

The News-Review

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EDUCATING AN EDITOR

By Charles V. Stanton

The editor of the *Grants Pass Courier*, Kenneth L. Hicks, hasn't been in Southern Oregon very long. He came to this part of the state from Bend. Bend people contend they have everything they need in their own area, so they aren't much interested in what happens elsewhere; which, in my opinion is a darned good idea, if you live in Bend.

But, having newly come to Southern Oregon and striving to learn the facts of life about the community, the *Grants Pass* editor finds it fitting and proper to deliver a mild rebuke to the editors of the *Medford Mail-Tribune* and the *Roseburg News-Review* for our occasional editorial comments relative to the passenger service, or, rather, the lack thereof, by the "Friendly" Southern Pacific.

"It seems to us," says the *Grants Pass* editor, "like a heck of a way to treat a railroad."

His thesis is that, if we had no railroad, we'd be tickled to death to get the branch-line hand-out now tossed to us by the "Friendly" Southern Pacific. Gold Beach, Brookings and other coastal points would "fall all over themselves" to get rail service of any kind, comments Editor Hicks.

The flaw in his argument is that those areas don't have rail service and we do. And, having service, we want the best. If we can't have the best, then we want the best we can get. We insist that the best is none too good for us.

Once Had The Best

For Brother Hicks' education, we might inform him that we once had the best the "Friendly" Southern Pacific could offer. Then the federal government foreclosed on the "Friendly" Southern Pacific's racket of selling Q & C grant lands, which financed construction of the line between Portland and San Francisco, for prices greater than specified in the grant, while also holding choice lands from sale and speculating on their increase in value — particularly timber lands.

When the federal government took back title to these lands, paying the railroad only the legal price, the railroad promptly built a bypass around Southern Oregon and put this whole area in the "deepfreeze." The theory was that if "Friendly" Southern Pacific couldn't milk the profits out of the area, no one else would be permitted to do so.

The highest freight rates on the whole Southern Pacific "Friendly" system will be found between Cottage Grove and Medford. Shippers in the area are at the mercy of the "Friendly" Southern Pacific and time and again have suffered rank discrimination in car distribution during periods of car shortages.

Brother Hicks mentions attending a meeting of shippers at which no complaints were voiced of S.P. "service." Did he get any of those shippers out behind the barn for a confidential chat? Any shipper would cut off his right arm before he'd complain publicly about "service," for fear of reprisals.

Says the *Grants Pass* editor: "The *Medford Mail-Tribune* views just about every move of the Southern Pacific with dark suspicion. The *Roseburg News-Review*, they say, has been a bit more tolerant in recent years, but we gather that Editor Stanton still is not too happy about the rail situation."

Your durned tootin' I'm not happy about the rail situation!

The only reason I haven't swung at the "Friendly" Southern Pacific harder than Editor "Bob" Ruhl of the *Medford Mail-Tribune* is that he's a better writer and has a stronger vocabulary. Don't think the spirit isn't willing!

Murder Committed

If Editor Hicks had gone through the experience that Ruhl and I have had, that of sitting by and watching a railroad commit murder, while blaming the innocent helpless bystanders, I'm sure he would be sharing in our outbursts.

The *Grants Pass* editor refers, of course, to our complaints about lack of passenger service. He has been sold the railroad company's claim that the public won't use passenger trains.

But Brother Hicks wasn't here when the railroad company put on coaches which appeared to have been used to transport troops of the Spanish-American War into hauling passengers on this "branch." He never had to ride the famed "Nighthowler," eight and one-half hours between Roseburg and Portland. He didn't have to sit in a whistle-stop shelter for hours waiting for a connection, when a southbound passenger train from this area arrived just minutes after a "connection" had departed.

Who says the public wouldn't ride decent passenger trains? Who, other than "Friendly" Southern Pacific officials, says diesel coaches couldn't at least break even?

Does Editor Hicks believe that a railroad company owes nothing to the public of an area, from which it draws a major part of its income, other than to bleed it of every possible dollar?

Maybe our editorial comment is a "heck of a way to treat a railroad," but, in our opinion, the way the "Friendly" Southern Pacific treats Southern Oregon is a heck of a way to treat a doggone good piece of the country.

We hope Brother Hicks will absorb a little more of the back history of this area, cease being so glibly in swallowing railroad company propaganda, and more respectful of his elders in the future.

Chemistry Department Head Backs Bomb Tests

PORTLAND — Dr. Arthur Scott, head of the Reed College chemistry department, said in a speech before the Portland City Club Friday that the atomic tests in Nevada should be continued.

Scott termed the fallout from the current series of tests feeble. He said, "our national preservation depends on our having superior nuclear weapons."

The professor said he did not believe that Russia was moved to have the tests stopped for humanitarian reasons. Instead, said Scott, the Russians may be motivated by a desire to close the gap between the Soviet Union and the United States in atomic weapons development.

In another speech before the City Club, Dr. Arthur Livermore presented a different viewpoint. Livermore, also a Reed professor, said the tests should be

11 Typewritten Lines Comprised McCarthy Will

APPLETON, Wis. — Eleven typewritten lines comprised the will of the late Sen. Joseph R. McCarthy (R-Wis.)

The will, accompanied by a petition listing personal property at "over \$5,000" and debts at "about 1,000," were filed for probate Friday in the late senator's hometown.

The will named McCarthy's wife, Jean Kerr McCarthy, sole beneficiary and executrix of his estate. It was dated May 26, 1954. McCarthy died May 2.

Not Everything's Going Up



Hal Boyle

NEW YORK — Things a columnist might never know if he didn't open his mail:

That one out of every four American women changed the color of her hair within the last year. . . and milady now can tint her tresses kelly green if she chooses.

That Cuba's plush new Havana Riviera Club is giving psychiatric exams to all its chorus dancers and cigarette girls. . . but it will still hire the ones with the prettiest legs.

That a firefly is not really a fly at all. . . it's a beetle. (but don't tell your kid; it might break his heart.)

That the wry-billed plover of New Zealand is the only bird with a bill that is bent sideways.

That men of a native tribe in New Guinea wear a cone-shaped hat glued to their head as a symbol of manhood. . . they don't have to worry about losing their hats—just their heads.

That there is now about 58 billion dollars worth of gold in the world. (It's nice to know things like this around the first of the month.)

That 1,506 U.S. cities and towns with a total population of more than 31,500,000 now fluoridate their water supply to fight tooth decay. . . but this program still affects fewer than 20 per cent of the American people.

That the odds are you don't know one horsepower is equal to the muscle work of 22½ men.

That Dr. Charles Proteus Steinmetz, the hunchbacked scientific

wizard who first made artificial lightning, was deathly afraid of electricity.

That a Kentucky jury in 1899 fixed the price of a stolen kiss at \$700. . . it awarded this amount to a married lady kissed against her will (she said) by a neighbor.

That actor Walter Slezak defines Las Vegas as "the place where you can lose your appetite at the table."

That fewer than 15 per cent of the fatal highway accidents in America during 1956 occurred during bad weather conditions. . . foggy heads are more to blame than foggy roads.

That 90 per cent of American women now wear lipstick.

That the civilian labor force has grown at the rate of 1.2 per cent a year during the last quarter century, but total government employment has increased about 3.2 per cent annually. . . at this rate by the year 2069 we will all be working for the government. (But aren't we now?)

That it was Samuel Johnson who said, "Were it not for imagination a man would be as happy in the arms of a chambermaid as of a duchess."

IN THE DAY'S NEWS

By FRANK JENKINS

(Continued from page one)

that before it is permitted to go into effect hearings will be held in the Far West area to enable those who will be injured by it to protest. At these hearings the Far West must protest sharply against this one-sided attack on one of our principal industries.

This is the situation: The growing West consumes more meat than it produces. That means that on balance the Far West producer of meat gets the Midwest price PLUS the freight. If the freight rate is sharply reduced, enabling the Midwest to sell its meat in the far Western market at competitively lower prices, the difference will come out of the pockets of far Western producers of meat animals.

The proposed one-way street reduction is a sharp one. The present rate from Denver to West Coast points is \$2.73 per hundred pounds. The proposed new rate will be \$1.67 — a difference of \$1.06.

Let's put it this way: The price of meat in the Far West is governed by supply and demand. Under this proposed new preferential rate, Midwest meat can be delivered to West Coast points for \$1.06 per hundred less than now.

You can bet your bottom dollar that \$1.06 per hundred will come out of the pockets of Far Western producers of meat. The Eastern producer will BENEFIT to the same extent on all the meat he sells in the Far West.

What of Western meat packers? Their markets will be sharply limited, because under this one-way street proposal they will get no reduction in rates to Eastern markets. Presumably, they will have to curtail their output, thus reducing the number of industrial jobs available in the West.

To that extent, the industrial economy of the West will be injured.

One more point: Here in Southern Oregon and Northern California we have reason to hope that in the not too distant future we will be able to

develop an important meat packing industry. We produce a lot of livestock. We are favorably located at the geographical and transportation center of the 11 Western states. The markets of the north Pacific Coast and the south Pacific Coast are equally available to us. Meat packing plants would be an important addition to our industrial economy, and at the same time — by reducing length of haul and shrinkage losses in transit — they will benefit our livestock growers.

But — If this proposed new rate structure which will open up the markets of the Far West to Midwest packers on highly preferential terms goes into effect we can kiss good-bye to all hope of developing a meat packing industry here.

All of this brings into sharp focus a highly interesting fact. In the early days of the West, high transcontinental freight rates handicapped us seriously. The more it cost to get our products there, the less chance we had to sell them.

With the fabulous growth of the West Coast market, all that has changed. High freight rates from the East are now BENEFICIAL to us, rather than otherwise, because they give us a competitive advantage in our own rapidly growing Western market.

National Grange Says 'See America First'

WASHINGTON — The National Grange has inaugurated a "see-America-first" program for its farm youth.

Under this program, farm boys and girls from one part of the country trade summer homes with their counterparts in other parts of the country. The program is operated along the lines of international youth exchange programs except that the young people involved stay in this country.

The program is open to boys and girls between ages of 14 and 21 and the exchange is for a month's time. The exchange is arranged through the farm organization's national headquarters here.

FARM-FOREST-FACTS

By Bob Bradley
County Extension Agent

Sometime ago, I suggested that we should consider carefully the capabilities of our land and put it to its best use.

We should ask ourselves, is each area earning the maximum returns for us or is there another use for this land, which will yield us greater returns? Also, is each area receiving the maximum protection from fire or erosion?

One of our Douglas County ranchers decided to do just this after nine years of sheep ranching on his place. He is Adam Huessner of North Myrtle Creek.

Eleven years ago, Huessner bought his 130-acre ranch and began raising sheep on this acreage. He is a methodical person and keeps accurate records on his business and after several years decided to improve the production of his bottomland through irrigation. Nevertheless, he still continued to pasture all of his land regardless of its steepness, as do many other ranchers, until one day about two years ago, when he became interested in forestry.

AN ANALYSIS of his records showed that the average net return on each acre of land for his 100 sheep was \$5.38 per acre per year.

It showed something else, however, as he found that his sheep land which took five acres to support one sheep, was netting him only 50 cents per acre per year for this purpose, because of the fact that it produced so little feed and could be grazed profitably only three months of the year.

As a result of his analysis he has decided to confine his grazing to 30 acres of his best lands, both bottom land and that which is more productive for grass.

One hundred acres of his marginal grassland has been reserved for the production of timber and wild Christmas trees. A small area which can be irrigated has been reserved for planted noble fir Christmas trees.

DURING the past two years he has been engaged in pruning wild trees for Christmas trees and in thinning his pole stand for piling and wood which he marketed.

Last year, he cut several hundred Christmas trees and \$300 worth of madrone for wood which he sold. The madrone was cut from

a young fir stand to release the better fir trees. Softwood cordwood was also cut from snags, windfalls and other trees of little value. In addition to this, he planted 10,000 noble fir for Christmas trees, using pieces of plywood core on the south side of each tree to protect them from the sun's hot rays on certain slopes.

Since the removal of the sheep from the land reserved for trees the grazing damage to young trees has disappeared.

THIS STORY is not for the purpose of trying to convince people that they should be growing trees in place of sheep or any other commodity. It is simply to point out that marginal land will grow trees profitably.

Many natural stands of Douglas fir are growing at the rate of 1,000 board feet per acre per year, as one seen recently which was 40 years old and averaged 45,000 feet per acre.

Using a conservative stumpage of \$15 per thousand on this figure it means a net return of \$15 per acre per year, not including Christmas trees or thinning which would increase the growth rate.

It is also possible through Christmas tree culture to raise as many as 200 to 300 superior Christmas trees per acre from wild trees. Such trees would bring at least 25 cents apiece for stumpage giving a net return of \$50 to \$75 per acre per year.

How much is your marginal land producing per acre per year?

SUIT DISMISSED

PORTLAND — A suit in which a woman asked that the City of Portland be restrained permanently from evicting her was dismissed Friday by U.S. District Judge Claude McCulloch.

Mrs. Mary Ristiek asked for the injunction, claiming in the suit that the city housing code was discriminatory because it was invoked only against Gypsies.

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Eisenhower Calls Armas Death A 'Great Loss'

WASHINGTON — President Eisenhower Saturday described the death of President Carlos Castillo Armas of Guatemala as a "great loss" to Guatemala and the entire free world.

"President Castillo Armas was a personal friend of mine. Under his leadership the threat of Communist domination of his country was repulsed and Guatemala became a valuable member of the organization of American states," Mrs. Eisenhower and I extend our heartfelt sympathies to the people of Guatemala and to the family of the President."

President Names Quinn For Governor Of Hawaii

WASHINGTON — The White House announced Friday President Eisenhower will nominate William Francis Quinn, a Honolulu lawyer, to be governor of the Territory of Hawaii.

Quinn, 38, would succeed 70-year-old Samuel W. Wilder King. King's term of office expired Feb. 27, but he continued to serve and submitted his resignation only Thursday.

Quinn, a native of Rochester, N.Y., is a Republican.

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