted trust by voting to retain our essential law...on November 2nd, VOTE 8 X NO!

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Oregon health authorities and Grade A dairymen have worked harmoniously to give you the cleanest and safest milk supply to be found anywhere in the world.

VOTE 8 X NO

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