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CHARLES V. STANTON, Editor and Manager

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GOC ANNIVERSARY

Charles V. Stanton

About two years ago I was a passenger in a light plane approaching the airport at Reno, Nev. We were overdue, having been held up by bad weather and, as we had filed a flight plan, it was about time for a search to start. We finally succeeded in contacting the field by radio. After a brief pause, the operator told us our exact position with relation to the field, our altitude and speed, and gave us landing instructions.

At another time our plane was crossing the San Fernando range of mountains on the way to Los Angeles. Our radio brought us the voice of a station asking two planes in the mountain region to identify themselves. We gave our identification. The other plane either had no radio or was not tuned in. The Los Angeles station kept calling. We couldn't see the other plane, but I imagine he was quite surprised to find a jet plane giving him a close inspection.

On a flight northward from California our plane was called by a station at Medford. Although our flight plan gave all necessary information, we were questioned again concerning where and at what altitude we would enter the defense zone. We were instructed to remain directly on course. Apparently something was up.

Air Defense Is Tight

Unless a person does a considerable amount of flying he has little reason to know how closely the airplanes are guarded. The incidents listed above are examples of the check kept on air traffic.

A plane on a cross-country trip, if at an altitude above 4,500 feet, is under constant observation from radar check stations, particularly along the country's borders.

The Pacific Coast is divided into defense zones. Every plane in the air must be identified. Jet patrols range out from principal defense centers. Presence of an unidentified plane immediately results in an "alert" at the jet base. Armed jets take off to investigate the strange ship.

Private fliers, who have had occasion to be subjected to such investigation, say it is a rather nerve-racking experience to have jets, with their machine guns, cannon and rockets, buzzing around for a look-see.

But no chances are being taken. An unidentified plane would have a difficult job in sneaking up on any of our principal cities. The border radar screen does a most effective job.

But radar has its limitations. To pick out a target, radar must have direct-line-of-sight. It cannot look down into valleys or behind mountains. A low-flying plane can escape radar detection.

Radar also is limited in another respect. While it can detect the presence of a plane, and can locate it accurately, it cannot tell whether the ship is a private plane, a passenger liner, cargo carrier or a warplane. These facts can be established only through standard identification procedure, or by visual inspection.

Volunteers Give Aid

Supplementing the radar screen is a volunteer organization known as the Ground Observer Corps, frequently referred to as "Skywatchers."

Ground observation stations are located every few miles and are manned around the clock. They are connected by telephone with filter centers which, in turn, are in contact with defense bases.

These ground observers report low-flying planes which would escape radar detection. As successive reports come in, the filter center traces the course and speed of a plane. It compares with filed flight plans for purposes of identification. Ground observers, during daylight hours, report the type of plane. If suspicion arises that the plane under observation might be hostile, defense forces spring into action.

The Ground Observation Corps, active during World War II, was re-activated three years ago and celebrates its third anniversary today. Hundreds of thousands of men and women—and youngsters, too—are making a sacrifice of time and effort to man the thousands of GOC stations throughout the country. Theirs is a thankless task. Many are making a great personal sacrifice.

It has been found extremely difficult to keep sufficient volunteer forces to perform this defensive task. Even during war times recruitment was difficult. It is doubly so now.

Each individual engaged in the task has a reward in self-satisfaction through the knowledge that he is performing a service to his country. He also is entitled to appreciation and thanks from those of us who are given his protection, but who contribute nothing to the program.

Hal Boyle

GATLINBURG, Tenn. (AP) — "In saying hill folk live with dignity, I feel that I am not making a misstatement, for indeed they do."

So said a lady here of whom I inquired what peculiar virtues mountain people have.

One example of mountain dignity Jack Huff, who also superbly exemplifies another continuing virtue of the original Scotch-Irish pride of family.

Would you carry your own mother on your back up a mountain merely to let her see a sunset and a sunrise that you enjoyed and, as a son, felt she should share?

Jack Huff did once. It's a good story. Ernie Pyle told it in 1940, and I'd like to tell it again and bring it up to now.

About 1900 Jack's dad came here with a pocketful of timber money looking for more, and ended up by building the pioneer Mountain View Hotel.

It lies here in a cup in the hills, now one of America's leading summer resorts. Jack loved the mountains and didn't want to lean on his pappy.

So he decided he'd build a lodge of his own atop Le Conte, one of

the highest peaks in the Great Smokies, then reachable only by footpath. This was before the federal government took over the area and made it into one of the nation's most popular public parks.

Jack built the lodge largely with supplies he hauled up first on his own back, then on the backs of horses.

He now has enough cabins there to sleep 48 people overnight comfortably. Ernie Pyle figured in 1940 that Jack had climbed some 15,000 miles in creating his mountain Eyrie. During most of his trips up the 7½ mile journey he shouldered a 30-pound pack.

His description of the magnificent view at the top of the peak intrigued his mother. She was crippled.

Jack built a special-back chair, put his 90-pound mother on it, and carried her up the steep slopes

Peter Edson

WASHINGTON (NEA)—You'll have to wait five years or more to learn what final good will come from ex-President Herbert Hoover's second Commission on Organization of the Executive Branch of Government.

This commission officially went out of business June 30, but it has 90 days more in which to liquidate. This means issuing final task force reports and laying the groundwork for the White House and Congress to act on its 362 recommendations.

The first Hoover Commission made 273 recommendations on government reorganization in 1949.

In the five years since then, 116 of these recommendations have been carried out in full and 80 in part. Eleven are now obsolete and 96 have been acted upon, even though they are still important.

One of the key recommendations not acted on is repeated in the second commission's final report.

IT URGES THAT the 64 agencies now reporting directly to the President be greatly reduced in number. It is considered necessary that 31 of them continue directly under the President. But 34 of them could be reorganized so that they would report to other agency heads or to White House subcommittees.

Fifty of the second commission's recommendations will require that reorganization plans be submitted to Congress by the President. If either house of Congress does not disapprove any of these recommendations within 60 days, they will go into effect automatically within 60 days.

All the Hoover recommendations are being reviewed for the President by the Office of Organization and Management under William F. Finnan, in Bureau of the Budget.

In The Day's News

(Continued from Page One)

average of about 8.3 billion board feet per year. Current annual growth is estimated to be about 3.3 billion feet. On the face of it, that doesn't look too good. We seem to be cutting our timber almost three times as fast as new timber is growing.

But—We seem to have been underestimating our possibilities in the way of timber growth. In a new study of Oregon's forest products industry which has just been issued under the auspices of Lewis and Clark college and Reed college in Portland, this interesting statement occurs:

"A comparison of the estimated current annual growth (3.3 billion feet) with an average annual cut of 8.3 billion board feet may result in an entirely ERRONEOUS impression. The 3.3 billion board feet is calculated on the basis of experience in areas which include a large proportion of mature forests in which there is little NET growth."

The 3.3 billion board feet annual growth does not represent the capacity of Oregon's forest lands to produce wood fiber. Furthermore, growth on timber BELOW 11 INCHES IN DIAMETER has been ignored in the 3.3 billion board foot calculation."

The report goes on:

"The capacity of Oregon's forest lands to produce wood fiber will not become evident until a large proportion of the virgin old-growth material is removed. Loss from fire, insects, disease and windthrow may actually offset or exceed growth within an area of virgin old-growth timber."

"When this mature and over-mature timber is used and replaced with young growing trees of sawtimber size, then the annual growth of wood fiber should EXCEED the present cut of 8.3 billion board feet annually."

The report adds that under proper management, taking into consideration existing economic conditions, a reasonable forecast would indicate an annual growth in the future of 9.45 billion board feet.

That would be over a billion feet MORE THAN WE ARE NOW CUTTING.

That is to say:

Under intelligent management Oregon's forest lands will grow every year in the future as much timber as we are now cutting from them.

That changes the whole picture, doesn't it?

with her favorite kitten purring in her lap.

He thought it was a privilege to do this for his mother, not a hardship. But the weather turned bad, and his mother never got to see the sun rise or set from the peak Jack loved. Her rheumatism forced her to come down before the clouds cleared away.

Jack doesn't pack supplies up the trail on his back anymore. His father died four years ago, and now he has to run the big prosperous hotel here in town.

Jack takes his exercise now golfing. "His doctor tells him his heart isn't what it was 20 years ago."

But his spirit is, and now it's valley-bound. He is hungry for yesterday, lonesome for the youthful prime when his mind was free and all his troubles were on his back. He misses climbing, going uphill, building in a new place.

"Up there you never find two days the same. It changes. You can see far. Every moment is different."

Growing older and wealthier in the town below, Jack Huff remembers being happier younger and higher up.

But hereabouts he will always be honored because he once carried his mother up a stony road to watch a sunset she never lived to see. It gives him a respect beyond any bank account.

Its first report is expected early in July.

BUDGET BUREAU IS also reviewing the 145 Hoover Commission recommendations which can be carried out by White House executive order, or by various agencies without referral to Congress.

Finally, there are 167 Hoover recommendations which will require new legislation by Congress. It is doubtful if many of these recommendations will be acted on by Congress this year.

To aid in preparation of new legislation, the Hoover Commission retained Henry G. Wood, former chief legislative counsel of the Senate. His job is to draft bills to put into effect the various recommendations, when asked for by Congressmen.

MR. WOOD HAS already drafted 45 measures to implement 64 recommendations. He believes 15 or 20 more bills will be drafted.

Thirty reorganization bills have already been introduced in Congress. Seven cover personnel policy, four medical services, 18 lending agency activities, two transportation policy, one surplus property disposal, four business activities of government in competition with private industry, two depot utilization and three rental of government property.

In addition, Rep. Gordon Canfield (R-NJ) has introduced two bills on his own. They would carry out 44 Hoover task force recommendations on reorganization of government legal services.

The Senate Committee on Government Operations has created a special subcommittee under the chairmanship of John F. Kennedy (D-Mass.) to consider reorganization measures.

THE POTENTIAL SAVINGS to the government if all of the Second Hoover Commission's recommendations were put into effect are estimated roughly at over eight billion dollars annually. To this should be added a one-shot saving of over 10 billion dollars, if many government lending agencies were liquidated and their capital returned to the Treasury.

Congress Chat

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

The bill appropriating funds for public works — navigation, flood control and reclamation — has been put to the conference. The figures resulting from the conference can, I think, be considered final although there remains the technical matter of House and Senate approval of the conference report.

This bill has been cynically referred to as the annual "pork barrel" because it contains money for Federal projects of one kind or another in nearly every state and in the territories. The conference report just printed carries 45 reclamation items and more than 250 navigation and flood control appropriations. Total money, divided up among those projects is \$400 million for navigation and flood control (Army Engineers) and \$146 million for reclamation projects.

In Oregon, not counting the Columbia River items which are listed as both Oregon and Washington projects, appropriations are made for two reclamation projects — north unit of the Deschutes \$274,000, and the Talent Division of the Rogue River project \$150,000. In addition, money is included in the lump sum figure for repair and renewal of existing projects for two of the old irrigation systems which are a part of the Talent project.

Appropriations to be used by the Army Engineers include: Amazon Creek (Eugene) \$22,000; deepening mouth of Columbia River \$750,000; Coss Bay (Charleston) small boat harbor \$200,000; Cougar Dam — to finish planning and begin preliminary construction work — \$200,000; Green Peter Dam for detail planning \$100,000; Hills Creek Dam (above Lookout Point) — to complete planning and make a start on construction — \$310,000; and a final appropriation for the last clean-up details on the Lookout Point project of \$200,000.

It seems to be the fashion this year to loudly claim credit for everything that is done here so I may as well hop on the band wagon and point out that money for the Talent project is appropriated as a result of the passage of my bill (H.R. 8284) last year authorizing the construction of that project. Also, the money for Cougar and Green Peter Dams was made possible by the passage last year of my bill (H.R. 4541) as a section of the Omnibus Rivers and Harbors Act to authorize those dams as multiple purpose Federal projects including power.

Just for the record, it should also be noted that in the conference on the Public Works Appropriation Bill an additional \$350,000 for the start of construction on the Talent project was stricken out by the Democrat majority on a straight "party line" vote. Our opposition is loudly criticizing the Administration and all Republicans in Congress and is government for not making any new construction starts on public works — but behind the scenes and in committee they are scuttling every attempt to start such projects started. What happened to Talent is sharp and clear proof of that.

Congress has completed action on the regular appropriations bills faster this year than for any year since 1948 — when early adjournment was necessary because of the Mutual Security Appropriation Bill is yet to be acted upon and it should be completed in a few days.

For the remainder of this session which is expected to last no more than three weeks action will likely be completed on the bill to increase the minimum wage, the highway construction bill, amendments to the Social Security Act, extension of certain expiring legislation on housing, and possibly the Upper Colorado Reclamation bill.

Log Truckers In Northwest, GOP Congressmen Protest Demo Truck Tire Tax Plan

By A. ROBERT SMITH, News Review Correspondent

WASHINGTON (Special)—Pacific Northwest loggers are protesting proposed new taxes on truck tires which House Democrats have advanced as a means of paying for a stepped-up federal highway building program.

Both parties are in favor of a new highway program, but they have been in conflict over how to finance it. President Eisenhower proposed a plan by which revenue bonds would be issued by a government corporation set up to finance the program, with the bonds being paid off later by general taxation.

When Democrats jumped on this scheme as a "give-away" to bankers, pointing out that, for every dollar spent on road building, 50 cents would go to investors in interest rates on the bonds, they came up with various alternatives.

Democrats Unveil Proposal Last week the Democratic members of the House Public Works Committee, which is now working on the road bill, unveiled their own alternative for raising added road-building funds. It involved increasing the federal tax on gasoline from 2 to 3 cents per gallon, the tax on diesel fuel from 2 to 6 cents, and imposing a 50 cents per pound tax on new heavy-duty truck tires and 20 cents per pound on recaps.

Two Northwest Republicans immediately jumped on this as "exorbitant" and "discriminatory." Reps. Thomas Pelly and Russell Mack (R-Wash.) pointed out that loggers in the region would be hit hardest by this tax, even though they "seldom use the interstate highways" which would be financed by the bulk of these funds.

Pelly Explains Stand "Nevertheless," Pelly told the House, "Logging — truck owners would be compelled to pay this exorbitant \$50 or more tax on every tire purchased under this bill. The average logging truck has a complement of 16 tires, so that for every set of tires purchased, an additional tax of \$800 or more would be assessed."

"I have received telegrams from some truckers who seldom if ever use interstate highway systems that the proposed 1,000 per cent increase in the tax on tires will put them out of business," declared Mack.

Up To \$1,100 Per Truck "Take the case of the logging industry," Mack went on. "Nearly all timber today is hauled to tide-water or to the mills on trucks. The average logging truck in the Pacific coast states is equipped with 16 to 22 tires. These tires sell at about \$100 each, plus a \$5 tax."

Chairman Russell (D-Ga.) called it a "good workable compromise." He said he planned to make a formal report to the Senate later Wednesday and call the bill up for possible passage Thursday.

The Senate group retained the basic provision for allowing youths from 17 to 18½ years of age to volunteer from three to six months active duty training with the regular services. Then they would serve the remainder of eight years in the active reserve.

Re-elected was a Pentagon demand that present and former servicemen, who have completed active draft or enlistments, be compelled to serve in the active reserve.

Instead, Russell said, the committee accepted his proposal for an incentive bonus ranging from about \$180 to several hundred dollars, for service veterans who volunteer for three years active training with reserve combat units.

Anti-Communist Leaflets Bring Down Man's House

PERUGIA, Italy (AP) — Whoever wrote those latest anti-Communist leaflets in the Hungarian language may be surprised to learn he brought the house down here in Italy.

A balloon carrying some of the leaflets drifted hundreds of miles off course and stuck in a tree near Florino Pezzanera's farm at Monte Castello.

The farmer carried the balloon home and cut it open with scissors to see what was inside. But he stood too close to the fireplace where dinner was cooking. The gas in the balloon exploded. The roof caved in. Pezzanera was taken to the hospital for treatment.



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