

The News-Review

Entered as second class matter May 1, 1926, at the post office at Roseburg, Oregon, under act of March 3, 1879.

CHARLES V. STANTON, Editor and Manager

Member of the Associated Press, Oregon Newspaper Publishers Association, the Audit Bureau of Circulations

Represented by WEST-HOLLIDAY CO., INC., offices in New York, Chicago,

Published Daily Except Sunday by the News-Review Company, Inc.

San Francisco, Los Angeles, Seattle, Portland, Denver
SUBSCRIPTION RATES—In Oregon—By Mail—Per Year, \$12.00; six months, \$6.50; three months, \$3.50. Outside Oregon—By Mail—Per Year, \$15.00; six months, \$8.00; three months, \$4.50.
By News-Review Carrier—Per Year, \$12.00 (in advance), less than one year, per month, \$1.25.

TIMBER HEARING

Charles V. Stanton

The congressional joint committee, which visited Roseburg Thursday on its tour through the Pacific Northwest to investigate timber management policies, was given many interesting facts at its local hearing.

Many phases of timber management and sales were discussed. Throughout the entire hearing, however, one theme was paramount. Virtually all witnesses, though in disagreement on some policies, pointed up the need for better utilization. On that phase there was perfect accord.

This section of the state has begun to feel the pinch of log shortage only in comparatively recent months. Heretofore, we have had an abundant resource. Waste was of little concern. The log shortage caught up with other producing centers long ago. Now a good many mills in Douglas and Coos counties are becoming hungry for logs.

The pinch is evident particularly in competitive bidding, in which prices often are forced high above appraisals. And, while our local mills battle one another for logs, a new competitive factor is appearing, as attempts are made in surrounding areas to break down marketing barriers.

Slash Use Urged

As log prices steadily advance, buyers must make better utilization of material. Yet, because of the economics of transportation, much usable material still is left in the woods. Several witnesses urged salvage operations on slash, together with relogging, to recover values left from the original harvest.

Relogging and slash salvage are to be commended. Such operations have been used with much success in various parts of the state, and are general in areas where logs are in extremely short supply. They are economically feasible for the most part, however, only during periods of high market demand, because the profit margin is small. Expansion of the pulp industry, it is expected, will create a better market for this recovery operation, permitting salvage of a much greater volume of wood and lowering the amount of investment in equipment.

A controversial issue at the hearing was that of access roads. Witnesses were in agreement that better access must be obtained. But the road situation has long been a bone of contention in the timber industry.

Operators have, in many instances, built their own roads into privately owned timber. Behind these roads—and this is true particularly in the Oregon and California grant land ownership checkerboard—other private timber and some federal timber is locked in. Throughout the history of the industry these private owners have used their road blockades to keep out competition.

Contracts Demanded

Mills, which would like to compete on federal sales frequently have been blocked because of lack of access. In recent years the Bureau of Land Management has tried to work out contracts for the use of private roads when offering sales tributary to those roads. The buyer of the timber usually must pay the road owner a stipulated fee for hauling over the road. Small mills are demanding that the government either buy these roads from private owners or secure long term contracts in which hauling fees will be known in advance and will remain constant.

It seems to me that, if a competitive situation is to be maintained, the only satisfactory solution is for the government to acquire all the trunkline access roads necessary to reach federal lands. Private owners, of course, do not want this competition. They may be right in their contention that competition is not the best plan for conservation and utilization. I don't intend to enter into that argument. But, if it is to be the policy that competition is to be kept at the highest possible level, then, it seems to me, there can be no satisfactory solution other than full government ownership of main roads.

Another interesting argument was that for immediate reforestation of logged-off lands. State Representative John Amacher told the committee that as much as 10 years of growth, or one-tenth of the reproductive cycle, now is being lost, costing millions of dollars per year.

If suggestions presented at the Roseburg hearing are developed into active policies, our timber economy can be greatly improved.

Hal Boyle

NEW YORK (AP)—Leaves from a reporter's notebook: It may interest several million American kids of all ages to know that Hopalong Cassidy's horse comes of age next week.

Topper, four-footed hero of more than 95 films, will be 21 on Tuesday. The children at the Graham School in Hastings-on-the-Hudson have arranged a party for him. The birthday cake will have a huge carrot in the center to make it more attractive to Topper.

The big horse, who has had white hair all his life, shows few signs of age. He still travels 30,000 miles a year on personal appearance tours, still puts in a full day's work whenever his boss, that guy in the black cowboy suit, needs him. But like most famous stars, Topper has a double who performs certain difficult stunts for him.

At 21, a mellowing age for a horse, life holds many attractions for Topper.

He isn't allowed to ride street cars, of course, but he is ineligible for the draft. He doesn't worry about who pays his income taxes, and he always knows where his next lump of sugar is coming from.

Topper knows about every trick except the trick of speech. Suppose he could talk, what would he say? An admirer of Topper's thinks the horse would look back over his shoulder at Hopalong and remark:

"If only I could get that guy off my back!"

A week ago I was eating at

Reader Opinions

Resident Says Property Value Would Increase

GREEN—As we all know there has been great controversy here in Green on our proposed sanitary district.

There also have been very conflicting statements made about the loan situation. Statements have been made in an effort to mislead people into believing our incomes on an average are not large enough to borrow any amount of money.

I would like to cite a situation I am involved in. After many months of searching for a suitable property I finally found one in Green. I made the earnest money payment and applied for a State G.I. loan. As is usually the case I went ahead and moved into my new "home." Finally my letter of acceptance arrived. My property passed 100 per cent except one phrase that stated "we are sorry we cannot pass your loan at this time because of improper sanitary facilities in your district. At such time these requirements are met we will be glad to grant your loan."

I have since been informed the same applies to F.H.A. financing and also any type of financing for even minor improvements.

I feel this one instance should give a fairly clear picture of the future growth of this community. It should also answer the question "Will my property value go up or down?" We all know that any improvement, regardless of how large or small, increases the value instead of decreasing. Certainly we also know the sewer will be one of the greatest improvements a property owner can add to his or her property.

Statements have been made such as, "We bought our property for our home and have no intentions of ever selling, so this loan situation does not bother me." I, alone with many others, feel that in all fairness to themselves and to the community as a whole these statements should be reconsidered. As we all know, circumstances such as death of the breadwinner, health, a better job in another locality and many more, arise to alter these statements.

As far as the cost is concerned I feel it very reasonable for the benefits received. In all fairness to all those involved let us vote on November 22nd for the survey to continue.

Jo Ann Smith,
Green, Ore.

Election Called Effort To Destroy Hard Work

GREEN—The election on Tuesday at the Green School is an effort to destroy the work of two long years.

Conscientious citizens of the community realized the critical need for adequate sewage disposal that long ago and worked diligently to arrive at the most feasible answer to the problem. Each step was taken in the proper order. Meetings were held with advance notice in The News-Review. People were urged to attend. Every effort was made to inform the public and stimulate interest in the project.

A public hearing was held in the office of the County Court to hear objections to formation of the sanitary district as proposed. This hearing was advertised for 30 days as required by law, and was made law for the very purpose of avoiding the upheaval the sanitary district now faces.

In view of these facts it is appalling that a minority of people are persisting in an effort to dissolve the entire project and thereby deprive the whole community of healthful living conditions and progress.

Mrs. M. A. Cleverger
Green, Ore.

Cheaper Way Believed For Sanitation Problem

GREEN—It seems to me that it is time the voters in the Green Sanitary District did a little sane thinking before allowing this excessive tax to be added to this already overtaxed district. There is a limit to anything.

Just because this district has doubled in the past four years doesn't mean that it will double in the next four. Who is going to furnish jobs?

It is admitted that only by holding on to the mills and the utilities, can this project be feasible.

A large area of this district is designated by the Planning Commission as industrial.

Don't you see that by allowing this to happen, you are locking the door to any future industrial development in this district? Don't kill the goose that lays the golden egg, and don't be fooled into thinking that if the sewer goes through you will be better able to sell.

There should be a cheaper way to handle this sanitary problem.

Paul E. Shudler
Green, Oregon.

Bruce Biossat

A meeting at Indianapolis on flying safety has brought to light some astonishing facts that draw our attention to the wonderful progress made in this field in recent years.

The airlines' safety record in 1954 hasn't matched their brilliant 1953 showing, but over recent years the performance has been generally excellent. The evidence suggests that this is due to their technical operating skills and just conditions that govern flying today leave a great deal to be desired.

Demo Committee Okays Retention Of Wm. Doenges

CHICAGO (AP)—The Democratic National Committee this week approved a voice vote retention by William C. Doenges of his place on the Oklahoma's committee member.

The national committee also seated Lt. Gov. Ben Ramsey as Texas' national committeeman. Doenges retained his place on the Democratic state committee over protests from the Democratic state committee and others. His membership on the national committee previously had been approved by a 94 vote of a credentials subcommittee.

Ramsey was seated with Monroe Sweetland, Oregon committeeman, registering his official disapproval of the action.

Dean Johnston, head of the Texas Young Democratic Clubs, was an opponent of Ramsey before the committee.

Later the full committee's vote to accept Ramsey was made unanimous. A committee spokesman explained that this was done after Ramsey made a statement to the effect that any person holding an office such as his is under solemn obligation to abide by the rules of the national committee.

The spokesman said that Ramsey stated he would do so and expects others to do so.

Pacific Coast Building Down

SEATTLE (AP)—A sharp drop-off in building in October along the Pacific Coast, although the 10-month totals this year are well ahead of a year ago, was reported this week by Pacific Architect and Builder, trade publication.

Figures announced in the November issue were the dollar volume of building permits issued by 116 agencies in the states of Washington, Oregon, California, Idaho and Montana.

In October, for the first time this year, the total dollar volume fell below the comparable month a year ago to \$184,347,000. It was also the lowest figure for any month of 1955.

On the other hand, the area's total dollar volume for the whole year has reached \$2,179,418,014, some 18 per cent higher than a year ago, the paper reported.

Idaho had the highest rate of increase for the 10 months, a 34 per cent jump to \$282,474,744. California, with \$1,739,381,301, was up 20 per cent; Oregon, with \$117,344,143, was up 12 per cent; and Washington, with \$276,241,916, was up 7 per cent.

In The Day's News

(Continued from Page One)

frequent enough and that all sections would be provided with adequate public transport service.

The upshot of it all is that in the big cities there is a continuous ruckus over mass public transportation.

The real nub of the situation is that in Western America, at least, where nearly everybody owns an automobile, people would rather drive their own cars to and from work and to and from their shops.

The result of that is that in most of our bigger cities parking places are becoming almost as nearly extinct as the passenger pigeon.

Getting back to Portland—where a popular political warcry back in the days when streetcar fares, along with other goods and services, were beginning to rise in price used to be: "Seven cents is a lousy price for a five-cent ride"—the traction company is coming up for an extension of its franchise. The city commissioner whose department specializes in public transportation says it isn't going to get a franchise extension unless:

1. It is reorganized to give local control (the majority of its stock is owned by outside interests).

2. It sets a price at which it will sell out to local ownership.

If it is unwilling to meet either of these conditions, the commissioner says, he will award the franchise to outside investors, who, he asserts, are ready and able to go into the operation in Portland of an entirely new mass transit system.

Note, please, that he DOESN'T say that if no private outfit is willing to do something effective about the situation the city of Portland will go into the transit business as a municipal utility.

When that happens—and it has happened in cities all over the country—the usual result is that the city establishes fares that are too low and the city goes in the hole and charges the loss up to the taxpayers.

The net result of that is that the taxpayers SUBSIDIZE the business of public transit. That is to say, the taxpayer as a whole reach into their pockets and dig up the money with which to pay a part of the bills of those who ride the buses—or the streetcars, or what have you.

It seems to me that the business of subsidization has gone about as far in this country as it ought to be permitted to go, and I'm glad to see that so far Portland isn't proposing to go into the mass transportation business, with the more or less inevitable result that the city will pay a part of everybody's bill for riding down town and back.

Western Oregon Got Almost All Needed Boxcars

SALEM (AP)—Western Oregon lumber shippers had almost enough cars last week for the first time in many months, Public Utilities Commissioner Charles H. Helzel said here.

The Southern Pacific Railroad was able to fill 92 per cent of the car orders of the lumbermen, compared with 72 per cent in the preceding week.

There were fewer cars ordered, and the railroad had more available.

The number of cars ordered by and supplied to Western Oregon lumber shippers by the SP last week by divisions:

Main Line, Eugene to Portland—285, 259, 91 per cent.

Siskiyou Line, Eugene to Ashland—1,910, 1,708, 89 per cent.

Coos Bay Line—656, 637, 97 per cent.

Westside via Newberg—106, 134, 126 per cent.

Westside via Hillsboro—92, 87, 95 per cent.

Tillamook Branch—142, 139, 98 per cent.

Toledo Branch—297, 214, 106 per cent.

Mill City Branch—142, 107, 75 per cent.

Cascade Line, Eugene to Oakridge—457, 418, 91 per cent.

Eastside via Silverton—35, 47, 137 per cent.

Westside via Dallas—249, 166, 67 per cent.

Total—4,331, 4,008, 92 per cent.

Total for preceding week—5,162, 3,709, 72 per cent.

G. Moore Named Master Of Camas Valley Grange 521

Camas Valley Grange No. 521 has elected new officers.

They are: Guy Moore, master; Leslie Patchpole, overseer; Teresa Ashton, lecturer; James Combs, steward; Donald Lawson, assistant steward; Dorothy Papp, chaplain; Hayden Taylor, treasurer; Martha Halterman, secretary; Andrew Nelson, gate keeper.

Named as the three graces are Hannah Taylor, Welcome Combs and Esther Pryor.

Other officers are: Annetta Lawson, lady assistant steward; Harry Boyles, Ethel Brown and Lucille Counts, executive committee members.

North Douglas Grange Elects New Officers

Dean Boss was elected master of the North Douglas Grange at a recent meeting of the grange.

Other officers are: James Nelson, overseer; Billie Keenan, lecturer; Max Ames, secretary; Frank St. Clair, treasurer; Mabel Cowles, Pamela; Ruby Meacham, Cora; Opal Nelson, Flora; Bruce Boss, steward; Leland Svarverud, gatekeeper; Dorothy Sands and Dorothy Meacham, assistant stewards; Guy Allen, chaplain; Alvin Allen, Lester Sands and Norman Suiter, executive committee.

There will be a joint installation with Sunnydale Grange Dec. 4.

THE FOLLOWING BUSINESSES REMAIN

OPEN SUNDAY

FOR YOUR CONVENIENCE

The firms whose ads you see below recognize that even along with observance of the Sabbath, there is a community need for the commercial services they offer.

YOUR SIGN OF SOUND BUYING Every Day!



K. L. GILKESON'S CHEVRON STATION

- TIRES
- BATTERIES
- ACCESSORIES

all your automotive needs

LANE and STEPHENS STS.

7 a.m. to 10 p.m. EVERY DAY!

SUNDAY HOURS:

10 A.M.—6 P.M.

- Plenty of Free Parking
- Prompt Prescription Service
- Christmas Gifts for Everyone on your List
- Free Gift Wrapping
- Refresh Yourself at Our Fountain

CHURCH'S DRUG STORE

Rose Hotel Annex
Ph. OR 3-6333

CHAIN SAW REPAIR PARTS

If emergencies make it necessary to make repairs on Sunday—You can get parts from us . . . Home-light—Titan—Oregon Chain.

We Repair Hydraulic Jacks

PHONE

OR 3-7568

OR 3-7158

- FILES
- AXES
- WEDGES
- TAPES
- GAS CANS

P. C. BRIGGS CO.

2332 N. STEPHENS ST.

THE Wagon Wheel

OPEN SUNDAYS

12 Noon to 9 PM

SERVING

Fried Spring Chicken

Steaks

Roast Prime Ribs

Visit Our Beautiful PINTO ROOM