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GUARD ENCAMPMENT

Charles V. Stanton

Douglas County's National Guard Company, headquartered at Roseburg, will leave Friday for its annual encampment at Fort Lewis, Wash. The local company, consisting of approximately 100 men, will spend two weeks in intensive training exercises.

Company D, 186th Inf., 41st Division, is a heavy weapons unit. It is composed of men trained as specialists in the handling of various types of weapons used in support of rifle companies. It demonstrates the great change that has taken place in recent years in ground offense: a system in which specialists have taken over much of the task formerly exclusive with the rifleman.

Until the First World War the infantryman had little help or support. He had to travel on foot. He was subjected to the rifle fire of the enemy and was bombarded by its artillery. Neither side, until the First World War, was able to reach enemy artillery. So big guns were trained on infantrymen burrowed into trenches.

During the First World War ground forces gained minor support from long range rifles designed to knock out enemy artillery. Then came airplanes to drop bombs on artillery and concentrations behind enemy lines—in effect an extension of artillery range.

System Greatly Altered

The Second World War initiated great changes in military tactics. The airplane came into a far more important role, not only as a substitute for long range artillery, but also as a supporting weapon for ground troops. Tanks were improved in both offensive and defensive power. Rockets came into use. Many new types of mortars, machine guns, mobile artillery and other weapons were developed. The war closed on the ominous note of atomic bombs.

The part played by heavy weapons, particularly in amphibious warfare of the Pacific Theater, resulted in intense specialization in that field. The 41st Division, in which the Douglas County National Guard Company distinguished itself, becoming one of the most decorated units in history, was one of the first fully to develop and utilize the heavy weapons support strategy.

A war correspondent with whom I had a "bull session" during the war period, told me how effective the heavy weapons tactics developed by the 41st Division had become.

This correspondent had followed much of the island hopping assault in the Pacific. He had watched one infantry unit cut into ribbons by Japanese defenders in one battle. The 41st Division then was called in to take this stronghold, which had been so costly to previous attackers.

Effectiveness Proven

Heavy weapons units, aided by strategic bombing, started pulverizing defenses. No advance was made by riflemen until it was known that the area was secure. The enemy was virtually wiped out by terrific firepower from heavy weapons and from bombs before ground troops were committed. As a result, the 41st Division took the island with no casualties, after earlier attackers, lacking such effective use of heavy weapons, had been beaten off with extremely heavy losses.

In the event of another war the burden probably will be laid on atomic weapons. The airplane again will spearhead offensive tactics. But no matter what weapons we may develop to weaken the power of the enemy to wage war, the infantryman, or ground soldier, still must be the key man. He is the fellow who must, in the end, capture and hold ground positions.

To achieve his job, a heavy weapons unit, such as organized here in Douglas County, is one of the vital cogs in the machine. The local company has been thoroughly trained in the use of the various types of weapons developed for ground operation. The members have worked many hours during the past year to perfect themselves in their task. They will demonstrate their skill at the forthcoming encampment and will add to their knowledge.

We should feel very grateful to these men who have given so much of their time and effort to improve their ability in the defense of our country, and we should feel proud of their tradition and their present skill.

Hal Boyle

RUIDOSO, N.M. (AP) — Leaves from a touring notebook: Francisco Vasquez Coronado, one of old New Mexico's earliest tourists, made a major mistake 415 years ago when he set out on the first great treasure hunt through this territory.

He didn't bring along a Geiger counter.

Coronado, his heart lusting for loot, spent two fruitless years searching for the golden streets and jeweled towers of the fabled seven cities of Cibola. The expedition, one of the great land explorations of history, was a financial flop. Coronado found seven dusty Indian villages but not gold.

He searched for the wrong metal. He should have been looking for uranium.

Uranium fever has swept the Southwest as gold fever did in other centuries.

"I don't know of anyone today who is actively prospecting for gold," said a resident. "But there are thousands who are looking for uranium."

A visitor gets the impression that half the motorists and pedestrians he meets on hill trails are wearing hearing aids.

"They aren't ordinary hearing aids," he is told. "Those people are listening for uranium."

City dwellers spend their week-ends seeking the clicking hidden wealth. Tourists arrive with Geiger counters in their suit cases, hoping to find a fortune on their vacations.

This is the favorite local gag: "The quickest way to make money is to buy a piece of uranium and go out and find all the Geiger counters the prospectors have lost."

However, you don't have to go out in the hills yourself to hope for a profit from the uranium rush. Some automobile dealers are offering 1,000 free shares of uranium stock with each car sale.

All a lazy man has to do is buy a new car — and wait for his uranium dividends to roll in. So far it has been a long wait.

Uranium has turned out to be as scarce as — well, as scarce as uranium.

But even private fliers have installed special equipment in their planes so they can look for the precious metal while on routine business flights.

The Apache Indians, hitherto so jealous of any encroachment that they have forbidden overnight camping on their sprawling 400,000-acre reservation, opened it to uranium prospecting last week for the first time.

Prospectors for a fee of \$200 each can search up to six months on the reservation and lease 20 acres of any area in which they discover ore.

A survey by the Atomic Energy

President Wouldn't Limit Time At Big 4 Conference

WASHINGTON (AP)—President Eisenhower said Wednesday he would not insist on limiting the projected top-level Big Four conference to three or four days if there are prospects that more time can be well spent.

But Eisenhower told a news conference there must be some time limit on such a meeting because, he said, unlike the prime ministers of Russia, Britain and France, he has presidential duties that must be fulfilled.

The three Western powers have suggested a heads of state meeting at Geneva, July 18-21.

Eisenhower said he certainly would not insist on limiting any "at the summit" Big Four meeting to three or four days, as he suggested a few weeks ago.

But he implied that without some limit the Russians might try to capitalize on the meeting for propaganda purposes. The Reds have been critical of the proposal to

put a sharp limit on time, and to restrict the session to broad outlines without decisions on specific problems.

Speaking vigorously, Eisenhower said that inasmuch as he is willing to go anywhere—from Timbuktu to the North Pole, as he put it—he certainly is not going to insist on a three or four-day meeting if more time is needed in the quest for peace.

He spoke of the constitutional situation in this country, and added that because of his obligation to be on hand to act on bills passed by Congress, his stay outside the United States must be somewhat limited.

Eisenhower repeated what he and Secretary of State Dulles have been saying right along—let's not expect too much from this first Big Four meeting. But he said, too, it might open up new approaches to the problems of settling international differences and lead to something fruitful later on.

IN THE DAY'S NEWS

By FRANK JENKINS

(Continued from Page One)

sick with ignorance, mutual fears and hates can be miraculously cured at a single meeting.

He's telling us:
Hope for the best.
Be ready for the worst.
Keep our shirts on.
That's good advice for ALL of us.

Alger Hiss bobs into the news again. As follows:

"Alger Hiss, former state department employee, who served a prison sentence for perjury, pleaded guilty today in New York to PLAYING BALL IN A PROHIBITED PARK AREA. He paid a \$1 fine as the alternative to two days in jail."

"Hiss received a summons on June 2 which alleged he was playing ball with his 13-year-old son in a section of Washington Square park where ball playing is forbidden."

I think very little of Hiss. He sold his American birthright for a mess of communist postage. But it's far better for him to be out playing ball in a public park with his kid than to be out with a bunch of commies cooking up trouble.

Instead of summoning him into court, it would have been wiser in this instance to have explained to him courteously that for reasons

that it considers good the City of New York doesn't permit people to play ball in that particular spot but provides other places where ball playing is encouraged.

The way the situation was handled smacks of persecution—which seldom pays off.

A bill to create a San Francisco bay area smog control district is on Governor Knight's desk in Sacramento. If he signs it, it will create a district to be governed by a ten-member board which will have the authority to levy a ten-mill tax on each \$100 of assessed valuation, the purpose of the tax being to finance measures to abate the smog nuisance.

The San Francisco bay area has always been supposed to have a foolproof NATURAL air-conditioning system provided by the fog and the cool breezes that blow in at night from the ocean.

But even in the Bay area the problem of smog control is sticking up its ugly head.

What to do?

There are two ways to handle the smog problem. One of them is to spend fabulous sums of tax money to remove the pollutants that cause smog. The other is to DISPERSE industry among the smaller cities instead of concentrating it in a comparatively small number of Bigtowns.

Peter Edson

WASHINGTON — (NEA) — Should truck operators be denied the right to operate a freight-hauling service because the cities they wish to serve are already connected by railroads?

That is the key question in five cases that have come before the Interstate Commerce Commission in the last two years.

Two of these cases have been settled in favor of the truckers after original ICC recommendations were reversed. The other three cases are still pending on appeal.

In effect, ICC decisions favoring the railroads in these cases would carry out recommendations of President Eisenhower's Cabinet Committee on Transportation. But this would be done before these recommendations have been formally adopted as administration policy and before sanction by congressional action.

American Trucking Associations, Inc. is a federation of 30 state and territorial organizations representing a majority of the 20,000 truck fleet operators in the U.S. They have gone to bat for the truckers in opposition to the railroads.

ATA charges that ICC decisions banning truck operations in these cases would "foster railroad monopoly" and protect the railroads from "legitimate competition by motor carriers."

In the first of these cases, January, 1953, ICC denied the McCullough Transfer Co., of Youngstown, Ohio, the right to transport bulk cement for the Federal Portland Cement Co. from Hamburg, N.Y., to four counties in Pennsylvania. The reason given was that the area was already served by a short-line railway.

American Trucking Association's attorneys filed a petition of intervention, opposing the ICC decision. ATA maintained that if this decision were extended to other similar cases, it might seriously threaten the entire interstate trucking industry.

ICC turned down the petition. ATA lawyers then filed a bill of

complaint in U.S. District Court, Cleveland. ICC thereupon reopened its case. In May, 1954, an examiner recommended that McCullough and two other motor carriers be authorized to transport cement in bulk.

This case is considered so important that it is now awaiting hearing by the full Interstate Commerce Commission.

IN THE MEANTIME, shortly after the examiner's reversal recommendation in the McCullough case was made public, ICC issued a new ruling. It said:

"Complaints or protests by associations of carriers and freight forwarders against existing or new rates, charges, fares, rules, regulations or applications for operating rights will not be entertained."

This ruling would serve to deprive independent truck operators of the help of trade association lawyers in major cases.

ATA, for instance, does not try to represent individual truckers in rate or certificate cases. But when the entire industry is involved, ATA and other carrier associations intervene.

ATA therefore protested the new ICC rule. It was suspended, pending further hearing.

This has permitted the trucking associations to intervene in four other cases like the McCullough case. They cover most of the U.S.

In the first of them, last year, Diamond Transportation System of Racine, Wis., was denied authority to transport G. I. Case harvesters-threshers combines from the Case plant at Burlington, Ia. Then the ICC motor carrier decision reversed the finding. Diamond was allowed to truck out the deliveries.

Sen. Neuberger Hits Decision On Pelton Dam

WASHINGTON (AP) — The Supreme Court decision upholding federal licensing of a dam in Oregon's Deschutes River "makes it more urgent than ever to protect the commercial and sports fishery resources of the Salmon and Clearwater Rivers," Sen. Neuberger (D-Ore.) said Wednesday.

"As second-rate substitutes for the damming of the Salmon and Clearwater has been proposed by Secretary (of Interior) McKay and other opponents of Hells Canyon," the senator said in a statement.

"If such proposals are combined with the loss of spawning grounds caused by Pelton Dam on the Deschutes, the fisheries of our great Northwest region will indeed be in peril."

Neuberger issued his statement in commenting on the Supreme Court decision Monday upholding right of the Power Commission to issue a license to the Portland General Electric Co. for construction of Pelton Dam on the Deschutes. The court action had been brought by the Oregon State Game and Fish Commissions on grounds the dam would cause irreparable damage to the river's fish runs.

Congress Chat

By HARRIS ELLSWORTH,
M. C., 4th Oregon District

The other day the House Public Works Committee brought a bill to the Rules Committee on which we held a hearing of an hour or so. The legislation proposed to authorize the construction of a new building in the District of Columbia. Sounds like a rather dull and routine matter, doesn't it? On the contrary, the discussion of that bill turned out to be a very interesting session. The proposal was for a new building for the Smithsonian Institution. Not a building to replace the interesting 130-year-old red brick structure but an addition to it.

"The Smithsonian," as it is called, is the one great general museum owned and operated by the United States government. It was created by an Act of Congress passed in 1846 under the terms of the will of James Smithson of England. Smithson, who never saw America, in 1829 bequeathed his fortune to the United States to found, at Washington under the name "Smithsonian Institution" (note that it is not an institute) as so many people call it, an institution to be an establishment for the "increase and diffusion of knowledge among men."

The museum building itself is only one of the many undertakings of the Institution which administers a number of funds for specific researches, explorations and other purposes. For example, it owns a library of more than 900,000 volumes. The National Gallery of Art is a bureau of the Smithsonian Institution. There are many other divisions or bureaus.

But to get back to the pending bill—the old museum building is bulging with historic objects. The Institution owns thousands of other objects which are in storage—some in packing crates located in warehouses in Chicago. A new building is very badly needed and will be a fine public service for the millions of people who visit their Nation's Capital each year. (The Smithsonian has 5,000,000 visitors a year!) The government owns suitable land near the present building, part of which is now occupied by unsightly wooden temporary buildings which were built during World War I.

Until I recalled how much it cost to rebuild our home in Roseburg a couple of years ago I was staggered by the amount of money mentioned in the bill—\$16,000,000. However, I know that buildings cost a lot of money so I guess the right sort of building for the Smithsonian might cost that much.

The rather slight opposition (including the two Senators from Oregon to my bill which would permit a part of the cost of Green Peter and Cougar dams to be borne locally should face squarely up to the position they are taking. They have not done so yet. What they are saying amounts simply to this:

"Even though it will require three and one-half BILLIONS of dollars of construction money to meet the power needs of the Pacific Northwest during the next 10 years, we will not let any money be spent for hydro-electric power except that which is appropriated by Congress and spent by the Federal government."

In other words, they want government ownership of electric power—or none at all. That is not even a dog in the manger attitude. It seems more in the nature of a hunger strike.

Richards Claims Menon Definitely Anti-American

By RUSSELL BRINES

WASHINGTON (AP) — Rep. Richards (D-SC) said Wednesday Indian diplomat V. K. Krishna Menon is "violently anti-American" and declared "we would be naive to place too much dependence on him" as a mediator with Red China.

Richards, chairman of the House Foreign Affairs Committee, said "it has been patent for some time that the Communist world has been building up Mr. Menon to pull its chestnuts out of the fire."

"What an instrument of harm he would ultimately be to this country if our people in authority are taken in by him because of his protestations of new-born friendship!"

Menon is due here Thursday to talk to Secretary of State Dulles, and possibly President Eisenhower, about his 10-day visit to Red China last month to discuss prospects for peace in the Formosa Straits.

Richards said in an interview he became acquainted with Menon's philosophy while serving as a congressional delegate to the United Nations in 1953.

Senate Committee Gives Snake Dam Bill Approval

WASHINGTON (AP) — A bill to authorize construction of a power dam in the Hells Canyon stretch of the Snake River between Idaho and Oregon was approved Wednesday by a Senate interior subcommittee.

The half-billion-dollar dam would be in an area where the Idaho Power Co. proposes to build three power dams.

The subcommittee vote was 3-1. The three senators who approved the bill, among 30 sponsors of it, were Chairman Anderson (D-N.M.), O'Mahoney (D-Wyo.) and Jackson (D-Wash.). Sen. Watkins (R-Utah) voted against the bill. Sen. Millikin (R-Colo.) attended the session but did not vote.

Anderson told reporters the bill probably will be taken up by the full interior committee, where the vote is expected to be close, about June 23.

LEADER PASSES
LONDON (AP) — Sir Charles McLaren, 56, the man behind Britain's armament drive during World War II, died Wednesday.



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