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POLITICAL HERESY

Charles V. Stanton

Rank political heresy marked the dedication ceremony
at Salmon Harbor Saturday.

Not only was the heresy voiced by the Reedsport
editor, but it was even further exploited by the governor of
Oregon.

"Bill" Tugman, editor of the *Port Umpqua Courier*,
editorializing on the Salmon Harbor dedication, pointed
out that when in 1951 and 1952 the area was visited by
terrible storms and high tides, threatening to wash the
town of Winchester Bay into the sea, the people responded
to the emergency by constructing a protective breakwater.

The people of Douglas County did it themselves, with-
out help from any federal government agency, and "Bill"
had the audacity to commend the people of Douglas County
and of the Lower Umpqua area for such conduct.

Furthermore, when Gov. Paul Patterson, the guest
of honor at the dedication ceremony, made his short talk,
he went even further with this commendation of local
enterprise.

He spoke of the pioneers who carved settlements from
the wilderness. He recounted the fortitude with which
the early settlers met adversity and how by individual
and collective effort they established homes, business and
industry.

He actually spoke in high praise of the spirit shown
in Douglas County, and the Lower Umpqua area in meeting
emergencies by their own initiative, rather than waiting
for federal aid. He listed as unique the fact that more than
\$300,000 had been spent in the development of Salmon
Harbor facilities without assistance from the federal govern-
ment.

In these days when many highly vocal political
leaders urge that everyone lean on a beneficent federal
government—promising that everything will be done for
them, that they need do nothing for themselves—such praise
for private initiative truly is political heresy.

Gov. Patterson is generally expected to be a candi-
date for United States senator.

Do we want in Congress a man who believes in per-
sonal independence, in private initiative and enterprise;
one who actually will stand before a crowd and praise
people for doing things themselves instead of sitting back
as wards of government and waiting for Santa Claus?

I don't know whether you want such a man in Con-
gress, but I do.

WELL PLANNED CEREMONY

The Salmon Harbor dedication was an exceptionally
well planned ceremony. Sponsors are deserving of highest
commendation for excellent organization. Appreciation
also is due the numerous groups and individuals who co-
operated.

Persons arriving at Salmon Harbor in advance of the
program were impressed by the efficient manner in which
sheriff's reserves directed traffic. Traffic was heavy. Less
capable direction would have resulted in serious snarls.
But, as a result of good organization, cars moved quickly
and easily into parking areas and were dispersed with
equal facility following ceremonies.

The program had been well timed. The start was
delayed slightly because Governor Patterson was tied to
a big chinook salmon as the hour came to return to port.
The parade of boats across the bar and back to Salmon
Harbor was delayed for a few minutes while he brought
his fish to net.

The program was most interesting, covering all phases
of facility development and prospects for the future. The
governor added words of inspiration.

SAFETY FACTORS EMPHASIZED

It was interesting to note that one of the factors
given special emphasis was that of safety.

When the sports fishery first opened at Winchester
Bay it was marked by tragedy. Several deaths occurred.
These tragedies could have been avoided, had normal
safety rules been observed.

When the Salmon Harbor program was organized,
and management established, controls were set up to pro-
mote safety. The U. S. Coast Guard has taken a leading
part in this activity.

Anglers are required to wear approved life preser-
vers. They must have approved equipment. Intoxicated per-
sons are not permitted to take out skiffs.

The Coast Guard maintains patrols, standing ready
to assist boats or people in distress. Many rescues have
been performed.

No fatalities have occurred since the safety program
was put into operation. The Coast Guard and others en-
gaged in promoting safety are to be highly commended.

Hal Boyle

GATLINBURG, Tenn. (AP) — Bears are having trouble
with people here in the heart of the Great Smoky
Mountains.

To begin with, the number of bears and tourists has
increased enormously in the last century.

Fifty years ago no one knew for sure how many black bears there
were in this area. In those distant
times even the fugitive tourist was
a matter of guess.

But now they do know about the
tourists. . . they figure 2 1/2 mil-
lion will come here this season. . .
folks hungry for nature.

And a man who has spent his
life in the hills estimates there will
be 1,200 bears here who could say
"hello!"

The cold truth, naturally, is that
many of these 1,200 bears have no
cause to associate with the 2,500
visitors, and of course the feel-
ing could be mutual.

However, a park ranger finds
this hard to believe. He worries
that every visitor will find a bear
and get himself in trouble.

As of last week the Smoky Na-
tional Park bears had been ac-

cused of mauling 14 tourists so
far this year.

The disturbing thought to those
of us with reflective minds is:
"Why should these bears seek out
tourists and annoy them?"

Why are these bears unhappy?
Basically, I think they boil down
to two types:

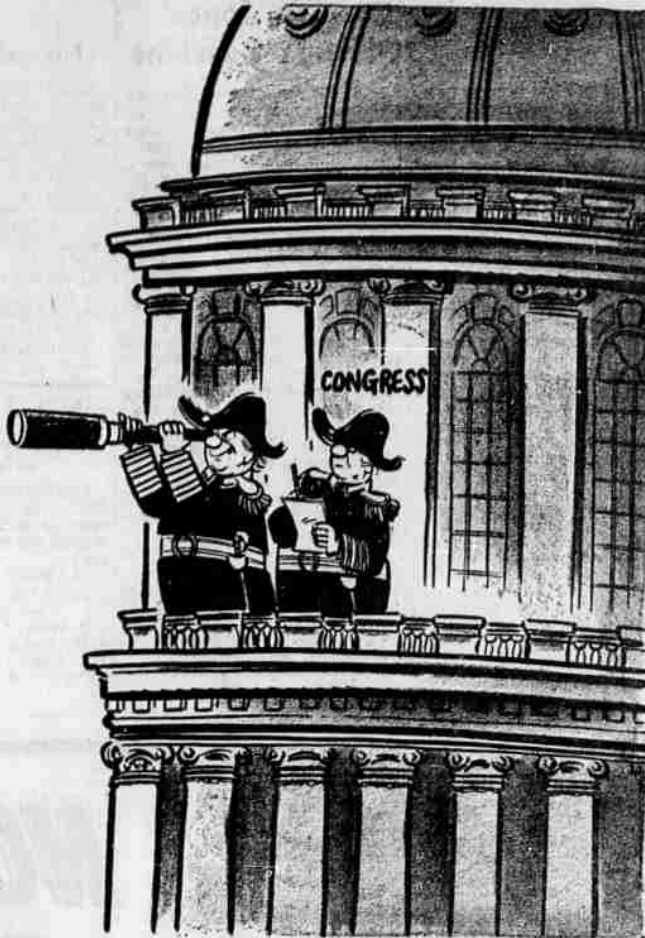
(A) The bad bear. He stands at
the picnic site, and is lonely and
hungry. He leans and demands his
helping, and generally gets it, too.

(B) The confused bear. He tries
to be helpful. He stands at road-
side during the height of the tour-
ist season and tries to direct them
to the wild life they are seeking.

This gets him mixed up.

But tourists do hold a peculiar
fascination for bears. Here in this

"Sighted Atoms-for-Peace Ship—Sank Same"



NEA Service, Inc.

Reader Opinions

Nightcrawler Service Only Of Token Nature

GLENDAL — An item in The
News-Review July 6, tells that the
"Friendly" Southern Pacific is dis-
continuing passenger service be-
cause of operation losses.

Bernal S. Quayle, General Pas-
senger Agent, is quoted as say-
ing: "The trains have lost money
despite our efforts to attract pas-
senger by improving service."

Let me point out a few things
for the record:

I had occasion to travel on the
S.P. train to Portland about two
years ago. We boarded the train
with a weary family at 9:30 P.M.
The train creaked, rocked, and
moaned through the night, and de-
posited a doubly weary Fox fam-
ily in the big depot in Portland
early the following day. We had
a brief wait there, and then board-
ed the sleek Union Pacific Port-
land to Seattle, train - bound for
Centralia, Washington.

What a difference! The smooth
ride! The comfort! The speed!

A brother of mine, an employee
of the N.P., laughed when he
heard of our experiences.

"Oh," he said, "you came up
on the Southern Pacific 'Night-
crawler'."

The "Rogue River" leaves Port-
land late in the afternoon. It
crawls across beautiful farmland
and during the night sneaks its
unwary passengers past some of
the grandest scenery in the state
of Oregon; indeed in the west.

It gives only token passenger
service to the towns bordering it
for the few souls with business
urgent enough that they are will-
ing to get out before dawn to
wait its often belated arrival and
be gone all day. These same peo-
ple wait its arrival at nearby de-
pots and arrive at their home de-
pots long after supper time, worn
out by "improved service."

In the meantime, towns have
languished and died, by-passed by
highways and buses, because the
S.P. gave them "adequate serv-
ice."

I challenge Mr. Quayle to make
a survey of the communities in-
volved, between now and August
7th. Ask the people of Glendale,
Hugo, and Merlin or Riddle, Myr-
tle Creek, and Yoncalla — to men-
tion a few places:

1. If they would patronize an
adequate interurban service, lin-
ing them with their county seats
or trade centers.

2. To what extent they would
patronize it, and—

great national park this rather
bothers the forest rangers.

They feel a responsibility toward
both bears and people. They know
that people are also fascinated by
bears.

And they know one thing more:
"A bear is a wild animal. . .
can't be securely bribed. . . is still
a restless, adventurous and explor-
ing creature."

So many tourists don't realize
this. Because they are in a na-
tional park and perhaps have seen
a bear in a zoo at home they think
a bear in the woods is a potential
buddy.

He isn't. A bear is an animal that
even here can go up to 600 pounds
and merely by patting you goodby
keeps you in stitches. So far no
tourists have actually been
killed by a bear in this tremendous
park that spreads from North Car-
olina into Tennessee, but many
have been cruelly mauled. It is al-
most without exception the result
of violating a park rule against
feeding the bears.

The trouble with feeding a bear
is that after you give him all the
food you have—or all you feel you
can spare—he may not be sat-
isfied.

Then he may keep coming right
after you.

"Actually a bear doesn't mean
any personal harm when he paws
you over," said a mountain man
dryly. "He may merely be search-
ing you to be sure you aren't hold-
ing out a sandwich on him."

3. What they would consider an adequate interurban service.

Then, Mr. Quayle, act accord-
ingly. Is the S.P. giving up with-
out a fight?

Gerald B. Fox
Glendale, Ore.
P.S. I read Editor Stanton's edi-
torial in The News-Review and
give it a hearty amen.

Filthy Conditions Not Liked By Train Patrons

ROSEBURG — I would like to
say "Thank you," Mr. Stanton,
for your article, "Goodbye Night-
crawler."

I am the wife of a railroad man.
I think if the railroad company
had the right kind of service it
wouldn't have gone in the red.

The "Friendly" Southern Pa-
cific is very generous with its men.
It works them long hours. My hus-
band works seven days a week,
much of the time 12 to 16 hours
a day. They give us passes, then
take off the only train we can use
the passes on.

They say they have improved
their service, but take it from the
wife of a railroad man who has
used the Nightcrawler a good deal,
if they would clean up everything
both their depots and trains, peo-
ple would have liked to use what
little service there was. But peo-
ple don't like filthy conditions.

I think people should get up in
arms and make the railroad com-
pany provide some kind of service,
especially to the railroad people.

Beth E. Wimer
Roseburg, Ore.

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Thinks Force Would Produce S. P. Service

DRAIN — Why can't the South-
ern Pacific do what the B.R.&P.
did 40 years ago — put on a car,
gas motor if I recall correctly,
between Roseburg and Eugene, or
farther? I'd like a train instead
of a bus if they were equal in
time. But who wants to land in
Eugene in the "wee sma' hours?"

I think they could be forced to do
something. They want the freight.
V. S. Martin
Drain, Ore.

Labor Wage Hike Expected To Boost Trucking Charges

SEATTLE (AP) — Proposed in-
creases in motor carrier freight
rates will be filed in all the West-
ern states to meet increased labor
costs, it was learned Monday.

J.D. Paul, manager of the Se-
attle Traffic Assn., was informed by
E.J. Barry, Portland, Ore.,
manager of the Pacific Inland
Tariff Bureau, that filing of the
new tariffs will take place within
a few days.

The new plan calls for an in-
crease of 25 cents in the carriers'
minimum charges which range
now from \$1.50 to \$1.75 plus a 6
per cent increase in rates on ship-
ments up to 10,000 pounds.

The rates would be effective un-
til May 1 of next year, with a
further increase to be requested
next March 1.

The carriers contend the in-
creases are necessary because of
the recently signed three-year
agreement with the AFL Team-
sters Union.

Holding Of Realty Title Involved In Ruling

SALEM (AP) — Title companies
cannot hold title to real estate in
trust for undisclosed purchasers
unless they are qualified to do
business as trust companies, Atty.
Gen. Robert V. Thornton ruled.

State Superintendent of Banks
A. A. Rogers asked for the opinion.

Bruce Blossat

WASHINGTON (NEA)—Head
for the hills, men! The dam's
broke!

That is about the only way to
summarize the effect of the long-
awaited Hoover Commission re-
port on water resources and pub-
lic power, irrigation, navigation
and flood control policy.

It reveals a wide three-way split
which can only make this issue
more controversial than it has
been before.

The most dramatic part of it is
still to come.

This will be in the 1800 pages
of four reports from task forces
headed by Adm. Ben Moreell,
chairman of Jones and Laughlin
Steel Corp., Pittsburgh.

These reports will recommend
that no more federal dams be
built, that all existing dams be
sold and that all local communities
benefited by flood control, naviga-
tion and reclamation projects be
required to pay a larger share of
cost.

Disregarding these extreme po-
sitions, the 12-member commis-
sion on government organization
headed by President Herbert Hoov-
er wrote its own report.

IN VOLUME ONE — a pam-
phlet of 124 pages — are 15 recom-
mendations of an 11-member ma-
jority.

In Volume Two — another pam-
phlet of 94 pages — are the dis-
sents of four members. But what
dissents they are!

Attorney General Herbert
Brownell and Office of Defense
Mobilization Director Arthur S.
Fleming dissent on nine of 15
recommendations and on two po-
litical statements covering future re-
clamation and public power devel-
opments.

The fact that these two Cabinet
officers jointly signed their dissent
indicates that this is White House
policy on these matters.

Commissioner James A. Farley,
former Democratic National Com-
mittee chairman and postmaster
general, then files a separate, gen-
eral dissent. In it he rejects the
philosophy of the commission for
"overemphasizing the role of pri-
vate enterprise in developing this
country's water resources."

Then Rep. Chet Holifield (D-
Calif.) takes 84 pages for a 20-point
dissent which is a blistering at-
tack.

HE CHARGES THAT, "The
commission has exceeded its juris-
diction. . . to ask the Congress to
repudiate its own policies."

In general, Holifield's dissent fol-
lows what has been Democratic
water policy for 20 years. What
this indicates is that a major po-
litical issue on water policy is
shaping up for 1956.

While the Hoover Commission
majority report is a much water-
ed-down version of the task force
recommendations, it is by no
means a "middle-of-the-river" re-
port.

It calls for a radically changed,
nine-point water policy declaration
by Congress and the creation of
a new, top Water Resources Board

in the executive office of the Pres-
ident to administer it.

BUT WHEN THE COMMISSION
recommends that all public power
rates be set by Federal Power
Commission to raise them to pri-
vate power price levels, it raises
a storm.

Building of government steam
plants and power lines would be
banned. Private power companies
would be authorized to build power
plants or purchase power at all
government dam sites.

The Hoover report urges that
Tennessee Valley, Bonneville, Mis-
souri, Central Valley and other re-
gional developments be reorgan-
ized as government corporations.

The Chief of Engineers would
be given veto power over congress-
ionally proposed projects. The De-
partment of Agriculture's soil con-
servation dam program would be
turned over to the Corps of Engi-
neers.

Citations Against Three Witnesses Get First Okay

WASHINGTON (AP) — The Senate
Judiciary Committee Monday ap-
proved contempt citations against
turnabout witness Harvey Matusow;
Harry Sacher, New York attor-
ney, and Joseph Starobin, New
York writer.

The citations now will be sub-
mitted to the full Senate.

Matusow appeared as a govern-
ment witness against numerous
persons he identified as Commu-
nists and later declared that much
of his testimony was false. He was
cited for refusal to answer ques-
tions at a subcommittee hearing
March 1 investigating his turn-
about role.

Sacher, who was one of the de-
fense attorneys in the trial of 11
top Communist leaders in 1949,
was cited for refusal to answer
questions at a hearing last April
19 on cases he has handled.

Starobin was cited for refusal to
answer questions at the April 19
hearing about Communist Party
affiliations.

Unimak Island Peak Stages Fresh Rampage

ANCHORAGE, Alaska (AP) — Re-
ports received here from North-
west Airlines pilots on Orient-
bound planes say Mt. Shishaldin—
sometimes known as Smoking Mo-
ses—is acting up again, for the
third time in two weeks.

The 9,387-foot peak on Unimak
Island, largest of the eastern Aleu-
tians, has been throwing up
smoke and ashes to as high as
14,000 feet. The latest report said
there was only smoke, indicating
the snow, conical peak is quiet-
ing down.

Shishaldin has been active for
the past 150 years.

In The Day's News

(Continued from Page One)

ing to conquer the unconquerable?

Wait a minute.

Columbus was driven by that
same urge when he set out to sail
around the world — which men
then believed to be flat. On the
way around, he stubbed his toe
on the Western Hemisphere —
whose existence was not then even
suspected.

GREAT GOOD TO THE WORLD
has come of that accidental dis-
covery.

What will happen when all the
earth's unconquerables have been
conquered?

I wouldn't know — but listen to
this:

Lawrence Bell, founder of the
Bell Aircraft Corporation, said in
Buffalo the other day that avia-
tion has taken one major step and
has two to go. The first step, he
pointed out, was taken when the
Wright brothers proved that man
need not be earthbound.

Our next step, he added, is to
prove we can operate outside the
earth's atmosphere.

The third step will follow when
we can operate outside the gravity
field of the earth.

Let's leave it there.
That's far enough for man to go.

Employment in the United
States passed the 64 million mark
in June of this year. That is to
say, by the end of June more than
64 million people had jobs in this
country. That's more people than
ever had jobs in our nation be-
fore.

And—
At the same time—
MORE MACHINES WERE BE-
ING USED IN OUR COUNTRY
THAN EVER BEFORE.

There was a time when we re-
garded the machine as an ogre
that took men's jobs away.
We didn't just think it.
We KNEW it.

It turned out to be one of the
many things we know
THAT AIN'T SO.

First Floating Radar Station Goes To Sea

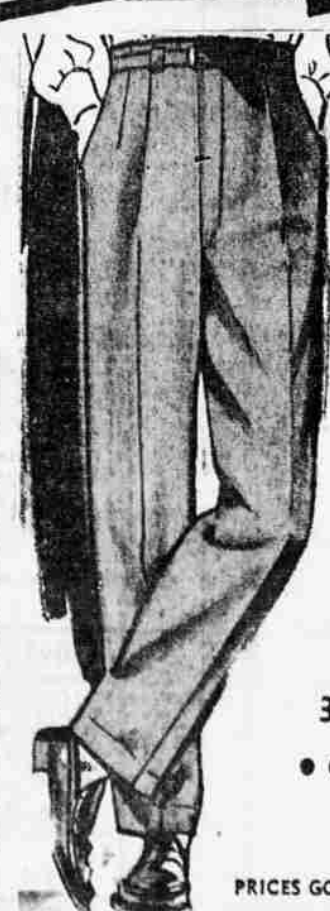
BOSTON (AP) — The world's first
floating radar station, to give
early warning of approaching en-
emy planes, is scheduled to be
towed Tuesday to its anchorage
110 miles off Cape Cod in the At-
lantic Ocean.

The 6,000-ton radar island is the
first in a circle of outer warn-
ing stations proposed to protect
1,500 miles of coast from New-
foundland to Norfolk, Va., against
enemy planes.

The floating island will be an-
chored permanently by stilts filled
with concrete and sunk 48 feet
below the ocean floor. Its plat-
form will be 87 feet above water
level.

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