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FERTILIZER FOR FISH

Charles V. Stanton

Washington's U. S. Senator Magnuson is reported to have told the Senate Interstate and Foreign Commerce Committee, which he heads, of an "astonishingly simple" proposal for rehabilitation of declining salmon runs in rivers of the Pacific Northwest and Alaska.

The proposal, Sen. Magnuson says, is to aid the growth of plankton through chemical fertilization.

When the senator's proposal is submitted to fishery experts I anticipate he'll open a heated argument.

One of the nation's top ichthyologists gave me a resounding horselaugh when I propounded the fertilization theory of fish control a number of years ago. But the idea has been building more and more supporters among biologists in late years, although many skeptics still exist among the experts.

Plankton, a microscopic organism in water, constitutes the major part of fish food. It has been proven that plankton growth is vastly increased by the use of common garden or lawn fertilizer spread on farm ponds. But fertilizing farm ponds is far different from fertilizing running streams. Fertilizer applied to ponds will remain in place. But chemical fertilizer applied to rivers would be washed out of the stream.

Nature Provides Fertilizer

It has long been my theory, a theory with which at least some biologists concur, that Mother Nature provided a system of fertilization for rivers through salmon migrations. I believe that salmon runs are the controlling factor of fish life in our coastal streams of the Pacific Northwest. Various species of salmon migrate up our rivers. Some have a three-year life cycle, others a four-year cycle, and the spring chinook salmon a five-year cycle. The salmon die after spawning. Their carcasses in cold water do not decompose. Instead they disintegrate. They contribute a fertilization effect for several months. This fertilization aids plankton growth and provides feed for various forms of aquatic life, which, in turn, become fish food.

The North Umpqua River, I believe, supplies a good example for proving this theory.

The upper river at one time had a heavy population of crawfish. Steelhead and cutthroat trout feed on crawfish.

The Fish Commission for many years maintained racks in the North Umpqua at Rock Creek. Progress of salmon was stopped at that point. Within a few years crawfish, which previously had fed on salmon carcasses, were almost extinct above the racks. Steelhead runs began to dwindle and have shown but little recovery in later years. Removal of the racks, however, has resulted in some gain in crawfish population in the upper river. When abundance is once reestablished, it is quite possible that steelhead migrations will begin to rebuild.

Salmon Escapement Vital

There has been a steady decline in salmon runs in the coastal streams of Oregon. As the salmon have decreased, so have other migrations. I believe these losses are the result of inadequate fertilization. If more salmon were permitted to escape, fertilization would be improved and all species of fish would benefit.

We could add materially to escapement by closing coastal streams to gillnet fishing, yet would be depriving the commercial fish industry of only about three per cent of its gross take. Senator Magnuson told his committee that experts informed him: "If we can step up the number of salmon returning to our streams just two per cent we have much of our problem solved."

Fertilization, I am confident, is one of the chief factors in maintaining fish populations in coastal streams. It would be a most difficult and expensive task to obtain fertilization through use of chemicals in rivers, although the proposal has much merit with relation to lakes and ponds.

But, if we'll give Mother Nature a hand, she'll keep the streams productive — and at no public expense.

Bruce Biossat

We've had plenty of broad hints from the plane makers that the jet age of commercial air travel was coming much sooner than originally believed. But now we can pin the arrival date down firmly. It is December, 1958.

The matter was settled when Pan American World Airways, again and again a pioneer in civil aviation, placed a 270-million dollar order for 45 huge jet airliners.

National Airlines, a carrier with both domestic and international routes, previously had recorded its intention to buy a group of Douglas DC-8 jets. But Pan American claims to be the first to sign a definite contract.

Obviously this is just the beginning of the parade to jets. All the major lines soon will be placing orders.

It is perhaps well that this original order was divided between the Douglas DC-8 and Boeing's already well-tested Model 707. Assuming that both craft will prove thoroughly suitable for long-range volume traffic, we must welcome such a division of the business as will help to keep our major manufacturers operating at healthy levels.

Commercial aviation has gone through so many revolutions in so short a time that some of us may be inclined to view this latest prospect a bit too casually. But the telescoping of time that jets will bring should not be lightly dismissed.

The globe will shrink remarkably once more, as it has done so often since the airplane developed ocean range. Flight times in many cases will be virtually cut in half. For example, it will be but eight and a half hours from Tokyo to Seattle, New York to London will be spanned in six and a quarter hours.

Jet schedules, made feasible by plane speeds up to 575 miles an hour, will allow many more people

to travel to many more places. Time is money, and these savings will let vacationers go to far more distant lands than has usually been possible up to now.

There is much more to it, however, than merely increasing opportunities for pleasurable travel. World understanding has a chance to advance materially every time the barriers of distance are lowered.

The diplomat who can make the trip to and from Europe in little more than half a day may hop a jet plane even to clear up the most minor differences with friends abroad. Personal contacts may be greatly enhanced.

The same goes, in a different way, for all the rest of us. Involved is not just the fun of seeing new places but the rich value of knowing new people and new ways of living.

From this can emerge breadth of view, tolerance, some of the makings of human wisdom. On such a foundation we may hope that a world peace can be built which will be not only lasting but eminently just.

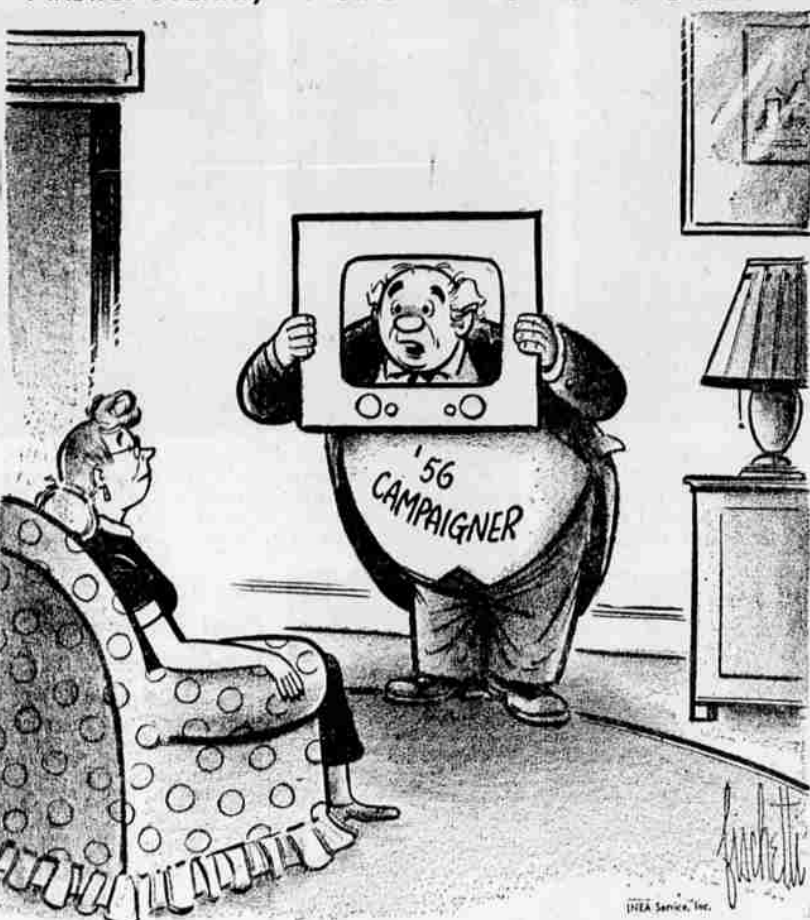
Mother Of Four Faces Illegal Aid Charge

PORTLAND — A 38-year-old mother of four children was charged this week with unlawfully obtaining public assistance money totaling \$2,240.

Mrs. Heriberto Bailey, who had been using her former name of Frances B. Montgomery, was accused of illegally receiving the money after she was married and no longer eligible. She was held for grand jury action.

Deputy Dist. Atty. Olive Zimmerman said this was the first case brought under a new law designed to punish offenders in such cases.

"Answer Frankly—Would YOU Switch to Gleason?"



\$200,000 Will Be Spent To Relocate Celilo Indians

WASHINGTON — More than \$200,000 will be spent relocating the Celilo Indians, but there will not be a new community at Celilo, Sen. Neuberger (D-Ore.) said this week after communicating with the Indian Bureau.

The senator's office said the Indian Bureau reported that local opposition resulted in a decision against building a new Indian village there.

Glenn L. Emmons, Indian commissioner, was quoted as saying the village was "not now contemplated because local authorities would probably object to a village in the immediate vicinity of Celilo because of a recent experience with slum conditions there."

Emmons was quoted further as saying that legal residence in a state or county would be a factor in relocating some families "inasmuch as the aged, infirm or dependent children should not lose benefits to which they are entitled."

Funds for relocating the Indians were appropriated at the recent congressional session. Emmons said \$195,000 would go directly into new housing for the 25 Indian families involved, and \$15,000 into administration costs.

Emmons also said the decision to relocate the families was made after conferences with federal, state and county officials of Oregon and Washington.

Idaho Power Co. Expects To Start Work Shortly

LEWISTON, Idaho — Unless halted by court action, the Idaho Power Co. will begin construction of two dams in the Snake River's Hells Canyon area "within a few weeks," company president T. E. Roach said here.

Roach said the company expects early approval of design drawings filed Sept. 4 with the Federal Power Commission and will "announce in 10 days or two weeks the signing of major construction contracts."

If the designs are approved and the courts are not asked to intervene, he said, work will begin between Nov. 1 and Dec. 1.

Public power groups which opposed Idaho Power's plan to build three low dams in the Hells Canyon gorge during lengthy FPC hearings on the private utility's application threatened to carry their fight to the courts after the FPC decided in favor of Idaho Power.

During the hearing, the National Hells Canyon Assn., the National Rural Electric Cooperative Assn., and a group of public utility districts called for construction of a single federal high dam.

Roach said the company is going ahead with its plans and has placed orders for equipment for Brownlee and Oxbow damsites, upstream from the Hells Canyon site. Work will begin at Hells Canyon with the other two are completed, he said.

Price Of Oregon Farm Land Is Increasing

CORVALLIS — The price of farming land in Oregon is increasing, even though farm income has shown a decline.

The Agricultural Extension Service at Oregon State College notes this is contrary to past trends. But it gives several reasons why land prices should go up when income is down.

For one thing, established farmers are reaching out to make their existing farms larger. Mechanization has made it possible for them to do so profitably—that is, farm larger units at lower cost to themselves. Lending policies by those making loans for land purchases have been fairly liberal.

Favorable crop prospects influenced decisions to buy, and the high level of the national economy encouraged prospective buyers.

Morse Will Ask Senate Probe Of Teamster Complaint

WASHINGTON — Sen. Morse (D-Ore.) said this week that he is asking a Senate investigation of a Teamsters Union complaint alleging misconduct of Philip Ray Rodgers, members of the National Labor Relations Board.

Morse said the accusation came in a telegram from William Grami, organizer for the Western Conference of Teamsters.

It charged, Morse continued in a statement, that Rodgers was guilty of misconduct "in meeting with persons representing employers in a case involving the Sebastopol, Calif., cannery workers then pending before the National Labor Relations Board."

Morse said he was asking the Senate Labor Committee to look into the matter and added he was sending Rodgers a copy of the complaint.

Asked for comment on Morse's statement, Rodgers said the Teamsters' accusations were "baseless insofar as they allege misconduct on my part."

Rodgers said he hadn't received a copy of the complaint but was familiar with it in a general way. He said "the only thing he and the Teamsters are in agreement on is 'that I was in San Francisco Tuesday and Wednesday nights.'"

An aide to Morse said the Teamsters complained that Rodgers and representatives of a cannery company "met" in a banquet at the Pacific Union Club in San Francisco while an NLRB action concerning the workers was pending and that a decision adverse to the union followed.

The union telegram did not say when the alleged meeting took place but presumably, from Rodgers' comment, it was this week.

Representative Asks For Probe On Highway Laws

WASHINGTON — Rep. Clark (D-Pa.) Friday called for a congressional investigation to determine whether highway safety laws are adequate—and if so, whether they are being properly enforced.

Clark, House Public Works Committee member and onetime Bessemer, Pa., police chief, spoke in a telephone interview from his Bessemer home after reports of a fresh highway disaster.

In Kalamazoo, Pa., Thursday a big wheelbarrow tractor trailer, its brakes gone, sped down a steep grade into a main street. Four persons were hospitalized, 10 autos smashed, the truck and two of the cars burned, and a home set afire.

The accident was the third of its kind involving a big truck in recent days. Such crashes at West Newton, Pa., Oct. 4 and at Cumberland, Md., Oct. 19 each killed five persons.

Clark said federal laws now provide for safety regulations and standards for trucks engaged in interstate commerce, and that Congress has appropriated money every year to the Interstate Commerce Commission to administer the laws.

"It is apparent that either these standards are not high enough or they are not being properly enforced," he said.

Senator Who Asked Duel Tries Fisticuffs Instead

RIO DE JANEIRO, Brazil — Sen. Jureai Magalhães, who challenged publisher Paul Bittencourt to a duel, tried to whip him with his fists this week. Bystanders separated them at the Museum of Modern Art.

Magalhães challenged Bittencourt to a duel last Monday because of editorials in the publisher's newspaper, Correio da Manhã. Bittencourt replied that he didn't believe in duels and anyway would not fight with "that perched" Magalhães went to the museum when he heard Bittencourt was there.

Boxcar Shortage Worst Of Year, Figures Reveal

SALEM — The freight car shortage for Western Oregon's lumber shippers last week was the worst of any time this year, Public Utilities Commissioner Charles H. Heltzel said.

The lumber shippers on Western Oregon lines of the Southern Pacific Railroad were able to get only 57 per cent of the cars they ordered last week. The previous low point was 59 per cent a few weeks ago.

Following are the numbers of cars ordered and supplied last week on the various Western Oregon lines of the Southern Pacific: Main Line, Portland to Eugene—330, 190, 58 per cent.

Siskiyou Line, Eugene to Ashland—2,590, 1,401, 54 per cent.

Coos Bay Line—724, 463, 64 per cent.

Westside via Newberg—157, 136, 81 per cent.

Westside via Hillsboro—87, 61, 70 per cent.

Tillamook Branch—202, 137, 68 per cent.

Toledo Branch—401, 190, 47 per cent.

Mill City Branch—146, 85, 58 per cent.

Cascade Line, Eugene to Oakridge—531, 261, 49 per cent.

Eastside via Silverton—50, 50, 100 per cent.

Westside via Dallas—247, 151, 61 per cent.

Total—5,475, 3,125, 57 per cent.

Total for preceding week—5,221, 3,142, 66 per cent.

Neuberger Says Columbia Can Be Of Mutual Use

NEILSON, B.C. — Sen. Neuberger (D-Ore.) sees no reason why the power potential of the Columbia River cannot be developed to the mutual benefit of Canada and the United States.

The Democratic senator told a meeting of the Nelson Chamber of Commerce this week that a joint development plan should be formulated to meet the increasing hydroelectric power demands in both countries.

"There is no reason why it can't be worked out," he said.

The senator, appointed by the U.S. Senate Interior Committee to investigate the Canadian government's Columbia River diversion scheme, said downstream benefits of the Columbia in the U.S. would be lessened if the flood waters of the river are funneled into the Fraser River to increase power potential in British Columbia.

This would be "very poor business," Neuberger said, and added that under a joint development Canada would be "entitled to some payment for downstream storage."

The senator is on an inspection tour of proposed power sites on the Upper Columbia and is sounding out the views of officials and citizens on the river's development.

Sec. Benson Appoints Water Advisory Group

WASHINGTON — Secretary of Agriculture Benson has appointed an advisory committee on soil and water conservation.

The 18-member group will hold its first meeting here Nov. 27 and 28.

Pacific Northwest members of the committee are T. R. Hedges, former chairman of the Washington Assn. of Soil Conservation Districts, Newberg, Wash., and Wade Newbegin, president of Wade and Co., Portland, Ore.

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A veterinarian said the spray killed the cattle, and the City Council has decided to pay Miller.

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