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FISH BILLS TO BE HEARD

Charles V. Stanton

Representative John P. Amacher, Winchester, chairman of the House Committee on Fish and Game at the current session of the state legislature, announces a public hearing, Thursday, March 17, on three bills introduced by the Committee. The most controversial of these three measures is House Bill 461, which is known as the "Landing Law." The second, H. B. 462, would set up a special salmon angling license fee of \$1 per day, while the third, 463, would reduce the non-resident angling license from \$15 to \$10.

Each of these bills was recommended by the Interim Committee on Coastal Fisheries. Representative Amacher was a member of that committee which spent two years making careful study of the coastal fishery.

From its findings the Committee determined a salmon landing law to be essential if sports fishing in coastal waters is to be given a semblance of uniformity.

A serious condition has existed in the past. Lack of regulations has resulted in much confusion. A landing law, as proposed in H. B. 461, will, it is expected, iron out major difficulties.

Conservation Is Aim

The proposal is expected to meet with some opposition. This opposition, if it materializes, doubtless will come from charter boat operators.

At Depot Bay, and some other spots along the coast, charter boats have been taking salmon anglers on deep sea fishing excursions. Anglers needed no licenses. They were not restricted by bag limits while fishing outside the three-mile limit. Some of the boats even used commercial gear and divided the catch among passengers, the latter having no part in catching the fish. Another practice was to assign certain commercial lines to passengers who, although they did nothing toward actually taking a fish, received the catch taken on the assigned gear. These practices were a far cry from sports fishing.

When Salmon Harbor was created at Winchester Bay, the mouth of the Umpqua River, the Douglas County Parks Department, which controls the activity, demanded that operations be kept within the intent of the state's game laws. Passengers on charter trips were required to carry angler licenses. Each angler was limited to two salmon.

Yet at Depot Bay, only a few miles to the north anglers fished with no restrictions as to license or bag limit.

The proposed landing law would prevent the landing by an angler at an Oregon port any salmon in excess of the bag limit fixed by the State Game Commission, and would require each fisherman to have an angler's license issued by the Game Commission.

The bill specifically exempts landings of commercial catches taken either from waters off the State of Oregon or waters off neighboring states. The measure applies only to salmon taken by hook and line. Penalties would include fines from \$25 to \$500 or imprisonment ranging from 30 days to six months.

Further Restrictions Needed

While the landing law, if passed, would improve conditions, it still might prove insufficient unless backed up with further restrictions.

Some charter boats, for instance, have used the subterfuge of signing all passengers as members of the crew. As the boat operates under a commercial license, it proceeds to catch fish commercially, insofar as technical aspects of the law are concerned, and then turns the catch over to the crew members. To prevent this subterfuge in the future, tighter regulations should be placed around commercial licenses. The same is true with regard to the growing number of anglers who take out commercial licenses. Although they operate with skiffs, they may, by obtaining a commercial license, avoid the bag limits set by the Game Commission.

The Interim Committee has recommended tightening the commercial rules, increasing license fees, and requiring all boats, including skiffs, holding commercial licenses to be assigned markings distinguishing them as commercial craft.

The daily salmon license, available to either resident or non-resident anglers, should prove very popular. It would not be required from either the resident or non-resident purchasing an annual angling license. Out-of-state tourists, however, would be able to make a single trip at a license cost of only \$1, or he could buy the weekly license for \$5. The Oregon resident, interested only in a deep sea fishing trip, and not engaging in angling otherwise, also could purchase the one-day license.

In connection with H. B. 463, which would reduce the annual non-resident license fee from \$15 to \$10, Oregon might well consider the proposal now before the Washington State Legislature. Washington proposes to honor angling licenses from other states who, in turn, will honor Washington licenses. Such a reciprocal measure would prove a great boon to anglers in the northern part of Oregon who spend a good deal of time fishing Washington's fine summer steelhead streams.

Hal Boyle

NEW YORK (AP) — The surprise capture of the Remagen Bridge across the Rhine 10 years ago is now accepted as one of the stunning feats in military history.

But when it actually happened it is hard to say who was dismayed most by it—the German enemy or some of the top Allied strategists.

At an anniversary reunion this week President Eisenhower honored 12 heroes who were among the first to cross and seize the bridge. Warmly he assured them that their action typified "the dash, the ingenuity, the readiness at the first opportunity that characterizes the American soldier."

But diplomatically he refrained from mentioning that this sudden battlefield prize became for a few days quite a hot potato at his own wartime headquarters. The big question: What to do with the bridge?

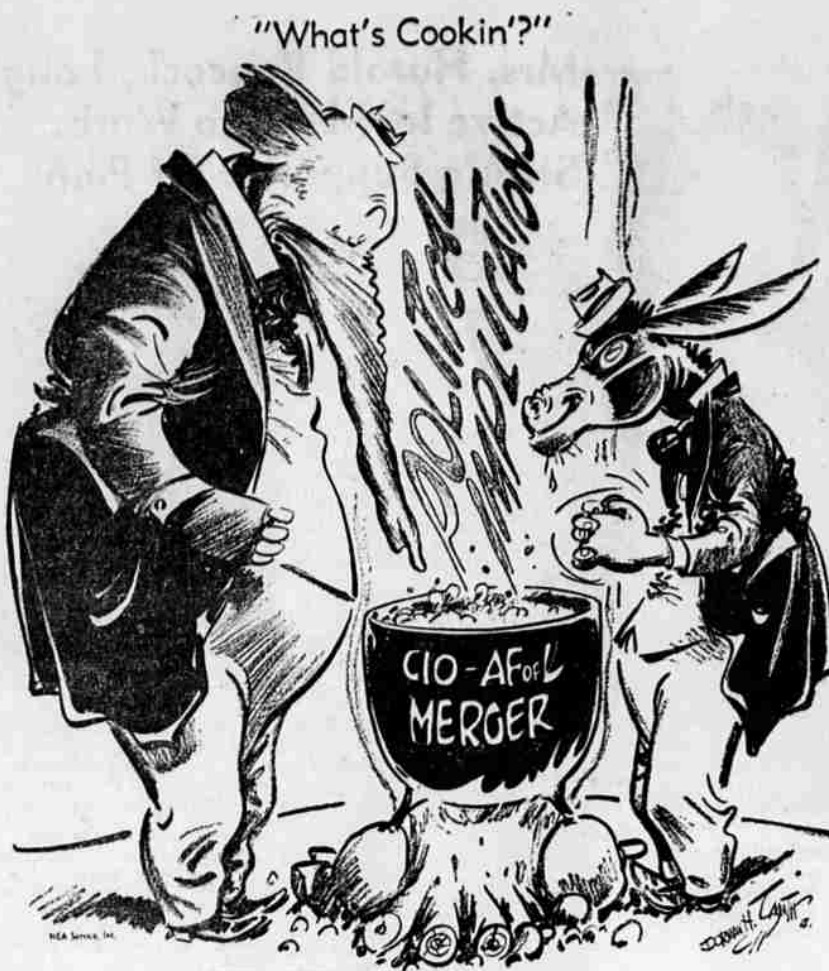
Some military strategists, like wives at housecleaning time, hate

to change their tidy plans, no matter for what reason. That was the unexpected capture of the Remagen Bridge upset and even annoyed some Allied chieftains.

Here was the situation in early 1945:

Nobody expected to breach the ancient barrier of the Rhine except as the result of a mighty effort. A big plan had been laid to make the crossing in Field Marshal Montgomery's sector.

Most British—and some American—advisers to Eisenhower at SHAEF were pressing him to mass the Allied strength behind Montgomery in a single big march



Bruce Blossat

One day a man puts up a new kind of lighted sign over his store. In a few years the place is alive with signs like that, and the old look is gone. Automobiles grow wider until the streets they travel seem suddenly too small. Houses are grown soiled and a bit shabby. Trees lift themselves higher and spread their branches farther. Until the moment comes when you realize you no longer live on a sunny street.

More people than you used to notice crowd onto the bus or streetcar or get out on the highway in their cars. The sense of spaciousness you once felt has vanished. Names of public figures that you recall as household words are heard no more. There are new names now. Do you know them?

In your family, someone gets married or goes off to school or to the Army. Patterns are broken, never to be restored in exactly the same way.

All these marks, like the gouges made in rock by a great slow-moving glacier, are the work of passing time.

We cannot block these changes, any more than we could halt a glacier in its massive course.

across Germany.

But Gen. Omar Nelson Bradley and other American field commanders favored another plan. Bradley himself wanted also to cross the Rhine with his Army group, swing north, link up with Montgomery and thus pocket the Ruhr, Germany's industrial heart.

So the issue stood—still undecided—on March 24. Then doubtless boys and tankmen of the 9th Armored Division dramatically changed the picture. Traveling so swiftly they actually had gone beyond their road maps, they arrived at the Rhine. Startled German engineers, led by a major, frantically tried to destroy the Ludendorff railway bridge. Two explosions weakened the structure. But before they could complete the job, American gunfire drove them off. The Yanks raced to the far side of the Rhine.

Should the 'small American spearhead have seized the bridge on its own initiative? One officer, who knew of the impending big crossing planned farther north by SHAEF, confessed later his first, momentary reaction to the news his men had seized a bridge intact was this:

"What did the boys go and do that for? Now we'll all be in trouble."

A high operations officer from SHAEF was present when Bradley, highly delighted, heard the news. When this officer minimized the importance of the bridge's capture, saying it didn't fit into "the big plan"—the Montgomery plan—Bradley indignantly demanded:

"What a hell do you want at do—pull back and blow it up?"

Eisenhower himself saw the military possibilities at once and ordered the bridgehead strengthened immediately. Later, overriding his SHAEF staff exponents of "the big plan," he sided with Bradley and others who had favored a double pincers attack across the Rhine.

In his memoirs Eisenhower credits the Remagen Bridge seizure with shortening the war.

Thus did a relative handful of troops, men with the courage and enterprise to seize a golden moment, change history.

Today many of the survivors have been honored with medals. Equal honor is owed to the memory of dozens of American Army engineers who repaired the bridge under shellfire for 10 previous days and lost their lives when it collapsed into the Rhine.

No medal went to the German major who had been ordered to blow up the bridge, and didn't quite succeed. There is no possible excuse in the German army for failing to blow a bridge across the Rhine.

He was tried and shot, and it didn't take very long. Somehow, looking back at the Remagen story, which I helped cover 10 years ago as a war reporter, I cannot escape a feeling of regret at the German major's penalty.

Fate put him in the wrong place at the wrong time, and he paid a high price for some bad battlefield luck. He left, I believe, a family.

Change is the current in the stream of passing days. Anytime we pause to look about us surely we find much that is desirable in the new things we see. But some will not be. And we will realize, too, that good things are gone—never to return.

We should not dwell gloomily or morbidly on what is past and cannot be regained. We have to live for today and tomorrow. Yet it is natural and it is rewarding to glance backward at the life we knew yesterday.

You can get a solid, reassuring feeling from putting yourself in the stream of your own history and into the broader course of time. Wisdom and stable living come from understanding the endless changes in the life about you.

But, there is no denying it, an almost inexpressible sadness can be bound up with the movement of time. A favorite tree, a familiar rooftop, a well-used chair, a thousand sights and sounds can evoke poignant memories of life richly lived yet past recapture.

Time is really miles and miles of space. Streets and buildings and natural settings may or may not change notably. But the people who flow through them surely differ from those who once moved there, and the life they represent is new in many ways.

The breathing substance of most of the places we knew two decades ago has been lifted to some dim continent of the past.

But we can well strive to keep strong our ties with those now remote places. For in the continuity of this gained lies the kind of strength and calmness we need to meet and cope with the rushing tides of change in 1955.

Attempt Made To See If Union Bought Matusow

EL PASO, Tex. (AP) — The government sought Thursday to learn from John Clark, mine-mill union president, whether that union bought off false witness Harvey Matusow through a book purchase deal.

Clark testified in the U.S. District Court as the hearing on a motion of Clinton Jencks for a new trial entered its fourth day. Jencks, a mine-mill leader, was convicted here in 1954 of lying when he filed a non-Communist affidavit.

Matusow, who testified in 1954 Jencks was a Communist, now says he swore falsely against Jencks. Matusow has told about his witness stand lying in a book, "False Witness."

The International Union of Mine, Mill and Smelter Workers (IUMMSW), which Clark heads in Denver, has purchased 11,700 copies of the book, according to publisher Albert Kahn.

The incredible Matusow stepped down from the witness stand, though only temporarily, after three days of testimony on the behalf of Jencks.

Clark was permitted to testify out of turn so he could attend a mine-mill convention in Sookane, Wash.

Matusow said Wednesday he was afraid to tell the government he gave false testimony because he feared the McCarthy crowd.

Oakland High School's Top Four Students Named

Ann Berkeley, Darlene Cota, Judy Hewitt and Lorena Judd are Oakland High School's top four students in an honor roll list released by the school today. The honor roll covers the fourth 6-week period of the school year.

Students on the honor roll are: Seniors, Frances Heaton, Jacqueline Kierim, Charlene Moore, Marilyn Seehawer and June Spencer; juniors, Carol Clark, Lorena Judd and Judy Stevens; sophomores, Ann Berkeley, Beverly Coltrane, Darlene Cota, Jean Hewitt, Judy Hewitt, Lavonne Maddox, Barbara Rader, Wanda Traylor, Sandra Walley, Robert Cunningham and James Wilson. Freshmen, Steve Ann Cantwell, Lavonne Cranford, Phyllis Fasel, Ernest Brown, Laurence Jackson and Noel Perrault.

In The Day's News

(Continued from Page One)

opened but a recovery movement set in about mid-morning.

How far the recovery movement will go hadn't been disclosed as this was written.

On the Chicago Board of Trade, grain prices ROSE in what the teletype describes as a "highly nervous market," with dealings active in all pits.

The market opened strong, propelled by RENEWED APPREHENSION ABOUT THE INTERNATIONAL SITUATION following Secretary Dulles' talk. Gains ranged to nearly four cents in wheat.

This rally uncovered a large number of selling orders and prices skidded back quickly—although remaining ABOVE the previous close in most cases.

Why are these market movements significant? The answer is simple. Historically, prices of industrial securities tend to fall in the face of heightened possibilities of war.

Grain prices tend to RISE in the face of such possibilities.

The reason for that is simple. Contrary to the ancient notion that war was good for business (remember it used to be believed that wars were promoted by munitions manufacturers who wanted to sell guns and planes and ships and tanks) business men have learned by hard experience that war ISN'T good for business. So they are inclined to reduce their holdings of industrial stocks when war threatens.

On the other hand, war stimulates the consumption of foods, including grains. So, in the face of heightened prospects of war, grain prices tend to rise.

That's the long and the short of it.

IS a showdown coming in the Formosa area?

I wouldn't know. But—

If we back down at Formosa, we might as well crawl in a hole and pull the hole in after us, for the reds will then think they have us on the run and if they think they have us on the run war will be practically inevitable.

Pipeline Corp. Asks Permission For Stock Sale

WASHINGTON (AP) — The Pacific Northwest Pipeline Corp. Wednesday asked the Securities Exchange Commission for permission to sell stock to pay for construction of a 161 million dollar natural gas pipeline running from New Mexico to the Canadian border.

The project, recently approved by the Federal Power Commission, will bring Washington and Oregon natural gas for the first time.

The financing plan filed with the SEC called for:

Sale to present stockholders of 1,540,000 shares of common stock at \$10 a share.

Public sale of 287,000 units consisting of \$80 interim notes and one share of common stock—a \$70 package totaling \$20,090,000.

Issuance of \$95,200,000 in first mortgage bonds at 4 1/4 per cent interest to banks.

Issuance of \$5,654,000 unsecured notes bearing 3 3/4 per cent interest to Phillips Petroleum for lease rights to 70,000 acres in the San Juan Basin.

Unsecured notes totaling \$675,000 at 3 1/2 per cent interest to Colorado Oil and Gas Corp.

A further issue to present stockholders only of 280,000 shares of 1 dollar par value common at \$10 a share at the rate of 4 shares of new common for each outstanding share.

Secretary Weeks Backs President On Highway Plan

WASHINGTON (AP) — Secretary of Commerce Weeks opened the administration's counterattack Thursday to Democratic sniping at President Eisenhower's 101 billion dollar federal-state highway plan.

Weeks called Eisenhower's 10-year proposal "by far the largest engineering and construction program ever undertaken during peace times."

Weeks said in a statement he read to the Senate public roads subcommittee, "a project of this magnitude cannot be undertaken successfully on a piecemeal basis anymore."

He said a rival Democratic bill, increasing federal aid, is a piecemeal plan and wouldn't do the job. It is sponsored by the committee chairman, Sen. Gore (D-Tenn.).

Eisenhower asked Congress to authorize a new federal agency to finance a 40,000-mile network of interstate highways through a 30-year bond issue. The federal government would put up 25 billion dollars to be repaid from gasoline taxes. The states would be required to chip in 2 billions.

The Eisenhower program would not increase federal spending for any roads other than the interstate highways.

The federal gasoline tax is now two cents a gallon. Some Democrats, led by Sen. Neuberger (D-Ore), have been calling for raising that tax a penny a gallon.

The Gore bill would double the traditional federal share in a five-

year program of developing all the nation's roads, farm-to-market roads as well as high speed interstate highways. Present federal expenditures for all roads in the federal-state matching program amount to 875 millions dollars a year. The Gore bill would increase this figure to \$1,600,000,000.

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