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FAIR TRADE IS NO ROBBERY

Charles V. Stanton

Three State Senators, including Senator Paul Geddes of Roseburg, have taken up the cudgel on behalf of the public in Southern Oregon. They have demanded intervention by the state's public utilities commission in connection with the announced intention of the Southern Pacific company to discontinue passenger service in this area.

There is a legal question whether the Southern Pacific has not been in violation of the terms of the Oregon and California land grant since it discontinued through train service many years ago. The grant was made on a provision that through passenger service be maintained between Portland and San Francisco. The Southern Pacific company holds that its trains by way of the Natron cut-off meet that requirement. There is a technical point as to whether through trains might not be enforced on the line actually built with funds realized from the grant.

But there is still a question of whether it is worthwhile to force the Southern Pacific to retain the Nightcrawler. It is my opinion that unless the public utilities commission will force the Southern Pacific to operate a more modern and adequate passenger train service, we might as well forget the whole thing.

Certainly the Nightcrawler is of little benefit to Southern Oregon.

It is my further opinion that the Southern Pacific has deliberately endeavored to kill off passenger travel in this end of the state. Passenger trains are costly to operate. The Southern Pacific company is a part owner of Pacific Greyhound Lines. Buses can be operated at much less cost than trains. Consequently, the Southern Pacific can make more profit from its part ownership of buses than through maintaining train service. So, from the company's viewpoint, it is good business to chase people off the trains and onto buses.

Passenger Service Costly

The National Association of Railroad and Utilities Commissioners, reporting on the railroad passenger deficit problem at a convention in November 1954, stated that gross revenues for the year 1953 were the highest in history, with net operating income from freight service in that year reaching a record \$1,813,000,000. For the same year, the passenger train deficit was \$70,574,000, or roughly 39 per cent of the net operating income from freight service. Thus, from freight income, the nation's railroads were forced to subsidize their passenger services to the tune of 39 per cent.

Here in Southern Oregon we hold the opinion that a railroad company owes some responsibility to the area from which it derives its freight business. Southern Oregon is one of the brightest spots on the whole S.P. system, incomewise. No one will question that the Nightcrawler is a source of expense, and cannot be justified economically.

But could the Southern Pacific company operate better service without dissipating such a large portion of its freight revenue? Would a through service, operated in daylight, utilizing modern equipment and service, reduce the deficit? Could interurban type service be maintained without incurring heavy loss?

If it can be found that some form of decent passenger service can be provided at a near break-even figure, then, I believe, the Southern Pacific company should be forced to supply that service. But, if passenger service is to cost 30 to 40 per cent of income, thus putting the company at a disadvantage in competition with truck transportation, an enforced service is not justified.

Improve Freight Service

If, however, the Southern Pacific company is permitted to discontinue its passenger service, thus saving, by its own estimate around \$500,000 annually, steps should be initiated by the public utilities commission to force a better freight rate structure for this area. While our long-haul rate is competitive, Southern Oregon is under a great handicap in shipping through Pacific Coast ports for foreign export. If we had access to coastal and overseas shipping, our market potential would be materially expanded. It probably would be necessary to go through the Interstate Commerce Commission to obtain better freight tariffs to Pacific Coast markets and ports, but a program initiated by the public utilities commission doubtless would carry much weight with that federal body.

The public utilities commission also could require the Southern Pacific to utilize some of its increased profits for development work, particularly in opening new industrial site areas, through construction of spur tracks, and making general improvements to its service.

If the Southern Pacific company can be made to compensate the area for its loss of passenger train service by improving the economic structure through more realistic rates and a more responsible attitude toward industrial development, we might be better able to absorb the blow to our provincial pride.

Hal Boyle

NEW YORK (AP) — Items from the mailbox:

Everyone knows what the American wife of today is like. But what about the wife of tomorrow?

Well, the chances are she'll be better groomed than her mother, and know more about the technique of understanding a husband than the technique of running a stove.

A test of some 180,000 senior high school girls by General Mills disclosed that 83 per cent were well informed on the art of keeping themselves looking neat and pretty, 71 per cent had studied up on how to keep a husband happy, 64 per cent had a good knowledge of the mechanics of housekeeping, but only 52 per cent had acquired real cooking skills.

One surprising result of the survey: Only 45 per cent could answer correctly questions on child care. This seems odd in view of the trend toward earlier marriage.

It seems like everything a person does now — from sneezing to buying a greeting card — reflects his deep, hidden personality.

For example, do you always send your mother-in-law an expensive, highly sentimental greeting card on her birthday; do you hesitate to send her one in a humorous vein? Well, it might be because you secretly are nursing a grudge against the old girl.

Anyway, this is one of the conclusions reached by a Chicago greeting card firm after a survey of several hundred thousand customers.

The survey, as interpreted by a psychiatrist, showed: Children and young women prefer red cards. Most women avoid buying yellow cards as they asso-

J. Scott Milne, Electrical Union Leader, Passes

PORTLAND (AP) — J. Scott Milne, 57, who rose from secretary of his electrical workers union local here in 1923 to president of the 625,000-member union in 1954, died at his farm home near here early Wednesday. A heart attack was responsible.

Milne, whose office as head of the AFL International Brotherhood of Electrical Workers is in Washington, D. C., had been vacationing here.

Milne had been the union's president since April 1954 succeeding Dan J. Tracy. Tracy retired but died in Washington last March. Milne was named a vice president and member of the executive council of the American Federation of Labor last May.

Milne, born at Vancouver, B. C., lived much of his life at Portland. He was vice president of the union for the West Coast area for many years and later became international secretary-treasurer. His wife Doris, and a son, Scott, Jr., were with him in Portland. Another son, Robert, had remained in Washington.

Peter Edson

WASHINGTON (NEA) — The record of the first session, 84th Congress, on President Eisenhower's legislative program, still has to be made.

Congress just began to roll in June. In the first four months of the session, only 28 acts were passed and signed into law by the President. Twenty more were signed in May for a total of 48.

BUT 52 NEW LAWS were signed by the President in June to bring the total for the session to an even 100.

There is a 50-50 chance the session will run through the first half of August. In the final weeks bills will be raining down faster than you can keep track of them.

President Eisenhower's 14 measures on which he wants action aren't exactly a "must" list. Legislative proposals now before Congress won't die with the end of this session. They'll carry over.

This has been one of the factors influencing a slowdown this season. There has been plenty of evidence in both parties of a desire to wait and make a record in 1956, an election year.

There has also been evidence of foot dragging on the part of congressmen who aren't overly enthusiastic about some parts of the Eisenhower program.

THE PRESIDENT'S HEALTH insurance plan is getting its place and probably won't. It was first presented to the 83rd Congress and cold shouldered, then as now.

The same thing has happened to the President's proposal for amendments to the Taft-Hartley labor law.

Neither party is showing any great fondness for the administration's power-partnership policy. This applies to the Cougar and John Day projects in the Northwest, in particular. They have been taken out of the public works bill, which covers 100 per cent federally financed projects.

The President would like to get Cougar and John Day authorized on the basis of having state and local interests share construction and operating costs. The idea is that if just a couple of these partnership power projects could be started, they would set a pattern for more.

There is even some evidence that congressional majorities have deliberately gone out of their way this session to sabotage the President's program.

THE HOUSE DEMOCRATS plan to put over a \$20 individual income tax cut for everyone is a prime example. It would have cut government revenues by two billion dollars a year, or more.

The Senate-led crusade against the President's bond issue plan for highway construction financing, if successful, will increase federal government's direct expenditures for new roads by an estimated 1.7 billion dollars a year.

The House Democrats' latest plan to increase social security benefits for the aged is another move in the same direction.

All three of these measures would throw the budget further out

clate it with a sallow complexion. The favorite color of men — and executives in general — is blue. Those who choose green cards often are stingy and have a suspicious nature.

Those who like to send perfumed cards are generally extroverts with a tendency to show off — the "life of the party" type.

Do you ever pick a greeting card featuring a sea scene or a lake view? It may be a sign that privately you wish the water would wash away the person whom you send the card to.

Personally, I'd like to send a card like that to the psychiatrist. Just how complicated do we want to make life?

Dior's Edict Ignored I have lifted the bosom, and flattened it," Christian Dior, French fashion designer, announced last summer.

His edict aroused considerably concern among men who disliked the idea of American women getting a flat-chested look.

What happened? "In spite of the headlines, the excitement, the hullabaloo about the return to the boyish form," says Sidney Schour, executive of a rubber fabrics company, "American women kept right on buying padded bras, which last year hit an all-time high in retail sales volume of more than \$4 million dollars.

The brassiere and swimsuit manufacturers actually bought more than three times as much bra padding in the first nine months after Dior's new style came out as they had in the same preceding period.

Everybody feel better?

Horses vs. Nightcrawler

Chamber Of Commerce Launches Plan For Race Against Antiquated Train

The Roseburg Chamber of Commerce is launching a stunt which it thinks may prove history is moving backwards — that is, as far as the Southern Pacific Railroad goes.

In an effort to show just how slow the Eugene-to-Roseburg passenger train runs, the chamber is snowballing a movement to race horses in a pony-express fashion against the much maligned "Nightcrawler."

Project Manager Alan Knudtson reported Wednesday the race may gain even greater proportions and be continued the length of the run from Eugene to Ashland.

Now the chamber is contacting posse and riding groups all along the line to secure enough horses and riders to make the run. Horses would be changed at mile intervals, except in the cases where distances have to be scaled down because of hills or grades.

Knudtson said the Southern Pacific schedule calls for a three-hour passenger train run from Eugene to Roseburg. Actually, he

said, the time is about 3½ hours. He said the train averages about 21 miles an hour.

He said the Douglas County Mounted Sheriff's Posse had been contacted and had agreed to participate. He said other posses were being contacted, including the Josephine County Posse at Grants Pass. He said the Grants Pass group had already promised 20 riders if the race is run south of Roseburg.

Knudtson said the stunt was only in the preliminary planning stage, but work has already started in mapping out a course where horses would not have to run on the pavement. This would mean back roads and along the edges of the highway. He said the traffic problem was also being studied.

Although a date has not been set for the big race, Knudtson said he hopes it can be run on the weekend after next. A definite date will be announced later, he said.

He concluded that although it is a stunt for attention, the chamber feels it will point up the need for more adequate service for passengers on the line from Eugene south. "We are not interested in keeping the present type of service," he said. "We want it improved."

Adventist Conference To Gain Nine Churches

OREGON CITY (AP) — The biennial business meeting of Oregon Seventh-day Adventist churches opened Wednesday and nine churches in Oregon and Southern Washington were to be admitted officially to the conference.

E. R. Sanders, secretary-treasurer, reported that this will raise to 110 the number of churches in the conference. The meeting was at the nearby Gladstone campgrounds where the church's camp meeting is to open Thursday.

Congress Chat

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

For ten years the problem of obtaining appropriations for the construction of Federal public works projects has followed the same pattern. This year was no exception except for the ballyhoo, the claims of who got the money and how.

The appropriating process starts with the Bureau of the Budget. The annual budget never has and doubtless never will carry money for ALL of the projects that all members of Congress want included. Traditionally, the Appropriations Committee of the House refuses to add items to the bill that are not in the budget. When the bill goes to the Senate, where each state is equally represented, there is no such restraint and meritorious projects are added.

Then in the conference of Committee Members from both House and Senate the bill is gone over (and sometimes fought over) item by item and the final draft is written. The Senate is usually quite liberal in sprinkling additional items over the map of the United States but all concerned realize that the final screening process will take place in the conference. Senators get the credit at home for obtaining Senate approval for pet projects but, unless there is a determined "follow-up" inside the closed-door conference sessions, many "glowing achievements" fall by the wayside.

Good or bad, like it or not, that is the way the appropriative function of Congress works when it comes to appropriating money for public works projects—and it has worked that way for a long time.

What happened regarding the money for the Talent project is a good example to illustrate the above story. Other than money for rehabilitation of existing districts in the project the budget did not provide funds for Talent. By dint of a lot of hard work plus heavy pressure put on the committee by the Bureau of the Budget itself, the House Committee did, contrary to custom, include \$3,000,000 in the bill for that project. The Senate then increased the amount to \$500,000. In conference the House majority (Democrat) Members objected to the increase. The House Republicans were for it. The Senate conferees did not insist, so the addition was stricken out of the bill. Had the Senate conferees refused to agree with the majority of the House conferees and had the Talent item been brought back to the House in disagreement in the conference report I would have had a fighting chance to save the \$350,000.

In 1948 an identical situation developed regarding \$2,000,000 for the Bonneville transmission lines to the Oregon coast. Senator Condon was able to have the item sent back in disagreement. Whereupon I was able to make a motion on the Floor of the House to recede and concur in the Senate amendment. On a roll call vote the House agreed to make the appropriation. I had no such opportunity on the Talent item.

As I reported in my letter last week some money was put in by the Senate for the three Willamette Valley flood control dams—Cougar, Green Peter and Hills Creek. That is good. There was considerably more money IN THE BUDGET for the Cougar and Green Peter Dams if our Oregon Senators had cooperated in securing the early passage of my bill to allow non-federal participation in their construction. If that bill is passed next year those dams can be completed quickly but if the present "federal money or none" opposition is continued we may have to continue down this long hard road of securing small annual federal appropriations for those dams. Meanwhile the annual flood damage will continue to be \$2,000,000 or more.

Moscow Papers Print Impartial News Of Big Four

MOSCOW (AP) — Pravda and Izvestia expanded from four to six pages this week to publish — with equal space — the speeches of the Big Four leaders at the opening of the Geneva Summit conference.

The front pages had a friendly glow. One had to turn to page two to find anti-American remarks. These were in the text of a joint statement signed by A. I. Mikoyan, a first deputy premier, and Ho Chi Minh, president of Communist North Viet Nam, who has just left the U.S.S.R.

The Soviet-Viet Nam communique stated the two countries "resolutely denounce attempts at including South Viet Nam, Laos and Cambodia in the zone of action of the aggressive military bloc in Southeast Asia." The reference was the Southeast Asia Treaty Organization (SEATO).

Otherwise, everything in the Soviet press seemed jolly, with all its organs reporting on the meeting of President Eisenhower and Soviet defense minister Zhukov in Geneva. The dispatch from Geneva told "how two old fighting comrades-in-arms, President Eisenhower and Marshal

Zhukov, during their friendly chat, mentioned with no little pride that each of them already has several grandchildren." The main organs of the press all carried front page editorials calling for peace in the world as the result of the Geneva conference.

John Wm. Unruh, M.D.

Physician-Surgeon announces the opening of his office 303 Pacific Bldg. ORchard 2-2414 Practice limited to eye.

We are pleased to announce that Leo F. Young, C.P.A. and Marvin E. Walpole, C.P.A.A. Have Formed The Partnership YOUNG, WALPOLE & CO. Certified Public Accountants with offices to be located at 404 NORTH JACKSON STREET ROSEBURG, OREGON

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