

# The News-Review

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CHARLES V. STANTON, Editor and Manager  
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## A VITAL DECISION

Charles V. Stanton

Few people in Douglas County, I imagine, have given much thought to the decision by the U.S. Supreme Court upholding the authority of the Federal Power Commission in granting a license to Portland General Electric to build Pelton dam on the Deschutes River.

Why should Douglas County residents be concerned with what happens to the Deschutes River? Sure, we know it's a fine fishing stream. But irrigation and power are needed, so why object to a dam?

Perhaps if impairment of the sports fishery were the only factor involved, the decision would be of less import. But, as it stands, the decision seems to indicate that the State of Oregon has no control over the use of its rivers, and that the federal government can do what it desires to do with our water.

Did you ever hear of the scheme for the "Ladder of Rivers?"

The federal government has blueprinted a plan whereby the North Umpqua and Rogue rivers would be dammed in their upper reaches. The water would be tunneled through the summit of the Cascades and dumped into the Klamath Lakes. Then, by canal and tunnel, water diverted from the Umpqua, Rogue and Klamath lakes and rivers, would be transported to California.

Unless laws are changed, there is nothing to prevent this diversion of water, no matter how much we object. The State of Oregon has no say in the matter, according to the Supreme Court's decision.

### State's Rights Are Gone

It has always been presumed that each state had control over its non-navigable waters. The Desert Land Act of 1877 conveyed to western states the right of control over waters flowing from the public domain. Then the federal government began setting up power reservations. Most of the North Umpqua River is so reserved. Authority to establish power reservations was specifically granted by Congress in 1910.

Oregon's laws provide for license of power projects by the State Hydroelectric Commission, and also grants the Oregon Fish Commission the power to veto where serious impairment of the fishery resource is involved.

The Fish Commission, joined by the Game Commission, vetoed the proposed Pelton Dam. The Oregon Hydroelectric Commission refused a license. The Federal Power Commission, however, granted a license to PGE. The power company appealed the Oregon ruling. The Ninth Circuit Court of Appeals handed down a 2 to 1 decision against the company. The issue then was taken to the Supreme Court, which overruled the Appeals Court and upheld the authority of the FPC to grant the license for Pelton Dam, inasmuch as it is to be built on "reserved" land.

As lands along any stream can be brought into a power reservation simply by administrative decree, the decision virtually rules out all control by any state over the waters within its boundaries.

### Change in Law Needed

Western states, which are principally affected, inasmuch as they contain such a large proportion of public domain, should combine efforts to amend federal laws, and thereby retain rights to control and direct uses of their waters. But it may be difficult to obtain agreement among states. California is thirsty. It also is populous and politically strong. It has nothing to lose and everything to gain by the decision. If it can muster enough power, it can steal water from neighboring states, just so long as the water passes through a generating turbine.

Oregon has two senators believing in government power monopoly. They could hardly be expected to work for any amendment which might weaken federal authority over rivers suitable for power development.

We hear much talk about "multiple purpose," but the only "purpose" seemingly under consideration is that of power.

The scope of the court decision eclipses the fish fight. It opens up the whole field of state's rights.

*Hal Boyle*

FORT STANTON, N.M. (AP)—What's new in cemeteries? Well, if you are really a cemetery connoisseur, there are a couple of interesting ones here at this century-old former Army post where "Blackjack" Pershing, later a famous general, earned his nickname playing cards.

Some people like hospitals. Some like night clubs. Some like cemeteries.

I'm a cemetery man myself, and I suppose most people are. Night clubs cost too much. Hospitals make you nervous. But nothing gives you a better perspective on the importance of life than a visit to a cemetery. No other place is as dead. Only in a cemetery do the dead generally have to pay an admission fee while the living can enter and leave free.

The older cemeteries of the Eastern section of the United States are usually well-cared for. But they are also often primly trimmed and patterned and have a caught-as-it-falls look, as a flower imprisoned in glass does.

The two cemeteries here are somewhat careless and unkempt. They wear their grass long instead of trim and tidy. They have a frontier down-to-earth expression, if you can think of cemeteries as having individual expressions. And of course they do—just as trees and people and pigeons do.

Both cemeteries seem to have had a "welcome stranger" attitude, giving shelter to anyone overcome by the storms of this world.

The bigger cemetery is the newer one. More than half a century ago the Army post was turned into a national hospital for tubercular

members of the American Merchant Marine.

It seems, apart from the benefit of climate, an odd place to cure sailors homesick for seas far away. But the vista of bending grass on rolling hills reaching to distant mountains gives one the feeling of being aboard a ship straining toward a high shore.

Many of the 951 marines buried here must have thought of this before they died an inland death. Most of the graves have lost the identity of a name and carry only the tag of a numbered stone. Nobody cared to index them but the government. A few graves have rude weathered wooden crosses adorned with a faded hand-carved anchor. Many of those with names bear Scandinavian names.

In a separate corner, lined up forever, rest four sailors from the imprisoned crew of the German raider Graf Spee, scuttled off South America early in the Second World War.

Does any fraulein still wonder what happened to Hermann Wunderhelf (born Aug. 8, 1918 or Otto Zwickel (born April 1, 1910)? Well, here they tarry, eternal classmates, under the Iron Cross and burgeoning cactus plants.

The older cemetery is the smaller one. It must have been started

## Folks Aren't Interested in Boat-Rocking Any More



### Khrushchev Invites Western Newsmen

BELGRADE, Yugoslavia (AP)—Soviet Communist boss Nikita Khrushchev is making good—and fast—on his invitation here to Western newsmen to visit Moscow. Staggering out of the farewell banquet which wound up the Soviet-Yugoslav talks here early last Friday, Khrushchev after five hours of dining and toasting gave a "come one, come all to Moscow" bid to correspondents clustered around the door.

The next day some 14 correspondents, many of them Americans, swamped the Soviet Embassy with visa applications. In Stalin's day the requests would have languished for months before they were rejected.

The embassy here now has informed Eric Bourne, British correspondent for the London Daily Express and the Christian Science Monitor, his visa had been granted.

A Soviet embassy spokesman said that in addition to Bourne, four other correspondents had received visas.

They are Frank Kelley, Rome correspondent for the New York Herald Tribune; Jack Begon, NBC Rome correspondent; Rene McCall, London Daily Express, and Seymour Freidin, New York Post.

### Dulles Appeals For Approval Of Austrian Treaty

WASHINGTON (AP)—Secretary of State Dulles said here Russian agreement to an Austrian treaty "may open the way to further cooperation to fulfill other wartime pledges" by the Soviet Union.

Dulles went before the Senate Foreign Relations Committee headed by Sen. George (D-Ga) to appeal for rapid approval of the Austrian peace treaty.

"President Eisenhower stated in his speech of April 16, 1955, and the United States has repeated on numerous occasions since, that Soviet agreement to the Austrian treaty fulfilling the Moscow agreement of 1943 would be considered a significant deed as distinct from words."

"It may open the way to further cooperation to fulfill other wartime pledges."

Dulles' hopeful attitude came on the eve of Big Four talks which the West wants to hold with the Soviet Union next month.

### Donald Imlah Sentenced To Die In Gas Chamber

HOOD RIVER (AP)—Donald Dwayne Imlah, 29, will be sentenced June 17 to die in the state gas chamber.

He is accused of the slaying July 8, 1953, of his guardian Bruce Houck.

Imlah was convicted without recommendation for leniency, making the death sentence mandatory. The case was appealed to the State Supreme Court but the appeal was denied.

Shortly after the military fort was established in 1853.

Here are buried a number of Army cavalrymen who rode to death to make the frontier safe.

But time has destroyed most of their headstones. Who knows what man lies below, and how he died, and why? Their true monument: The great Wild west itself.

Hospitably interred with them are a few civilian pioneers. There is also a small, boy's size grave, lovingly outlined with pebbles, and bearing a headstone that says simply: "Charles." The grave is sunken, but flowers still bloom upon it. Somebody remembers Charles.

As I walked toward the gate a dove whirred by with a soft-feathered under. I saw two small eggs in the nest she had made in the dry parched grass, and knew that as soon as I was gone she would return to that nest, and that out of this old home of death new life would hatch and fly.

A cemetery is a pleasant place—if you aren't in a hurry.

### Porter Hits At Charges Of Congressman Ellsworth

EUGENE (AP)—Our present Fourth District Congressman, Harris Ellsworth of Roseburg, stated last week that the opponents of "partnership" dams are in the position of "hunger strikers" in that they (Morse, Neuberger and Green, in particular) "want government ownership of electric power or none at all."

This is nonsense and Mr. Ellsworth knows it. What we Democrats don't like about "partnership" as promoted by the GOP is that the electric power so generated will not be low cost power nor will it be available on a regional basis. The two features that made the Bonneville Power Administration so outstandingly successful and which include preference for public bodies and the famous "postage stamp" rate policy.

Far from being on strike, Democrats representing Oregon in Congress have been fighting hard for appropriations to build the already authorized dams at Cougar Creek on the south fork of the McKenzie River, at Green Peter on the Santiam River and at the John Day site on the Columbia River.

Such appropriations are not expenditures of tax money. They are investments, gilt-edged investments as proved by the eagerness

of the private utilities to undertake these projects.

Mr. Ellsworth and his Republican colleagues are the ones taking an unreasonable position, to wit, high cost private power or nothing!

Anyone who has bought a home using a 20 or 30 year loan knows how substantial a difference one percentage in interest rate can make in the total pay-out. The United States government can borrow money at least 1 per cent below the interest rate available to other groups, public and private. Such savings mean a far lower capital expenditure and hence lower rates.

These "partners" and Mr. Ellsworth don't care about low rates. If they did, Mr. Ellsworth's legislation would include a definite formula for determining the allocation of costs between the government and the "partner."

Instead of issuing such wild, baseless charges, our Congressman might well emulate his colleague, Sam Coon of Baker, and consent to defend his "partnership" views in a series of debates in his District this Fall. Certainly power policy is the most vital of all domestic issues, for upon its success the economic future of Oregon largely depends.

CHARLES O. PORTER  
2775 University St.  
Eugene, Oregon

### Peter Edson

WASHINGTON (NEA)—The battle between the railroads and the motor trucking industry is a two-ring affair.

In one ring the railroads are trying to keep the truckers from getting any of the freight business now served by rail lines.

In the other ring, the railroads are trying to get into the motor truck business themselves, on an ever-increasing scale.

In the middle is the U.S. Interstate Commerce Commission's operation, going back more than 10 years. Originally the St. Louis and San Francisco Railway Company bought out six private truck lines and established Frisco as a subsidiary to run them.

ICC licensed Frisco to operate "auxiliary and supplementary" service to its main rail line. But in issuing the certificate, these restrictions were inadvertently left out.

ICC ordered the limiting phrases put back in. Frisco contested. It claimed the right to operate an unrestricted motor freight service in six states from Mississippi to Texas.

Last April ICC denied Frisco the right to unrestricted truck operation and limited it to auxiliary motor services between "key points" in accord with past rail transportation policy.

### Reader Opinions

That being the case, you may ask, WHY HAVE A QUEEN? This is the best answer I can think of:

Elizabeth is a charming young woman. She has been schooled since her birth, 'IN THE HARDEST KIND OF SCHOOL, in the principles of winning friends and influencing people. Her job is to keep the British people LIKING THEIR GOVERNMENT and believing that it is the best government on earth.

When you come right down to it, that is VERY important.

But let's get back to her speech. She pledged a British Commonwealth struggle for peace. She said the British government will wholeheartedly support the United Nations, the Atlantic alliance and the new Western European Union. She announced government plans to keep Britain prosperous.

Then she WARNED THE LEGISLATORS OF what she called THE GRAVE SITUATION CREATED BY THE RAILROAD STRIKE.

That was her only reference to the strike emergency that caused parliament to assemble five days early.

Let's watch very closely these British strikes, of which the railroad strike is the most menacing—because it is handicapping British industry in the midst of an industrial boom that is tremendously heartening to the British people after all these years of austere scarcity.

Because in Britain the government OWNS THE RAILROADS, the British government will have to handle the railroad strike. Maybe it will be able to do a good job of it.

Myrtle Creek Budget Hearing Stated July 5

Hearing on Myrtle Creek's proposed \$302,880 city budget will be held July 5, according to the Myrtle Creek Mail.

No vote on the budget is required, for all money to be raised by taxes is within the 6 per cent limitation. The total levy on the 1955-56 budget has been set at \$78,420, and the tax rate will be an estimated 32.7 mills.

AMERICAN TRUCKING associations and affected independent motor carriers in the area have asked for reconsideration of this decision. They also ask that key point restrictions be applied at Omaha, Des Moines, Davenport, Rock Island and Moline.

Their argument is that existing motor carriers, now provide adequate truck service between Chicago and Omaha. The trucking industry maintains that if the decision is not reversed, it will lead to general railroad usurpation of truck business.

New York Central, Central of Georgia and other railway companies are also seeking to have key point restrictions lifted. They seek to offer truck service over their entire system areas.

SINCE PASSAGE of the Motor Carrier Act of 1935, ICC has repeatedly ruled that competition between motor carriers and railroads must be maintained. This comes under the general policy that one form of transportation must not control another.

A major change in this policy has now been recommended by the President's Advisory Committee on Transportation, headed by Secretary of Commerce Sinclair Weeks.

This committee would end the present requirements that the ICC administer the Interstate Commerce Act to preserve the inherent advantages, and competition between all forms of transportation.

The Weeks Cabinet committee recommends that this policy be changed so as to "reduce economic regulation, restrictions, conditions or limitations on individual modes of transport."

## In The Day's News

(Continued from Page One)

strike has stopped the suburban trains which Londoners normally use to get from their homes to their places of business in the city. So those who have automobiles are using them to drive to work. The result has been a terrific traffic congestion—which would have been aggravated if the queen had ridden through the streets, in accordance with custom, in the traditional coach.

The British are bound by tradition in a way that is unfamiliar to us. But, you see, they are capable of BREAKING WITH TRADITION when ordinary common sense calls for the break.

Keep this in mind. Queen Elizabeth presented the Conservative Party's program to the parliament. She didn't write her speech. It was written for her by the Conservative Party.

If the Labor Party had won in the recent elections, she would have presented the Labor Party's program to the parliament. Her speech would have been written for her by the Labor Party.

That being the case, you may ask, WHY HAVE A QUEEN? This is the best answer I can think of:

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