

The News-Review

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BOOMING GHOST TOWNS

Charles V. Stanton

The League of Oregon Cities is reported to be urging studies into the effect upon municipalities of by-pass highways. The league is said to be interested in whether the current trend toward removing through highways from the center of towns has either beneficial or detrimental effect upon local economy.

The league, it is stated, is asking the legislative interim committee on highways to engage the School of Business Administration at the University of Oregon to make the survey. Discussion of the matter at the league's recent meeting, brought forth statements that economy of by-passed cities generally has been improved, but that some influence is found in the matter of providing favorable access.

Where access is proper and convenient, traffic is more apt to turn off the highway to seek desired facilities than where access is more or less difficult.

There is no question that the matter of convenience is essential to best utilization of highway economy. A simple example is to be found in Roseburg's recent reversal of its one-way grid in the downtown district. Since the pattern was reversed only a few weeks ago, a noticeable increase has been observed by businesses catering to tourists. The number of tourists seeking information at the office of the Roseburg Chamber of Commerce has increased enormously.

Roseburg's original pattern was set up to get cars out of town. The new pattern makes ingress more favorable but is complicating exit.

Bridge Will Be Needed

In the matter of access to and from the new highway by-passing Roseburg, the city is in a most favorable situation, provided a replacement is obtained for the Oak Street bridge. The bottleneck now existing at the Oak Street crossing of the river will prove a handicap in getting traffic on and off the highway. It doubtless will discourage many tourists. But if and when a new bridge is built, giving a short and direct route to the city center, and with capacity to handle a larger volume of traffic, Roseburg doubtless will benefit in many ways.

The trend all over the nation is to move trunk highways away from cities. Studies show approximately 80 per cent of the traffic load to be local in origination. Thus, of the cars moving on the highway near Roseburg, approximately 20 per cent came from a distance, while about 80 per cent had their start or termination at some point within 25 or 30 miles of the city center.

By removing part of the local traffic load from main arteries, through traffic can be speeded. This is especially important and economical with respect to commercial traffic. Farm trucks, freight trucks, tankers, moving vans, log trucks, delivery trucks, passenger buses and other such vehicles, playing an important part in general economy, are operated more economically and with greater safety on limited access highways.

Small Towns Affected

The study, if it is made, should be extended into the small communities, rather than being confined exclusively to the larger centers. It is my belief that by-pass highways will prove of great economic benefit to the larger towns, already seriously congested with traffic. But will the change help or hurt small towns? There is room for argument and only experience will supply the answer.

Here in Douglas County I am worried about one angle. Our small towns may be hurt from the standpoint of transportation. The loss of the Nightcrawler takes one form of transportation away from most of our towns. It's no great loss, for no one used the service (?) anyway. That isn't saying they wouldn't use daylight trains or, more especially, diesel coaches.

But many of these towns also are being by-passed by the highway. It is to be expected that bus schedules will be changed. Buses doubtless will speed up their time by putting on additional schedules with limited stops, while eliminating some local services. This towns such as Drain, Yoncalla, Oakland, Sutherlin, Riddle and Glendale, will be deprived of much of the public transportation—rail and highway — they now have available.

Of course, if these beautiful spots develop into the ghost towns some of our pessimists are predicting, they won't stay that way long. So many of us, seeking to escape the congestions and headaches of larger cities, will be moving in to enjoy prospects of peace and serenity that all our ghost towns will be booming.

Bruce Blossat

The bigness of the big is one of America's recurrent worries. In politics the words "big business" and "monopoly" have the potency of biting on an aching tooth. Considerable light is thrown on the nature of America's big corporations in an article in Fortune Magazine. The new facts should have a calming effect on those who see business boogymen in their nightmares.

Fortune found that the big were giants, all right. About 500 U.S. corporations produce one-fourth of the free world's industrial output. This is half of the total output of the United States.

But, surprisingly, it isn't anything new. Since 1909, the share of all industrial assets accounted for by the 100 largest industrial corporations has been just about a constant 25 per cent. Nor is the situation startling, as those who wag their fingers in warning would have us believe. Since 1939, comments Fortune, "the number of mining and manufacturing companies has increased from about 240,000 to 360,000, or by 50 per cent. The conclusion is that the size of the Big 500 is no threat to competitiveness if the business birth rate and population statistics mean anything.

There were found to be 21 firms in the 500 which each did more than a billion dollars in sales last year. General Motors was tops with about 10 billion, Standard Oil (N.J.) had over five billion in sales. U.S. Steel was third with more than three billion.

There has been a sneaking suspicion in some circles that when big business gets bigger it cannot escape a destiny of service rather than profits. Shaving prices and manufacturing costs to the bone to increase sales could lead elsewhere.

The new study tends to confirm this. Big sales were no guarantee of profits. One firm, fifth in total sales, was 98th in net profits. Another, 37th in sales, was 254th in profits. All the list was similarly juggled.

By another measurement the figures were even more reassuring to the public. When profits were considered on the basis of percentage of sales or of assets, the biggest were far from top performers.

Considered this way, General Motors was in 81st position and the other biggies were similarly outranked by smaller firms.

The 21 corporations which topped a billion in annual sales averaged a modest 7.5 per cent net

"Now More Than Ever, Uncle!"



Competition Said Needed To Force S.P. To Supply Sufficient Shipping Cars

SALEM — The boxcar shortage on Southern Pacific Railroad lines in Oregon can't be solved until the northern lines are allowed to compete with the S. P., Clifford W. Ferguson, state director of rail transportation, reported here.

In a report for the governor's emergency transportation committee, Ferguson hinted that the committee or the public utilities commissioner might bring an action before the Interstate Commerce Commission to bring about such competition.

Ferguson said that the S. P. won't supply enough freight cars at points where it doesn't have competition with other railroads.

But, he added, the S. P. has plenty of cars available at points where it does have competition.

Ferguson said competition could be brought about by either of two ways: letting the northern lines run their trains over S. P. tracks, or letting shippers on S. P. tracks order cars from the northern lines.

The northern lines are the Great Northern, Northern Pacific, Union Pacific, and the Chicago, Milwaukee, St. Paul & Pacific.

Ferguson's reports contained findings of investigators whom he sent to Washington state, which is served by the four northern lines; and to Northern California, served by the S. P., Western Pacific, and Great Northern.

Ferguson said that in Northern California, the Southern Pacific has violated its agreement to supply 80 per cent of the cars ordered by shippers. The road, he said, is supplying 100 per cent of orders in that area, and letting Oregon shippers suffer.

In Washington, he said, the railroads have plenty of cars.

"Car shortages in Western Oregon exist solely by reason of a virtual rail monopoly of this great lumber region by the Southern Pacific Railroad," Ferguson reported.

"The only remedy," he continued, "that will effect a permanent solution is one which will insure competitive rail transportation service in all parts of Western Oregon."

"There must be some arrangements made whereby the northern lines can supply empty cars to the Western Oregon area and in turn be rewarded with long-haul traffic in return."

Stevenson Makes Agreement With Averell Harriman

CHICAGO — A deal between Gov. Earl W. Stevenson and Gov. Averell Harriman of New York apparently have reached an informal working agreement aimed at bringing one of them the 1956 Democratic presidential nomination.

Associates confirmed that the former Illinois governor, who was beaten by President Eisenhower in 1952, has come to an understanding with Harriman under which Stevenson will get first crack.

These associates said, however, that if it becomes apparent at any point in the next 12 months that Stevenson is unlikely to make the grade, he could be expected to attempt to shift his strength quickly to Harriman.

Together Stevenson and Harriman represent the two potentially most powerful voting blocs in next summer's convention. Starting with his Illinois home base vote of 90, Stevenson has wide support within the party ranks. There is some doubt, however, that he could muster sufficient votes to win the nomination without New York's 94 in the early balloting.

profits on these sales. This compares with 6 per cent for all 500 as a group and 4.6 per cent for all manufacturing and mining concerns. Some of the list of individual smaller companies picked off up to 34 per cent.

Government Shuts Off Federal Help For Expansions

WASHINGTON — The government has temporarily shut off federal help on more than six billion dollars worth of proposed industrial plant expansion. The action was taken pending a review of defense necessity of the expansion program.

Mobilization Director Arthur S. Flemming ordered a shutdown on special tax benefits for new plants and equipment in 19 industries and a "suspension" of action in 33 other industries.

The latter group includes tremendous proposed investment programs in the electric power, steel, railroad, oil, aluminum, aircraft and chemical industries.

The review will require "a month or more," defense mobilization officials predicted. When it is completed, many of the expansion objectives may be reduced and some may be closed out entirely.

The action is expected to put a damper on the investment boom and thus indirectly support the administration's attempt to clamp down on any threatened inflation.

Flemming acted at a time when 924 applications for the rapid write off were pending, covering an estimated \$9,300,000,000 in plant and equipment expansion.

Senators Gore, Symington May Replace Clements

WASHINGTON — Sens. Gore (Tenn) and Symington (Mo) were said by associates recently to be under consideration to replace Sen. Clements (Ky) as chairman of the Democratic Senate campaign committee.

The committee probably will be reorganized soon. The custom is that senators do not serve on the group in the year in which they are up for re-election.

Clements' bid for re-election in 1956, appears to face a battle. He campaigned hard against A. B. (Happy) Chandler in the bitter Kentucky governorship primary decided last Saturday. Chandler, former governor and senator who defeated the Clements-backed candidate, Bert T. Combs, has said he will try to prevent Clements from returning to Washington next year.

Clements' successor as head of the Senate campaign group will be named by Democratic leader Lyndon B. Johnson of Texas. Johnson, now concealing from a heart attack, has made no announcement of his intentions.

But several Democratic sources who asked not to be named said Gore and Symington, who have served on the committee under Clements, are good possibilities for the post. They suggested as other possibilities Sens. Kerr (Okla), O'Mahoney (Wyo) and Mansfield (Mont).

Republican senators reorganized their comparable group some time ago. Sen. Dirksen (Ill) who is running next year, relinquished the chairmanship to Sen. Goldwater (Ariz).

Anti-Reds Vow To Win Election In San Marino

SAN MARINO — The anti-Communist charged that the Reds are going to vote living men twice and dead men once in the election of a new legislature Sunday in San Marino, the world's smallest and oldest republic.

At stake in the balloting will be control of the 32-square-mile nation on a mountain overlooking the Adriatic and surrounded by Italy. The Communists and their Socialist allies have run the 1,600-year-old republic since the war and for the past four years with a two-vote majority in the 60-member legislature called the Grand Council.

With only the men of San Marino's 14,000 population eligible, a few hundred votes could tip the scales. The anti-Communist front led by the Christian Democrats complained that the Red alliance is trying to keep its majority by faking the voters list.

The Reds customarily send scouts abroad to offer free bus or train tickets for San Marino workers in Italy, France or Belgium to come home from their jobs and vote.

This year the anti-Communist are rousing home eligible voters who live in the United States but have not yet become American citizens. Sixty-nine of them, recruited from New York City, Detroit and Sandusky, Ohio, were due in Milan Thursday aboard a special plane.

Interior Dept. Lists Funds Set For Reclamation

WASHINGTON — The Interior Department announced this week that money has been set aside to begin construction of 10 new reclamation projects or units of projects.

They include: Michael Flats, Idaho—To pump water out of the Snake River at American Falls to serve 11,550 acres. Total estimated cost, \$4,831,000; available this year, \$520,000.

North Unit, Deschutes Project, Ore.—To build hydropack regulating reservoir on the main canal. Total estimated cost \$1,600,000; available this year \$250,000.

Foster Creek Division, Chief Joseph Project, Wash.—To start work on pumping plant and distribution system to serve 3,847 acres. Total estimated cost \$4,446,000; available this year \$531,000.

Rosa Division, Yakima Project, Wash.—To start work on the 11,250-kilowatt capacity power plant on the Rosa Canal. Total estimated cost, \$3,054,000; available this year \$300,000.

Witness Says Officers Made Monkey Of Blanchard

FT. LEWIS, Wash. — A defense witness for Lt. Jefferson D. Erwin testified at his court martial here that his senior officers in their prison camp "made a chink" out of the Blanchard, Okla. career soldier.

The witness was Col. Robert H. Wise, Tacoma, who was also a prisoner of war in Germany in World War II. Erwin is charged with making pro-Communist statements and aiding the enemy while a prisoner in Korea.

Their Chinese captors, Colonel Wise testified, were determined to have three prisoners elected to a so-called peace committee, which was subsequently used for propaganda purposes.

The American officer-prisoners, Wise continued, decided prior to the election who would be named and Erwin was one of them.

"It was a matter of determining who were to be the likely suckers," Wise told the Army nine-member board. "They decided on men who could do them no harm and the Chinese no good."

"Lieutenant Erwin happened to be the junior of the whole blooming shooting match, so naturally he was going to get elected first."

Wise also said that he himself headed a liaison committee at Fortson, which flatly rejected a Chinese request that he promote the Communist indoctrination program. As a result, he said, he was punished by having to stand at attention six hours in a hot sun.

Erwin, however, was not punished, he said. But only Erwin can answer why he went so far in parroting the Communist line, he continued.

Everyone in the prison camp

Ex-Air Force Captain Indicted For Using Paper

WASHINGTON — The Justice Department here has announced the indictment and arrest of a former Air Force captain and congressional investigator on charges of misusing a classified Air Force document.

The man is Rea S. Van Fossen, who resigned from the Air Force last Nov. 23 and was hired the next day as an \$8,200-a-year investigator for the House Un-American Activities Committee.

He left the committee last January. At the time of his employment at the Capitol, a committee source said Van Fossen's separation from the Air Force was associated with his delivery to the committee of a secret document.

Van Fossen was arrested by U. S. marshals at his Silver Spring, Md., home.

At the same time a sealed indictment returned by a federal grand jury here Wednesday was opened in district court.

It charged the 36-year-old former Air Force captain with unlawfully removing and "converting to his own use" a classified document from the files of the Air Force office of special investigations.

In six other counts, the indictment charged Van Fossen with making false statements to investigators about this document.

The indictment itself disclosed that the document related to Jay Lovestone, general secretary of the Communist party in the United States 25 years ago, and now executive secretary of the Free Trade Union Committee of the AFL.

Million Dollar Worship House Seen For Canyon

CHICAGO — Plans for construction of a one million dollar non-secretarial house of worship on the rim of the Grand Canyon were announced recently by former Gov. Howard Pyle of Arizona.

Work on the Shrine of Ages Chapel in the National Park will begin next year, Pyle said.

Now a special assistant to President Eisenhower in Washington, Pyle is chairman of a steering committee for establishment of the chapel which will be the first place of worship in the Grand Canyon Park area. For 21 years, he has been a producer-writer for the annual Easter sunrise services which he founded in the park.

National Park service policy prevents building of a church by any particular religious group on park property. The chapel will be available to all faiths. It will have three altars—one each for Protestant, Jewish and Catholic services—mounted on hydraulic lifts. By raising the altar needed, the chapel can be prepared in a matter of minutes for a particular faith service.

The shrine, designed by architect Harold E. Wagoner of Philadelphia, will have no spire or tower. It is described as horizontal in movement in form similar to that of an Indian kiva, to blend with park surroundings.

Ally Khan, Rita Square Off For Legal Fight

RENO, Nev. — Moslem Prince Ally Khan and actress Rita Hayworth squared off for another legal fight this week as Ally sought to have their daughter visit him in France.

Through his attorney, Ally filed a motion in District Court here Wednesday asking Judge A. J. Maestretti to order Rita to send the 5-year-old Yasmin to France for an 11-week visit.

No date has been set for a hearing.

Ally said he is ready to post the necessary \$100,000 bond and in other ways has tried to comply with terms of an agreement the couple reached last fall on details of Yasmin's visits with her father.

COFFEE DAMAGED

BOGOTA, Colombia — Heavy insect damage threatens to curtail this year's Colombian coffee crop, it was reported Thursday.

Indian Timberland Conspiracy, Fraud Charged In Suits

PORTLAND — New charges of Indian timberland conspiracies and fraud were made by the government in three suits, speaking a total of \$37,000 damages this week in U. S. District Court here.

The suits name a group of defendants accused of illegally gaining title to 480 acres of timber on Indian land in Coos and Curry counties in Southwest Oregon.

One suit named Clyde W. Flinn and John C. Blanford, Fred M. and Irene K. Marsh, and Myron and Jane Doe McElwain. They were accused of complicity in a 1950 transaction to obtain 160 acres of timber rights in Coos County at a fraction of market value.

Flinn, a former employee of the Federal Indian Bureau here, and Blanford were convicted in 1953 of conspiring to defraud two Indian land owners in Curry County. The defendants served terms in a federal prison and were ordered to pay \$40,000 in fines.

Another of the new damage suits named Flinn, Blanford, the Marsh couple and Francis LaFrance, in connection with a Curry County land deal.

The third complaint listed as defendants Fred W. Newell, a son-in-law of Marsh; Newell's wife; Mr. and Mrs. Alvin Clarence Howard; H. W. Crook; G. B. Helms and Lawrence Payne. This suit involves a 160-acre tract in Curry County.

The government, attempting to avoid the sales, contends the Indian owners were not competent to handle the transactions. The suits also seek restoration of the land to its rightful owners and restitution of any proceeds by the defendants.

Indicated Yield Listed For Crops Of Northwest

WASHINGTON — The indicated yield per acre and production, respectively, of important crops in Idaho, Oregon and Washington as forecast here by the Agricultural Experiment Station:

Winter wheat: Idaho, 27 bushels per acre and 29,957,000; Oregon, 25.5 and 18,578,000; and Washington, 28.5 and 52,041,000.

Spring wheat (other than durum): Idaho, 33 bushels per acre and 14,124,000; Oregon, 25 and 3,175,000; and Washington, 21 and 3,360,000.

Drift field peas: Idaho, 1,100 pounds per acre and production 945,000 bags of 100 pounds each; Washington, 950 and 1,324,000.

Hops: Idaho, 2,250 pounds per acre and production of 3,600,000 pounds; Oregon, 1,200 and 4,880,000; and Washington, 1,600 and 21,580,000.

Barley: Idaho, 33 bushels per acre and production 18,843,000 bushels; Oregon, 31 and 18,104,000; and Washington, 28 and 18,984,000.

Sugar beets: Idaho, 18.5 tons per acre and production 1,406,000 tons; Oregon, 21.5 and 356,000; Washington, 22 and 659,000.

Apples (commercial): Washington, 31,500,000 bushels; Oregon, 3,100,000.

Pears: Washington, 7,380,000 bushels; Oregon, 6,242,000.

Potatoes: Idaho, 298 bushels per acre and production of 49,225,000 bushels; Oregon, 320 and 13,440,000; and Washington, 421 and 16,410,000.

Secretary Weeks Claims Charges Unfairly Made

WASHINGTON — Secretary of Commerce Weeks has charged here that businessmen in government and the entire free enterprise system have become the target of "a massive attack" by "people who don't believe what this administration believes in."

The charge was fired by Weeks at a news conference in which he made a stout defense of business generally, and specifically of businessmen serving the government in advisory roles.

Weeks' statement came less than 12 hours after Rep. Celler (D-N.Y.), chairman of the House antitrust subcommittee, threatened wholesale issuance of subpoenas to get at records of the commerce secretary's Business Advisory Council (BAC).

Celler said he wants to penetrate what he called the "aura of secrecy" around the Commerce Department's Business Advisory Council.

Nazi Swastikas Pasted On Election Posters

SAARBUECKEN — Hundreds of Nazi swastikas were pasted on election posters this week in this capital of the disputed Saarland.

Heinrich Schneider, chairman of the Saar Democratic Party (DPS), filed suit Friday with the public prosecutor charging that the so-called law of Saar Premier Johannes Hoffman was responsible.

The swastikas were stuck mostly on the posters of the three parties which advocate a return of the border territory to Germany. Some placards of organizations favoring autonomy under the Western European Union were defaced.

Schneider charged Erhard Linsemeyer, Hoffman's son-in-law, with violating the Saar statute on political activity prior to the Oct. 23 plebiscite.