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## CAR SHORTAGE OLD ISSUE

Charles V. Stanton

Shortage of freight cars is nothing new in Oregon. Those of us who have resided in Douglas County for a few years know that complaints of car shortage occur almost annually, and that our timber industry suffers losses whenever lumber and grain shipments coincide. But Oregon's dissatisfaction with rail transportation is an old story, according to an article by O. K. Burrell, professor of business administration, University of Oregon, appearing in the university's monthly publication, *Oregon Business Review*. Furthermore, reports Professor Burrell, a solution once was found. Possibly the same solution would work again.

Back in 1906, the article states, an acute and prolonged car shortage aroused shippers to action. A shipper's convention was sponsored in Eugene by the Eugene Commercial Club. The men who planned the convention included political and business leaders from all over the state. The convention was given widespread publicity.

In those days E. H. Harriman, who controlled the Union Pacific and the Southern Pacific, was at the height of his empire building. The convention had an individual, rather than a corporation, upon which to center its attack.

### Reciprocal Demurrage Obtained

Professor Burrell points out that Governor Patterson's Transportation Committee has approached the current shortage in a spirit of cooperation. But in 1906, he reports, there was no thought of cooperation. "It was their view that the responsibility for car shortage in western Oregon rested solely with the Southern Pacific, and they had no wish to debate the matter with railroad officials," the article states.

Out of the convention grew a measure passed by the 1907 legislature. The legislature authorized a Railroad Commission with extensive powers. Heart of the legislation was a "reciprocal demurrage" plan. A per diem charge was made by the railroad upon shippers for delays in loading a car. The legislature made this charge reciprocal. For each day the railroad company failed to deliver a car, after it was ordered, the shipper could collect demurrage.

The Railroad Commission in its first annual report told the legislature that it had not been necessary to take any action under the reciprocal demurrage section of the law.

The law, of course, no longer exists. The Railroad Commission has been supplanted by the Public Utilities Commission. The Oregon Public Utilities Commission has presented figures showing discrimination against Oregon as a whole and against non-competitive areas in particular. The Governor's Committee expressed by unanimous vote its confidence in the statistics presented by the commission. It would seem that more vigorous action than so far has been reported is indicated.

### Federal Government Is Party

It seems to me that the federal government could and should be made a party to the current demand for better car service, and, more particularly, for elimination of discrimination.

The public, through the federal government, is losing many millions of dollars because of the lack of rail competition in southern Oregon.

Approximately one-half of Oregon's timber supply is in the public domain. The major part of this federal timber acreage is located in areas of the state having no rail competition.

Southern Oregon, especially, has the lion's share of publicly owned timber in national forests and O & C grant lands. Yet this part of the state has a monopoly rail situation, and, according to the statistics compiled by the Public Utilities Commission, has consistently suffered from discrimination.

With rail competition, it is safe to assume that buyers would pay higher prices for federal timber. Furthermore, rail competition in southern Oregon would stimulate new industries, thus giving better utilization of the timber resource.

The federal government, therefore, as representative of the public could materially increase the "take" from public domain timber, while promoting better usage of the resource and gaining tax revenue from enlarged industrial activity.

We are to be visited soon by a congressional committee examining timber sale practices. It might be well to take up this matter of the government's stake in rail competition with this committee while it is in southern Oregon.

## Hal Boyle

NEW YORK (AP)—There are several gadgets on the market today that will enable a listener to tune out a television commercial.

But they do little to help the veteran video viewer in his real predicament. Your hardened TV fan no longer rants against commercials as he did in those far-off pioneer days when Hopalong Cassidy first rode into our living rooms on a 12-inch screen.

The TV addicts have developed a protective mechanism similar to that acquired by husbands married to talkative wives. The moment a really boring commercial begins to flash on the screen they turn off their ears, a glaze creeps into their eyes, and they sink into the same restless torpor they would if they were listening to a long-winded after-dinner speaker.

In some homes commercials are even stoutly defended by parents because of their hypnotic power to quiet children.

"Since my kids became interested in listening to rhyming commercials, they don't ask me to read and explain Mother Goose to them—and that's a real benefit," said one father. "You know many of those Mother Goose verses are a lot of nonsense."

"I couldn't understand some of them when I was a kid, and they make even less sense to me now. So how can I explain them?"

## "Just Say the Word"



NEA Service, Inc.

## Bruce Blossat

FORMER President Harry Truman's recent thrust on the Democratic presidential choice must be set down as one of the early oddities of the campaign season.

It will be recalled that in 1952, when Mr. Truman was taking himself out, he was lavish in his praise of Adlai Stevenson, who became the party nominee that year. And there are many Truman comments on the record in the intervening years which suggest his support of Stevenson had not diminished.

Now comes this surprise. The former president did not simply say that Harriman would make a good candidate "too." The way his remarks were phrased, the amount to giving the governor top priority in his book.

At the same time, they constituted a very left-handed compliment to Stevenson. Mr. Truman said if he were a citizen of New York state, "I know who I'd be for"—meaning Harriman. A s'ked whether he'd say the same if he were a citizen of Illinois, Stevenson's bailiwick. Mr. Truman said Illinois has "three or four good men." He added that the question was easier to answer in New York than in Illinois.

A LITTLE analysis shows that statement to be a real dodge. Illinois' only top Democrat other than Stevenson is Sen. Paul Douglas, an old Truman adversary.

So what's it all about? A columnist says Mr. Truman has told close friends that while he still likes Adlai he fears his 1952 defeat at the hands of President Eisenhower might put the hex on him for 1956. He is said to feel Harriman would make the strongest bid.

The only evidence we have on what rank-and-file Democratic voters think of all this is a Gallup poll that is less than a month old. It showed that Democrats overwhelmingly preferred Stevenson as their 1956 choice. The figures were quite striking—55 per cent for Stevenson, just 6 per cent for Harriman. Indeed, Harriman did not even rate second. Senator Kefauver of Tennessee took that spot with 16 per cent.

NOW, we all know Mr. Truman has been contemptuous of public-opinion polls ever since he failed public, not excepting bundling and trial marriage.

It is still afflicted by many forms of bulge, including too many cash-and-carry quip shows to which the contestants come poor as church mice and leave rich enough to enjoy a cathedral, though none has done that with his winnings as yet.

But anyone who still brags, "I never look at television—it's a complete waste of time," only shows ignorance. He is like a man who refuses to have electric lights in his home because he has heard electric lights are also used to illuminate shooting galleries or gambling dens.

The truth is that television is growing up faster than many of its viewers. It has an increasing wealth of worthwhile things to watch.

Just this week Jose Ferrer and a fine cast put on a memorable performance of "Cyrano de Bergerac," a romantic French drama that has broken every love-sick college boy's heart for half a century. It was good theater, and millions saw it. But others are still complaining, "I didn't know it was going to be put on."

Just last month there was a surprise "sleeper" drama, "A Wind from the South," a splendidly done Irish play by James Cagney starring Julie Harris. It was as good as anything seen on Broadway in an average season. But millions who would have enjoyed it missed it because they either didn't know it was being put on or had no way of knowing in advance it was top quality.

A program-scanner gadget would end such disappointment. It would filter out the trash and when it found something really good light up, ring a bell and cry out: "Don't miss this!"

That's the kind of gadget serious TV viewers say they need most today.

them in his surprise win of 1948. But one could allow for a pretty stout margin of error before the gap between 55 and 56 would be closed. All the signs we have suggest Stevenson, not Harriman, is the Democrats' favorite today, and that the onetime Illinois governor also would have the best chance of beating any Republican outside of President Eisenhower himself.

Mr. Truman's choice of Harriman therefore is intuitive and personal. It must be slightly confusing to at least a few other Democratic party leaders.

### In The Day's News

(Continued from Page One)

the more robust and long-lived. Sequoia sempervirens is infinitely the more lovely—partly, of course, because of the lush undergrowth stimulated by the abundant rainfall of the coastal area.

Basic state park theories differ somewhat in the two states. In Oregon, the state parks are under the jurisdiction and management of the state highway commission, and are financed by state highway funds—including the gasoline tax. They are regarded as an adjunct of the state highway system and in theory are maintained for the benefit of those who use Oregon's highways.

I'd like to add here that the Oregon system has its thrifter aspects. Under the Oregon theory, the state parks are maintained for the benefit of the road users, and among the road users are tourists from other states. They pay gasoline taxes in Oregon. Their gasoline tax money goes toward the maintenance of both the state highways and the state parks.

Thus, you see, they help to pay for the facilities that are created and maintained, in part, for their benefit. To me, that seems eminently logical.

You may disagree with this notion. You will be almost sure to if you are on the idealistic rather than the practical side. Personally, I'm not above being practical. We just couldn't run this world without at least a reasonable measure of PRACTICAL people. If we turned everything over to the idealists, they'd run us so deep in debt that before long we wouldn't be able to afford other state highways or state parks.

Besides, I get around to some extent in other states. In nearly all of them, I pay SALES taxes. It doesn't burn me at all to do so. These other states have facilities that are there for my use. They are paid for in considerable measure by sales taxes. It seems quite fair to me that I should chip in my two bits worth in the way of sales taxes as a minuscule contribution toward the maintenance of the economy of the states in which I am a visitor.

I am quite sure that our visitors who use our state parks, along with our state highways, feel the same way about it and do not object at all to putting a little in the pot in the way of gasoline taxes to help pay for our state parks system.

California's system of financing state parks is quite different. The bulk of the money—sister state uses for parks maintenance comes from royalties on offshore oil.

So California's basic philosophy regarding its state parks differs from Oregon's. It looks upon them as resources that are designed to bring to the PEOPLE OF THE STATE a fuller realization of the majesty and the beauty of nature.

That is the underlying purpose of California's state parks system, as it is presently administered. I have great respect for the California philosophy, but I can't help recalling that California has offshore oil royalties to spend and Oregon doesn't.

So I can't escape the feeling that Oregon will be wise if it continues its present system of financing its state parks—that is, as an adjunct to its state highways.

### Dead Actor's Name On Awards Poll Ballot

HOLLYWOOD (AP)—The name of the late actor James Dean will remain on the ballot for the first annual audience awards poll. He had been nominated for "the outstanding performance by a male star" and "most promising new male star of the year," both based on his performance as the brooding Caleb in John Steinbeck's "East of Eden."

After he was killed in an automobile accident Sept. 30, directors of the Council of Motion Picture Organizations were polled to determine if his name should remain on the ballot and they voted yes unanimously.



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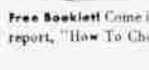
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