

The News-Review

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FRUSTRATING JOB

By Charles V. Stanton

Management of U.S. national forests must often be a frustrating job, I would judge from observation and association with various Forest Service officials.

The men who work with and in our forests are dedicated men. Most could make far more money and have fewer worries if they were to take jobs in private industry. Private industry is continually drawing less dedicated personnel away from federal agencies. But any man who has been with those agencies for any appreciable period of time is making sacrifice in earnings, hours and tension because of his devotion to public service.

When men are so dedicated to their task, it is frustrating to find a lack of appreciation from the public they serve. This lack of appreciation manifests itself in many ways.

One demonstration of public disinterest is shown in carelessness with fire. The individual who permits his fire to escape into surrounding forests obviously is lacking in appreciation of the forest and its potential public values. The litterbug is another who demonstrates his lack of appreciation of the aesthetic values of the forest.

Congress Fails Its Trust

Many similar examples could be cited. They constitute only minor frustrations, however. Chief disappointment to the nation's dedicated foresters must be the failure of Congress to rise to the responsibility of its trusteeship over the public domain, thus preventing a businesslike and efficient administration of forest affairs.

Talk to many congressmen and you get a brush-off. The Bureau of the Budget, you are told, advises Congress of the appropriations needed. Congress acts on the budget.

The alibi sounds plausible until you stop to consider that the responsibility for the public domain rests with Congress; that Congress can't escape that responsibility. Our Oregon delegations have long been pleading for a realistic look at our public domain forests and for congressional direction of a businesslike administration.

Senator Richard Neuberger has been quite vocal on that point. He has been very critical of cuts in the budget recommended by the Forest Service for access roads. Like others in Congress however, he passes the buck to the administration and the budget committee, although Congress must approve or disapprove the budget and can alter any item.

But it is the responsibility of Congress to ascertain that the functions of government are properly and adequately supplied with laws, direction and money. Senator Neuberger points to the fact that the Senate Public Roads Subcommittee, of which he is a member, is scheduling hearings in the Pacific Northwest to get more facts on the road situation.

Congressional committees have previously heard complaints from lumbermen, forest service officials and others, but results have been negligible.

We hope the forthcoming hearings will be more productive.

Delays Are Hurting

The U.S. Forest Service is turning into the U.S. Treasury some \$4 in revenue for every \$1 appropriated for Forest Service use. It would seem only logical that a greater proportion of the revenue should be diverted back to capital investment, particularly when more capital investment will produce more revenue.

We heard from Regional Forester J. Herbert Stone some news both good and bad pertaining to our North Umpqua Highway. The Forest Service, he said, is anxious to secure completion of the road at the earliest possible date. The road is essential to the orderly harvesting of timber. It will be a multi-purpose road. It will not be complete until it has been extended from Highway 99 to Highway 97.

But, unless there is some unforeseen change in the program, the construction can't advance much faster than at present. Funds are limited. At the present rate it will take another four or five years to finish grading and four or five years more to get the highway surfaced.

Ten years is too long to wait for completion of this road. During that ten years the federal government will lose far more than the cost of finishing the highway because of inability to salvage diseased, overripe, decadent and blowdown timber, coupled with inefficiency in the management of the harvest. The full sustained yield capacity of the Umpqua National Forest can't be reached until the North Umpqua Highway is completed.

By speeding completion of the North Umpqua Highway, the federal government would be proportionately increasing the sale price of its stumpage, would salvage a large volume of damaged or decadent timber, would provide a larger annual cut, thus upping general economy for the community, with subsequent recovery of taxes in larger sum than the expenditure involved.

But just try to get that point across to Congress! Frustrating, isn't it?

IN THE DAY'S NEWS

By FRANK JENKINS

(Continued from page one)

employing 200 persons will support the following increases in the total economy of the community in which it is located:

393 new homes.
\$75,000 in added retail sales.
\$2,500,000 in new taxable wealth.

\$1,500,000 in new life insurance sales.
1400 new population.
\$1,000,000 in new bank deposits.

It should be understood, of course, that these estimates include not only the new employees themselves and their families but the added service industry people—that is to say, those who shine each other's shoes and wash each other's shirts, etc.—who will be attracted to the area by the new

industrial development.

In the light of these figures, I think it must be agreed by EVERYONE that new industrial development is worth going after.

And—
It's high time for the state of Oregon to GET BUSY.

WAIVES HEARING

KLAMATH FALLS, Ore.—Baxter Hignite, 27, Salinas, Calif., waived preliminary hearing this week and was bound over to a grand jury on a charge of first-degree murder.

Hignite is accused of the Saturday night slaying of Mr. and Mrs. James Flaugh, who were shot to death in their ranch home near Merrill.

Douglas County Represented At Civil Defense Conference

Douglas County was represented by one of the largest delegations in attendance at the annual conference of county and city civil defense directors held in Salem Thursday and Friday.

This conference had the largest attendance on record, with 250 civil defense officials and workers present. The conference opened with an address of welcome by Col. Arthur Sheetz, state civil defense director, preceded by an invocation by the Rev. Wayne A. Greene. A panel discussion on "Operation Alert 1957" was held, the main theme being evacuation, emergency welfare, and medical services.

Communist Infiltration Sighted

The highlight of the session was a luncheon address by the Rev. Fred W. Kern, FCDA, on the subject of "Communist infiltration into our religious life and activities." The Rev. Kern, a federal member of the CDA, has traveled over our nation and foreign countries, and spoke with authority when he said, "Forty thousand communist operatives are now infesting our country, seeking to disrupt our religious belief and faith in God."

The afternoon session devoted a considerable time to a panel discussion of the radiological problem and its hazards. The considered opinion of Gen. John M. Hargreaves, OSCDA, was that residents of the southern section of Oregon are not in any extreme danger even if the Portland area should suffer an attack. However, a later panel did discuss the milder fallout.

Supt. H. G. Maisson, OSCDA, spoke on the law enforcement problem resulting from a nuclear attack on the Portland area. The consensus of opinion indicated the necessity of strict law enforcement

if panic conditions are to be avoided if evacuation is necessary.

The Friday conference opened with Mrs. Mabel Mack, chairman of the Women's Advisory Committee. Gov. Robert Holmes welcomed the delegates in a short talk with a warm promise of support for the CDA in all its activities.

Home Preparedness Discussed

An information panel on "Home Preparedness" suggested all households be urged to keep on hand a backlog of staple foods and first aid kits, and to list clothes, bedding, and cooking utensils for possible out-door use in case of disaster or emergency. Harvey Wright, state department of public instruction on the panel "Schools and Civil Defense," said the state department was in complete agreement on student training in civil defense, and the use of school buildings and property in case evacuation become necessary.

The afternoon session produced a demonstration of radiological hazards in the home and the effect on food supplies and hints on salvage of typical foods. This panel demonstration was carried out by Gen. John Hargreaves, OSCDA. Mrs. Herbert Watts of the Portland showed the actual fallout and exposure to fallout, and with a geiger counter, the radio activity was measured in a model home on the first floor, basement, roof, and ground around the house.

Food in the refrigerator was measured for radioactivity both outside and inside the containers. The contents of the containers were harmless. These various hazards of food and how to handle them are written in a pamphlet issued by the Civil Defense Administration which are available

at the local CD office in the court house.

Local Participants

The closing panel, "Uniting for Community Activity," was participated in by the Red Cross advisory committee, and Gen. Curtis Beecher, retired, of the Douglas Red Cross chapter.

Those in attendance from Douglas County were, Arthur M. Selby, Douglas County Civil Defense director; Mrs. Lois Baker, emergency welfare deputy, staff members; Helen Falbe, Mrs. Wanda Matson, Joanne Jarrard; Mrs. Bernice Smith, in charge of nursing at the county health department; Mrs. Golda Nichols, Roseburg Business and Professional Women's

Club, Gen. Curtis Beecher, Douglas County Red Cross chapter; and from Yoncalla, Mrs. Ivan Cowan, Mrs. Augusta Applegate and Mrs. L. Turpin.

Runaway Car Crashes Into Insurance Agency

SEATTLE, Wash.—A runaway car picked an appropriate spot to homestead Sunday night. The auto, owned by Malcolm P. Krause, rolled from its parking place when a handbrake slipped and crashed into a building, causing damage estimated at \$300. The final resting place of the auto? The office window of the Aetna Insurance Co.

ACCIDENTS AT NIGHT

SALEM, Ore.—The state traffic safety division reported this week that 49.1 per cent of Oregon's fatal accidents in 1955 and 1956 occurred at night, even though

there is much less driving during periods of darkness. Nationally, the death rate at night is three times the daytime rate.

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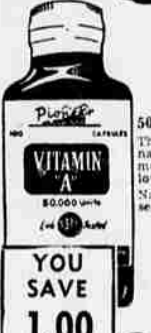
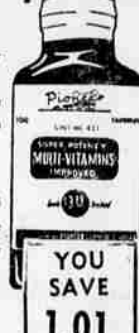
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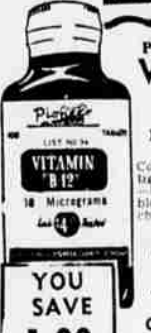
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