

The News-Review

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CAR SHORTAGE PROBLEMS

By Charles V. Stanton

A simple solution to the freight car shortage, as it affects small lumber mills of Oregon, is proposed by the Oregon Statesman, Salem.

Small mills, says the Salem newspaper, should extend their storage docks "so they could store lumber when cars become hard to get."

Simple Huh? Surprising someone didn't think of it earlier!

I wonder, however, if the Salem editor ever stopped to figure the financial angles.

How many small mills could pay cash for logs, keep up payrolls, pay operating expenses, and maintain jobs with virtually no income for weeks and even months at a time?

Another factor is that during the period of our annual car shortage lumber prices usually are at their peak. By the time cars are again available retail yards are beginning to reduce their inventories. Wholesale lumber prices then drop off.

Small mills can operate profitably only on a high market. If they must take the lower prices for their product, they can't break even.

ICC Order Serious Threat

The comment from the Salem newspaper was made in reviewing the recent order by the Interstate Commerce Commission, designed to speed the movement of freight cars and thus relieve the pressure of the annual shortage. This shortage of cars cost the collective mills of Southwestern Oregon many millions of dollars annually. Particularly hard hit are the small mills with limited operating capital.

Many of our small mills must sell their lumber as rapidly as it is produced. They lack reserve funds with which to pay for continued operation when no money is coming in from sales. Thus they use a "transit" system of sales. If they have no sales order on hand, they will load a car, start it in the direction of the eastern market, and sell it while in transit. Obviously this method slows down the movement of freight cars. A car often must take a longer route than if it had been sold before starting its movement. Occasionally a car will reach an eastern terminal without a sale being consummated, and must sit on a siding while a buyer is located.

The Interstate Commerce Commission, in Order 910, forbids transit cars, and also has indicated it will require every car to be fully loaded.

Small operators from Oregon have made vigorous protest. They were aided in their appearances before the ICC by Senators Morse and Neuberger and by Representative Ellsworth, who urged public hearings in the Pacific Northwest before the order was made effective.

The ICC, pointing to a shortage of 5,000 cars per day, with an increase of nine per cent in car loadings, contends the order to be necessary as an emergency measure.

Unrealistic Position

The Salem newspaper, which consistently has been unsympathetic toward the fight of southern Oregon communities against rail discrimination and for a decent passenger service, is, in my opinion, most unrealistic in its position on car shortage.

It says: Among the loudest complainers over car shortages have been the small mills in Oregon, yet apparently they have contributed to the lack of empties by their own marketing practice of circuitous routing to permit sale in transit.

It is easy, of course, to abuse the railroads for failing to buy more cars, and they have been delinquent in this respect. But what have the mills done to protect themselves? Did they extend their sheds and piling yards so they could store lumber when cars became hard to get? Some may have; but probably the majority merely started yelling for help to the PUC, to the ICC and to congressmen.

The new order will not put mills out of business. The only thing that will put them out of business under present conditions is running out of timber. They may need to revise some of their marketing practices, but in the end that may be a good thing for them and the whole industry. There is nothing so threatening to the lumber market as cars rolling on consignment or stacked in terminal yards waiting for buyers.

It cannot be denied that the present marketing system forced on small mills is not conducive to the speediest movement of freight cars. But there's nothing in the set-up, insofar as southern Oregon is concerned, that couldn't be vastly benefited by rail competition.

Though, as contended by the Salem newspaper, the order may not put mills out of business, it is apt to put a lot of men out of work.

Hal Boyle

NASSAU, Bahamas (AP)—Leaves from a touring notebook:

Tourists and tax-fleeing dollars are creating the greatest boom in the 464-year history of the Bahamas.

The first tourist was Christopher Columbus, who landed in these islands of eternal summer in 1492 murmuring, "India, I presume?"

Although disappointed in his quest for a shorter route to Bombay and Cathay, Chris was cheered to find the climate was balmy and the sturdy natives had neither income nor inheritance taxes.

It is still that way. Nassau for more than half a century has been a winter refuge for the wealthy few. Now, like Florida, its neighbor across the blue-green waters, it is becoming a year-round vacation haunt for the many. Visiting stenographers, flying in on a trip paid for out of the installment plan, outnumber the millionaire sportsmen who steam or sail here in their own yachts.

The growth of the tourist industry can be seen in these figures. There were 32,018 visitors in 1949 and they spent \$10,407,000. In 1955 more than 122,431 came and left \$26,352,000. (Actually, however, in both years the tourists probably spent far more than these figures indicate. This is a British sterling money area, and for one reason or another many dollars expended here don't get officially reported.)

A few oldtimers fear the influx of tourists will turn conservative Nassau into "another Miami," but most Bahamians are glad to see a fellow from out of town and sell him anything from a \$1.50 straw hat to a \$30,000 motor sailboat.

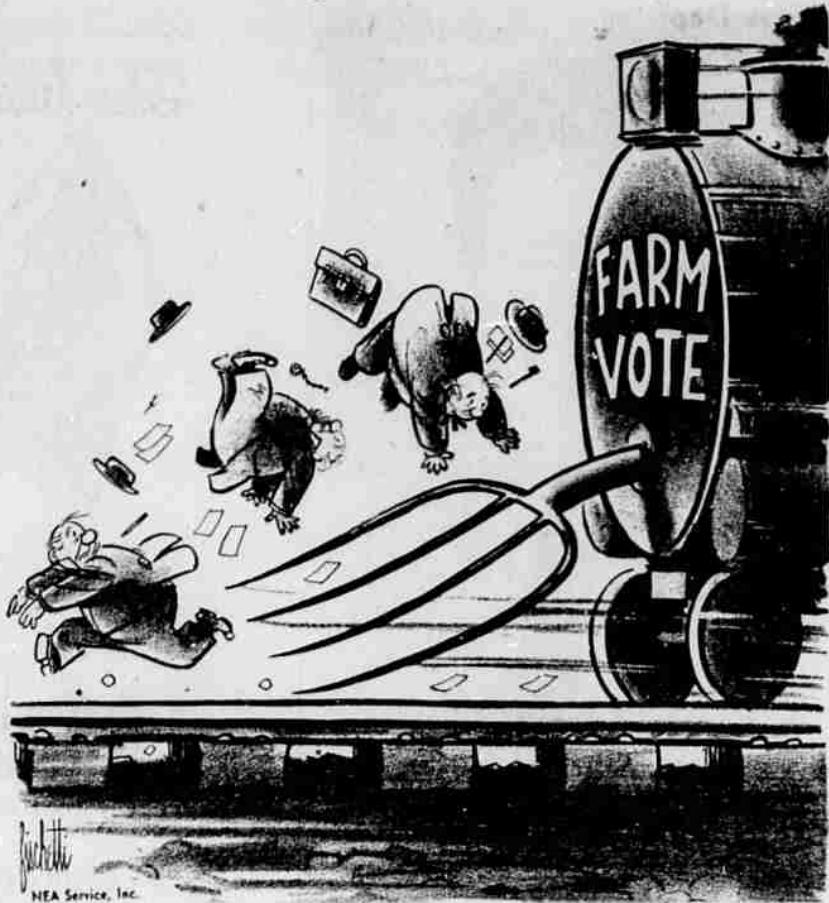
Not all the visitors are sun-seekers here for a brief season on the beach or to make a sociological study of the effects of drinking four rum-filled planters punches in a row.

Many are hard-headed businessmen from America, Canada, Britain and other countries looking for ways to invest capital that will enable them to escape high inheritance or income taxes in their homelands. There are no such taxes here. The colony is financed largely by an import tax on all products brought in from abroad.

Just how can this tax situation help a foreign capitalist? As explained to me, there is a long-accepted principle in international law that no country attempts to tax real property situated in another country.

Suppose you are a rich American with a couple of million bucks or so you'd like to leave your

Congressman Catcher



Peter Edson

WASHINGTON — (NEA)—With Vice President Richard M. Nixon practically a cinch to succeed himself as Republican nominee for second place on the 1956 ticket there is considerable talk being heard in Washington that he will also be the 35th president of the United States. President Eisenhower being the 34th.

Unless the Gallup polls of this spring are completely cockeyed, Eisenhower and Nixon will be a shoo-in come November.

A lot of things can, of course, happen between now and November to spoil this pleasing-to-the-GOP picture. And it is politics the long shot is always possible.

A MOVEMENT TO "Stop Nixon" at the Republican national convention opening in San Francisco Aug. 20 is therefore not ruled out.

It could come from extreme right-wing Republican supporters of Sen. William F. Knowland of California. It could come from the more liberal wing of the GOP that seems to prefer Gov. Christian F. Herter of Massachusetts.

The stake in any such movement would be the almost certain knowledge that President Eisenhower's running mate in 1956 has the best chance in the world to become Republican candidate for president in 1960.

And though it may be impolite or indecorous to mention the subject, political leaders of both parties are talking privately of the real possibility that the next vice president might become president before 1960.

In spite of President Eisenhower's remarkable recovery from his heart attack, many political leaders admit there is a chance he might not serve out his second term.

IN THIS CONNECTION, the case of the late Supreme Court Justice Robert H. Jackson is now being recalled here.

On March 30, 1954, Justice Jackson fell ill and went to a Washington hospital for a checkup. On April 2 it was announced that he had sustained a mild heart attack.

On May 16—approximately six weeks later—he was discharged from the hospital. This was about the same period that President Eisenhower was hospitalized in Denver.

The Supreme Court term ended June 7, so Justice Jackson did not return to active duty immediately.

His own physician, Dr. Hill Carter, had called in Dr. Paul Dudley White of Boston in consultation. This is the same Dr. White, the noted heart specialist, who was chief consultant on President Eisenhower's case.

The two doctors reported that Justice Jackson had responded to treatment excellently. He was told that he might live a useful and active life for another 10 years—or that he might have another attack any time—even in his sleep.

JUSTICE JACKSON was told that he could return to his office JUSTICE JACKSON was told that he could return to his office and gradually resume his duties. He spent a quiet summer in California and at the beautiful country home in McLean, Va. When the fall term of the Supreme Court convened on Monday, Oct. 4, Justice Jackson returned to the bench.

Five days later, Saturday, Oct. 9, at 11:45 a.m. Justice Jackson had what was described as a slight seizure. This was in the seventh

heirs without having Uncle Sam take his usual big whack.

You couldn't start a big chain of liquor stores here. The colony has a rule you have to be a resident for seven years before you can launch a business competitive with one already in existence.

But you could buy up a lot of island real estate and either develop it or just let it lie there enjoying the sun.

After your death your heirs can sell the property—probably to some other wealthy old man who wants to protect his heirs—and pocket the money practically free, as the American inheritance law wouldn't apply. If the property had gone up in value (and it is going up right now) they might even turn a tidy profit.

I might be tempted to employ this device myself, except the only thing I plan to leave my heirs is a wrist watch.

month after his first attack. Dr. Carter was called. Just before noon, Justice Jackson died. The cause was given as a coronary thrombosis—a blood clot over the heart of the same type the President sustained. Justice Jackson was 62. The President is 65.

Congress Chat

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

The House Appropriations Subcommittee which will write the bill appropriating money for public works such as flood control, irrigation and reclamation works and river and harbor development has been holding hearings every day for three weeks or more. It may take the subcommittee another month to complete the hearings. Then it will write the bill.

As I have done every year since I have been in Congress, I appeared before the committee and presented facts and figures to show why money should be appropriated for the Federal projects in our Fourth Congressional District—and we have many. Most of our projects are recommended for funds in the budget but some are not. The general rule of the House Appropriations Committee is that items in the budget may be included in the bill but those not in the budget are left out. My plea was for all of our projects because, to my own knowledge, every one of them, whether included in the budget or not, represents a sound Federal investment. Every one is badly needed for the development of Oregon and the nation.

One serious problem on the Rogue River can be solved by the Appropriations Committee if it will see fit to do it. The dam across the Rogue known as the Savage Rapids Dam impounds water for the Grants Pass Irrigation District. It also contains some swift turning turbines. Every year 125,000 steelhead and salmon are destroyed in the turbines or are drawn into the irrigation canals. Revolving fish screens are needed to prevent this loss of fish resources.

The Irrigation district was formed before most state and Federal laws required protection of the fishery resource. Present state law does not permit the expenditure of state funds on such a large screening project—the cost of which is estimated to be \$208,000. Even though the dam was rebuilt in 1950 with Federal funds which are being repaid by the water users it is not, in a technical legal sense, a Federal project. Any request by the Bureau of Reclamation for this item in its budget runs into this legal technicality. The way this needed job can be done is for Congress to provide the money for screens as it has done for numerous similar Federal projects or private projects on Federal lands. I am making every possible effort to get this item included in the Public Works Appropriation bill.

As Congress began a 10-day recess the conference committee, composed of ranking Members of the Senate and House Committees on Agriculture, was toiling in an effort to reach agreement on a farm bill. The hodge-podge bill finally approved by a weary Senate is totally different from the bill passed by the House last July. It contains 38 amendments not approved by the House. The conferees are working during the recess. My guess now is that it will be some little time after the recess before a conference report is presented to both Houses.

Meanwhile, it seems that there is a definite political undertone to the battle over the Farm Bill. Republicans are claiming that the Democrats are deliberately delaying the passage of the bill, any version of which would provide substantial benefits to farmers, until it will be impossible for any beneficial payments to be made this year. President Eisenhower urged in January the passage of farm legislation containing the soil bank plan and other features so that relief for farmers would be available for this crop year.

In The Day's News

(Continued From Page One)

power potential developed even by their own municipal electric utility.

The Eugene Register Guard, which opposed the power project, prints an interesting editorial headed by this question: HOW MUCH DO WE LOVE THE MCKINZIE?

Do we love it enough, the newspaper asks in substance, TO GET OUT AND ROLL UP OUR SLEEVES AND CLEAN IT UP? The whole area, it adds, is "somewhat run down." Trash litters the bottom of crystal-clear Clear Lake—whose magic transparency is one of its outstanding attractions—is coated with beer cans tossed out of boats by fishermen and sightseers.

The problem, the R-G says, is this:

"While EWEB (Eugene Water and Electric Board) lost the election, the attractive power sites remain. We have no guarantee that some other agency, not controlled by Eugene voters, might not some day put in a power dam in the Clear Lake area."

"What better expression of sentiment could be uttered than to have the friends of the McKinzie band together into Sunday work parties to clean it up? . . . Use of the area (for recreation) and volunteer work there will count tremendously toward 'saving the McKinzie' another day. It's a case of actions speaking louder than words."

"Anybody want to grab a hazel hoe?"

The editorial concludes: "All together, regardless of race, religion, political party or previous condition of servitude, those of us who love the McKinzie could clean up after a generation of campers and sing:

"The empty beer can
"Much depresses
"Us, who love our
"Wildernesses."

It is a timely suggestion. Oregon, at long last, is feeling the stirrings of a new and exciting industrial movement that will yank us out of the lethargy of the past and bring us up even with our more industrially progressive neighbors to the north and the south.

Here at its beginning, this new movement SCARES us. We wonder if the march of industry will destroy our NATURAL beauties. I think not. New England is highly industrialized. But New England is LOVELY.

New England is about all the proof we need that natural beauties can be RETAINED along with the great advantages to be derived from an industrial economy that promotes higher standards of living. OLD England is another example that beauty and utility can go along hand in hand.

But we're still scared. The vote in Eugene proves it.

I'm sure, though, that before we complain too loudly about the destruction by industry of our scenic and recreational beauties we'd better QUIT DESTROYING THEM OURSELVES by indiscriminate litter-scattering, beer can tossing, etc.

How often have you stopped at some enticing wide spot on a mountain road, beside a charming mountain stream, for a moment of priceless relaxation in the lap of nature ONLY TO FIND THE PLACE BEFOULLED WITH THE LITTER AND THE OFFAL OF HUMAN CARELESSNESS?

Too often, I'm afraid.

Only Two Animals Are Condemned In Inspection

SALEM — State meat inspectors condemned only two out of 1,462 animals examined in the recent pilot meat inspections in Jackson and Josephine counties, the State Agriculture Department said Wednesday.

Nine plants were inspected in Ashland, Medford and Grants Pass.

In addition, the inspectors condemned 320 parts of animals, including 436 livers.

Editorial Comment

From The Oregon Press

A SERIOUS SITUATION

Medford, Mail-Tribune

There is a United States of the North and a United States of the South and never the twain shall meet.

That is paraphrasing Kipling a bit, but it does we fear represent a truth which is going to be more and more clearly demonstrated as time goes on—and the school segregation problem with it.

There are, of course, Southerners who understand the North and Northerners who understand the South, but they represent a decided minority—the rank and file just don't.

Where there is misunderstanding there is friction and the seeds of conflict.

The seeds of conflict are present in the South today. We don't mean secession or another Civil War, but we do mean mob violence and bloodshed. The trouble at the University of Alabama was only a prelude.

The trouble is the North fails to realize the South is still fighting the Civil War, and never willingly accepted its dictates. As a whole the Southerners, consider the Negro question a state, not a federal question, and believe that Uncle Sam has no more right, moral or legal, to interfere with public school rules and regulations in Mississippi or Alabama, than they have to interfere with rights of free speech or worship.

They are legally wrong of course. But that is their fundamental and fixed conviction. And as Grover Cleveland once remarked, "we face not a theory but a condition."

The people of the North (again as a whole) don't understand this attitude. They believe the law is the law, the Constitution is the Constitution, the Supreme Court the Supreme Court and all Americans who call themselves good citizens should obey both. If they don't they are rebels and outlaws and should be dealt with accordingly.

This is apparently the view of Governor Harriman of New York, in sharp contrast with the views of the Governors of Alabama and Mississippi, and this much is certain: unless these uncompromising

views are changed or the people of the North or South—or both—refuse to accept them, then watch out—the most serious conflict between the North and the South since the war between the states will result and it is hard to see how bloodshed can be prevented.

However, we don't expect the views of Governor Harriman or those of the "the National Association for the Advancement of Colored People" will prevail.

As the intensity and fixity of Southern sentiment regarding the colored problem becomes clearer, we feel as confident cooler heads and wiser counsels will prevail.

Not that the Supreme Court will reverse its decision, or that the effort to enforce it will be abandoned. But as the Supreme Court advised, instead of trying to force the Solid South to adopt integration of all schools at once—or else—there will be some sort of compromise reached which will allow low states like Mississippi and Alabama more time to cool passions and tempers, reach some middle ground, and enjoy a reasonable period of transition instead of calling out the National Guard, with orders to shoot at once.

This won't satisfy the radicals on either side. But some such course we see it, is the only hope of avoiding a national "cold war" and will therefore eventually secure the support of the more enlightened leaders south of the Mason & Dixon line as well as north.

—R.W.R.

Missing Portion Of Ransom Money Set For New Quiz

ST. LOUIS — A federal grand jury inquiry here into the mystery of the missing Greenlease ransom money will be resumed soon, a government attorney announced here.

Former St. Louis police patrolman Elmer Delan, a central figure in the investigation, will be subpoenaed as a witness, said U.S. Atty. Harry Richards.

Richards said the chief purpose of the investigation will be to check previous testimony by several witnesses. A study of the transcript of testimony, he said, shows "conflict in testimony."

Dolan, sentenced to two years for perjury in the earlier phase of the inquiry, was released from a federal prison last December. Under present plans Louis Shoulters, former St. Louis police lieutenant sentenced to three years for perjury and still in prison, will not be called as a witness, Richards said.

Dolan and Shoulters were convicted of lying about their handling of ransom suitcases after the arrest here of Carl Austin Hall, one of the kidnap-killers of 6-year-old Bobby Greenlease of Kansas City.

Only about half of the record \$600,000 ransom in the September 1933 kidnap-murder was recovered at the time. The missing portion of the ransom has since been reduced by \$1,660 in \$20 ransom bills, most of them passed in the Chicago area.

announcement

Ken FitzGerald and Cy FitzGerald are now the sole owners of the Roseburg office of General Credit Service, Inc. The new business name will be Kency Credit Service, Inc., with the same location in the United States National Bank Building, Roseburg.

We will continue collections on all accounts that have been turned over to this office in the past and will be very happy to service all new accounts turned over to us for collection in the future.

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