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S. P. ORDERS CARS

Charles V. Stanton

The Southern Pacific company is making a lengthy announcement concerning its order for another 950 box cars. These cars are of the 50-foot, double door variety especially desirable for loading timber products. The announcement reports deliveries this year to June 1 of 765 new cars, 1744 on order but undelivered, all in addition to the 950 added to orders.

Sacramento shops will build 750 of the new cars at a rate of 12 per day. The remaining 200 will be constructed by the Pullman-Standard Manufacturing company.

While announcing purchase of more than 6,000 cars during the past 10 years, the Southern Pacific does not report how many were taken out of service during the same period, so we do not know the actual gain.

Shippers, of course, appreciate every new car. The current car shortage, which is expected to get much worse before it gets better, has our lumber manufacturers badly worried. The car shortage already is beginning to pinch. When grain harvest starts the shortage is expected to seriously hamper movement of timber products.

Pessimists Hurt Economy

According to findings by the newly appointed Governor's Emergency Transportation Committee, railroads throughout the country slacked off on car orders last year and this year.

Perhaps they were not entirely to blame.

Sparked by the Americans For Democratic Action, certain politicians began crying some months ago about an imminent "Republican Recession." The country was going to the dogs we were told. The administration's fiscal policies were leading to immediate breakdown of our economy.

Perhaps you will recall how last winter Chief Bismuth of the Webfoot tribe was crying in the tepee and haranguing in Capital Long House about the terrifying rate of unemployment in Oregon, describing soup kitchens in Portland and uttering prophecies of impending starvation for Oregon workers.

But despite political efforts to wreck economy for the purpose of embarrassing the administration, production and business have reached new high levels. This year promises to set new economic records.

However, some economists and many business leaders were taken in by the politically motivated attempt at economic sabotage. Apparently railroad lines were also victims, failing to estimate their car needs and thus did not buy enough new cars.

Then came the boom in production. Business made gains in nearly all lines. Every increase in business level demands more transportation facilities, for industry and business are geared to transportation. Now we find that there are not enough cars among all the railroads of the country to handle the freight load.

Committee To Guard Interests

Governor Paul Patterson has taken steps to guard the interests of Oregon shippers. Inasmuch as southwestern Oregon has no rail competition, and in past car shortages has suffered discrimination in the assignment of empties, the Governor has appointed an emergency transportation committee which will have as one of its duties determination that all shippers receive their fair share of available cars. The committee also will seek to determine that there is no discrimination against Oregon shippers generally in favor of shippers in some other state.

The committee will endeavor to work out coordination between rail lines and shippers to speed up loading and unloading, prevent delays in handling and thus keep more cars moving.

It also is proposing an emergency gateway at Portland. This proposal would permit shippers on Southern Pacific lines to order cars, when available, from northern lines. Cars would be delivered to the Southern Pacific at Portland, would be moved by the Southern Pacific to the Oregon shipper and, when loaded, would be returned to the originating line at Portland.

If official sanction can be obtained for this emergency gateway, it should go far to relieve Southern Oregon's timber industry's problem in filling orders.

Hal Boyle

NEW YORK (AP)—Has Independence Day got you down? A three-day holiday weekend in our crowded times often can be as much a test of endurance as an opportunity for rest or pleasure.

For some of those overborne by the woes instead of the joys that go with celebrating the Fourth of July, here are a few comforting thoughts for mighty minds of the past and present:

To any passenger standing in a hot, crowded excursion train — "The man in the sky" — Emerson.

To a restaurant waiter who barely missed a pedestrian — "The man in the street does not know a star in the sky" — Emerson.

To a determined lady who insists she should be waited on first at the hot dog stand — "The mob tramples on the coward" — Seneca.

To the guy who talks back to a cop and ends up in jail — "When the people contend for their liberty, they seldom get anything by their victory but new masters" — Sophocles.

To a man trying to find a seat in a darkened movie — "The people cannot see, but they can feel" — Harrington.

To any weary bus driver — "The safety of the people shall be the highest law" — Cicero.

To any footsore traffic policeman — "The noblest motive is the public good" — Steele.

To a honeymooning couple trying to find some privacy at a resort hotel — "Hence, far hence, ye vulgar herd!" — Virgil.

To the lonely fellow whose girl friend turned him down for a holiday date — "The Lord prefers common-looking people. That is the reason he makes so many of them" — Abraham Lincoln.

House Guest

WHY COULDN'T WE
PUT HIM IN BERIA'S
OLD ROOM?



Bruce Bioassat

Many times since World War II ended, American diplomats have gone to international conferences with the sound of sharp criticism from home ringing in their ears. But they can go to the July 18 Big Four meeting this year with the feeling the country is united behind their efforts.

Some weeks back, this was not clearly in prospect. Senator Knowland, the officially styled Republican leader in the Senate, was busy setting himself apart from the administration's foreign policy at many points. He appeared to be leading the small band of right-wing Republican complainants.

Two events of recent time have helped to alter the picture materially. Some days ago Senator McCarthy of Wisconsin made a Senate speech which constituted a bitter attack on President Eisenhower. He spoke of the forthcoming Big Four conference as an "impending disaster" for the United States.

Knowland bluntly declined to associate himself with this view. He voiced confidence in the President's ability to enter negotiations with the Soviet Union without incurring "disaster." In effect, he drew the lines of support tighter behind the administration.

More recently McCarthy offered the Senate a resolution whose evident result would have been to force the United States to call off the Geneva meeting altogether.

McCarthy asked that the administration obtain from Russia a pre-conference commitment to discuss the future of the Soviet satellites in Europe. All the responsible leaders of the Senate agreed this would hopelessly tie the President's hands in his dealings with the Russians.

By overwhelming margins, the committee and the Senate slapped down this proposal.

McCarthy's point was that if the satellites are discussed, all the negotiations will concern free territory, and they can only end with the West making damaging concessions to the Kremlin. The resolution, in other words, was a call for a vote of "no confidence" in the President and his diplomatic chiefs.

By firmly rejecting this proposal, senators of both parties indicated they are virtually solid behind Mr. Eisenhower in the quest he and others will make at Geneva for some easing of world tensions.

Texts of opinion show that the country wants the President to find out what substance, if any, lies behind Russia's new professions of good intent. And the people trust him to conduct the search without appeasement.

Those who do not think the search should be made, or do not trust the President to make it, have apparently divided to a handful. The great weight of the nation's backing is all the other way.

In The Day's News

(Continued from Page One)

a center coalition, has agreed to go along with Segni's leadership.

I hope Segni gets away with his land reform program. Italy has far too many BIG land holders and far too few LITTLE land holders. This situation arose more than 2500 years ago, and has been more or less acute ever since.

Over the centuries much has been said about it in Italy, but nothing very effective has ever been done about it. I think Segni is on the right track, but I wouldn't bet much on his getting away with it in the immediate future.

A word to high school seniors: Do you remember Cornelia?

She was quite a gal in her day in Rome, the talented daughter of Scipio Africanus. She married Tiberius Sempronius Gracchus, and bore him 12 children. She was left a widow and lost all but three of them—Tiberius and Gaius, known in Roman history as The Gracchi, and a daughter who married Scipio the Younger.

Cornelia was left quite well off, and one day a visitor was questioning her politely about her family jewels. She pointed to her two sons and gave the answer that has thrilled high school Latin students down through the centuries: "Hanc sunt mea ornamenta." (THESE are my jewels.)

But let's get back to the Gracchi, and Italy's land reform problems.

Tiberius, the oldest boy, was eventually elected tribune, or leader of the people. He tried to introduce land reforms, but hadn't got away with it when his term as tribune ended. He ran for the office again, which was against Roman custom.

He was killed in the disturbance that ensued.

His brother Gaius followed in his footsteps. He too was elected tribune of the people, and put back in effect the land reform laws his brother had made. He was RE-ELECTED, despite the old-established custom, to a second term, but crowded his luck and ran a third term.

That was too much for the people, and riots and ruckuses broke out. Gaius, knowing the jig was up, anticipated capture and a trumped-up execution by having his own slave kill him.

That cooked the land reform goose in Rome.

So, while one approves this man Segni's program of land reform in modern Italy one has one's doubts as to the outcome of it—at least right away. Progress moves slowly over there.

In our own country, I get scared of a lot of the free-spending policies of our federal government which keep our national debt steadily RISING in a time of general prosperity when we ought to be paying off on our debt.

But I'm NOT much scared of the heavy spending and heavy lending of the government's credit in order to enable our people to buy homes. I can't help believing that will turn out all right.

If the Gracchi brothers, 20-odd centuries ago, had managed to establish a successful federal housing program in ancient Rome, modern Italy would be FAR better off.

Congressmen Of Northwest Show Unity In Passing Some Very Important Measures

By A. ROBERT SMITH

News-Review Correspondent

WASHINGTON (Special) — Pacific Northwest congressmen were united in voting for a major new West Coast reclamation project approved last week by the House and sent on to the Senate.

It was the Trinity River irrigation and power development just south of the Oregon-California border east of Shasta dam — a project that would extend the Central Valley Project of California, possibly by inclusion of a unique "partnership" power agreement with Pacific Gas and Electric Co.

The bill passed by the House was not actually a "partnership" bill, for it gave federal authorization to the entire project — but it included a request that the Interior Department report to Congress within 18 months of the feasibility of having the power features of the project developed by non-federal agencies. This was to cover the possibility that the Eisenhower administration might endorse a proposal advanced by PG and E to build the powerhouses and gain the kilowatt output in return for paying the government a falling water rate for the water released through its turbines from the federally-financed dams.

All four Oregon representatives were joined by the Washington state delegation in supporting the Trinity River bill, authorizing \$225 million to be spent to provide 704,000 acre-feet of water.

There was unity among the region's lawmakers on two other issues last week that came to a vote in the House: they all supported the bill to raise salaries of government civil service employees; and they approved a resolution to send a delegation from the Pacific Northwest to the Paris Conference in Paris in July.

There was disagreement among the congressmen on a new tariff bill asked by President Eisenhower which ran into some opposition chiefly from the Republican party. It was a measure designed to change methods of putting a value on imports having the effect of reducing ad valorem duties to some extent.

Some critics called it a greater tariff reduction bill than the reciprocal trade act, but defenders replied that it would affect only a small portion of imports. The House passed it by voice vote after a move to kill its main provision was voted down 222-143. Representatives who voted with the GOP-led move to kill this clause were: Rep. Sam Coon (R-Ore.) and Rep. Russell Mack (R-Wash.). Those who joined in the majority action to approve the bill as requested by Eisenhower were: Rep. Edith Green (D-Ore.), Hal Holmes and Tom Pelly (R-Wash.) and Don Magnuson (D-Wash.).

Rep. Harris Ellsworth, Walter Norblad (R-Ore.) and Walt Horan and Thor Tollefson (R-Wash.) did not cast a vote.

In the Senate all four Democrats from the Pacific Northwest teamed up in helping give Eisenhower his first defeat on a military issue since he became president, blocking the administration's attempt to cutback the size of the Marine Corps by 22,000 men.

This issue developed in connection with the Defense Department budget bill, which under the Eisenhower budget would have called for the Marine Corps reduction. Sen. Symington led the Democratic revolt against this by putting through a \$46 million increase to finance the 22,000 troops in question. It was adopted 40-39.

Sens. Wayne Morse, Richard L. Neuberger (D-Ore.) and Warren G. Magnuson and Henry M. Jackson (D-Wash.) agreed also in opposing the McCarthy resolution which would have asked for certain advance commitments from Russia prior to the planned "meeting at the summit" of the Big

Four powers at Geneva. The resolution was beaten by a 77-4 vote. On another foreign policy question, all four senators supported ratification of the Austrian state treaty to re-establish that country as a sovereign, independent and democratic nation.

Ruling On Eugene Low Dam Request Expected Aug. 22

EUGENE (AP) — The Federal Power Commission's hearing on whether the McKenzie River at its source should be tapped for hydro-electric power ended here last week after five days. A preliminary examiners' decision is expected soon after Aug. 22.

The hearing was on the Eugene Water and Electric Board's application to build three low dams near the start of the famed fishing stream.

It is the recreational aspect which brought strong opposition at the hearing—sportsmen and outdoors enthusiasts saying the dams would impair fishing and disfigure the scenic beauty of the region.

But the Eugene Water and Electric Board, preparing to spend around 7 million dollars on the project, said only "minimal" damage would be caused—and the power is essential.

A report by the Federal Power Commission engineering staff at San Francisco, prepared before the hearing but released at the close, upheld the city's view that the power is needed. By the winter of 1964-65, the report said, Bonneville won't be able to meet the Eugene region's demand.

This report carries no more legal weight than the testimony of the 39 witnesses who appeared at the hearing.

The examiner, Francis Hall, will receive briefs to Aug. 22, then is expected to rule. The commission itself then will act and its decision is subject to court appeal by either side.

Accused Murderer Gets No Sympathy From Wife

FUKUOKA, Japan (AP)—Ellis Euclid Laubon Jr., a U. S. airman held in Galveston, Tex., on a triple murder charge, will get no sympathy from the 17-year-old girl he named as his Japanese wife.

Taeko Suzuki, located here, denied she had ever married him and quickly added:

"I never want to see him again. I am now engaged to another man."

Laubon was picked up at Nogales, Mexico, Friday, attempting to sell the car of Mrs. Ruby McPherson, 42. Mrs. McPherson, her mother and 12-year-old son were found dead in their Dickinson, Tex., home.



Mrs. L. L. Powers
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Director

PEERY MEDICALS

BY W.K. PEERY

We gave in our last column, a brief outline of Davy Crockett and how a popular ballad had enshrined a man of dubious accomplishments in the minds of future American generations. We also said that his path was crossed by one of Douglas County's historical characters, General Joe Lane.

How many people know that the sword of the Mexican general who ordered the execution of Davy Crockett and his companions hangs in the Masonic hall in Roseburg, Oregon? This is the sword of General Santa Ana, president of Mexico, commander of the troops aligned against the American forces during the Mexican war. Santa Ana, the arch diplomat, master of duplicity, betrayer of willing women and the general who escaped capture, sans his pants. This same character fled from General Joe Lane and his forces like a jack rabbit before a prairie fire, leaving a hot dinner untouched on the table. He did not have time to take his sword off the wall. Lane took it instead.

The sword of Santa Ana was presented to Lane by the United States government in recognition of his valor and fighting ability against Santa Ana. Lane brought it to Oregon when he came to take over his duties as first territorial governor of this state. He immediately took up a homestead in Douglas county, making his home here after retiring from public life. Knowing the Masonic lodge to be a self-perpetuating body, Lane or his heirs doubtless decided its lodge rooms offered a permanent place for this priceless historical relic.

After defeating the Mexicans at Puebla, on his march against the Mexican capital to relieve Gen-

eral Scott, Lane learned that Santa Ana had holed in temporarily at a hacienda about eight miles from Puebla. Lane decided it would not be too difficult a task to surprise the one-legged Mexican general and take him captive. Lane's army was footsore, emaciated and ragged, they were hungry, they were unwashed. Yet they had spirit as Lane well knew. He selected a few who still had horses in condition to travel, and with this handful set about the capture of Santa Ana.

Surprise was of the essence, and this would have been accomplished, with Lane gaining heroic acclaim as the captor of a live Mexican general and national president, had it not been for Lane's innate courtesy. Lane's adherence to the code of a gentleman cost him dearly.

When Lane was within a few miles of Santa Ana's hideout, he met a carriage with a military escort. The occupants were a Spanish count and his wife on their way to take ship for Spain. The count produced papers, signed by Scott, giving the Spaniard and his wife permission to travel to the coast.

Against the judgment of his subordinates Lane allowed the strangers to pass. Lane said, "...the law of war and honor demand that this man be permitted to pass."

The Americans were no sooner out of sight than the Spaniard sent one of his bodyguard to warn Santa Ana. That is the reason General Lane missed capturing Santa Ana, but got his sword instead, while the fleeing Mexican, in his haste, left hanging on the wall.

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