

The News-Review

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BY WAY OF REBUTTAL

By Charles V. Stanton

Bernal S. Quayle, who serves as passenger traffic and public relations manager for the "Friendly" Southern Pacific, has questioned some of the opinions expressed in this column. His communication appeared previously on this page and was in reply to my contention that industries prefer to locate where transportation competition is available.

Mr. Quayle uses the argument that "thirty-five industries in Oregon, served exclusively by Southern Pacific, have spent \$27,625,000 in locating new plants or expanding existing plants."

Mr. Quayle didn't specify where those plants are located, although he mentioned Georgia-Pacific's pulp and paper plant at Toledo, and Western Kraft at Albany.

These plants, he says, are served only by the Southern Pacific, as are plants at Springfield, where much new industry is locating. This, he argues, proves I am wrong when I say that industry is attracted to areas with rail competition rather than rail monopoly areas.

By way of rebuttal, I would like to argue that the operations mentioned by Mr. Quayle, although perhaps served by the Southern Pacific exclusively, are close enough to competing rail lines or to water transportation to have the benefits of such competition.

Barges Widely Used

Only a few days ago I was fishing on Yaquina Bay, where Georgia-Pacific is building its immense pulp and paper plant. We trolled by it nearly every day for a week while trying to take a salmon on sports tackle.

Adjoining the paper plant now under construction is the former C. D. Johnson sawmill, one of the largest in Oregon, now owned by Georgia-Pacific. Mr. Quayle would make it appear that the company uses only rail transportation.

But I happen to know from personal observation that great quantities of lumber go from the company's sawmill by barge to Newport. Facilities for loading ocean-going lumber schooners have been built at Newport, and the lumber is there reloaded to cargo vessels. It is true that Southern Pacific is the only rail line operating into Toledo. But the fact that Georgia-Pacific has available either water or rail transportation or both, I am convinced, was a factor seriously considered in selecting the site for the new plant.

And, incidentally, chips from Douglas County are being shipped to Toledo now, and more will be under contract as soon as the plant goes into operation next year, I am informed.

Wouldn't it be nice if, instead of shipping chips from our mills to Toledo, we had here at home a pulp and paper plant costing from 15 to 20 million dollars and supplying a steady payroll to this community?

Improvements Listed

Mr. Quayle listed in his letter many improvements made his company in purchase of freight cars, improvements to yards at Eugene, etc. He pointed to payrolls, taxes and purchase of materials by the company he represents. I have no argument with those statements and claims. I can, however, point to a lot of other improvements I believe the "Friendly" Southern Pacific should make—such as supplying a decent passenger service in Southern Oregon.

But, to get back to the issue, I believe the locations chosen by new industry amply demonstrate that competitive transportation facility is one factor definitely influencing site selection. That the Southern Oregon monopoly area is being ringed by new industry, despite the fact that such industry is forced to draw much of its raw material from Southern Oregon, is sufficient evidence of my contention, I believe.

We will get new industry in Douglas County. In fact, we'll get a lot of new industry in Douglas County. But it will come slower than if we had transportation competition. We will not get as much new industry as would come if we had transportation competition.

Furthermore, I don't believe that our shippers, who have complained time and again in the past of discrimination in supplying cars during periods of shortage, are in unanimous agreement with Mr. Quayle's statement that the Southern Pacific exerts "every effort to provide services required to encourage established businesses to expand."

And while I am on the subject of the "Friendly" Southern Pacific, I should mention I have a communication from the Oregon Statesman, Salem, flatly denying any ownership of stock in the Southern Pacific Co. I had voiced the suspicion that the prompt defense offered the Southern Pacific by the Salem newspaper, whenever criticism was made by Southern Oregon editors, stemmed from stock ownership. I am glad to make public note of the denial.

Army Engineers Begin Dredging Columbia River

PORTLAND — An Army Engineers dredge this week began work on deepening to 27 feet the Columbia River channel from Vancouver, Wash., to The Dalles.

A second hydraulic dredge will begin work next week, Col. Jackson Graham, Portland district engineer, said.

The dredge Wahkiakum started work at Reed Island bar, east of Portland. The Multnomah will go to work below the Bonneville Dam navigation lock.

The river deepening project will cost between 10 million and 11 million dollars, and will be done over a period of three years, depending on congressional appropriations of funds, Jackson said.

Funds available for the work until June 30, 1958, total \$551,000.

In addition to dredging work, the engineers plan to award a contract in February for removing rock from the Bonneville Dam pool at Eagle Creek point.

At the same time, Jackson said work of dredging the Columbia to the required 35-foot depth between Portland and the sea was completed.

Federal Tax Collections Greater In Northwest

WASHINGTON — The Internal Revenue Service reported this week that federal tax collections in the three Pacific Northwest states during the fiscal year which ended June 30, 1957, showed increases over the previous year.

Federal tax collections in Washington showed the biggest jump, from \$847,574,000 in fiscal 1955-56 to \$899,366,000 in fiscal 1956-57.

The figures for the other states and Alaska, with the 1956-57 collection first, were:

Oregon — \$514,746,000 and \$498,205,000; Idaho — \$121,203,000 and \$120,184,000; and Alaska — \$36,431,000 and \$43,366,000.

Merchandising methods kept up with technological progress. Early records were sold in albums. Then the publishers took a lead from the paper-backed book industry and began illustrating their album covers with pictures of scantily clad women. Then there was the "craze" in which records were peddled as "members" through the mail, in the pattern of the earlier book clubs.

And now, so help us, we've seen the ultimate. An ad in one of our favorite magazines advises that we can get a record, a 33, of course, for a dollar and the labels from four cans of soup.

The Social Security contact station in Roseburg is located in the city hall council chambers.

Social Security Representative C. Fenton Ford from the district office in Eugene announced Thursday that Social Security consultations in Roseburg would be held as usual, Nov. 12 from 8:30 a.m. to noon.

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—Hal Boyle—

NEW YORK — As any ordinary happy man does, I awoke as usual this morning with the pleasurable sensation that my wife was pouring champagne on my toes.

I awoke, and discovered, as usual, that my wife was not pouring champagne on my toes.

Restraining a natural sense of masculine criticism, I inflicted her with my usual air of sleepy authority, and she said:

"Do you know what day this is?"

"She thought I didn't really know what she had in mind. The trouble for her is that I did. As a matter of fact I had been brooding about it for 20 years, and dangling her all that time."

"This, my dear," I assured her, "was the day I destroyed you forever, just two decades ago."

"You were a careless, hard-minded working girl, and I did the most cruel thing a man can do to an innocent girl with a purpose in this world—to take her away from her job."

"I'm not," I said. "I'm not a Mau-Mau."

"Which Mau-Mau?"

"Any Mau-Mau?"

"Would you rather have her?"

"Not after knowing you."

"Do you think I am like a Mau-Mau?"

"Which Mau-Mau?"

"Do you want me to make sense?"

"Some days."

"Then marry another man on those days."

"But you aren't at all altogether satisfactory."

"I'm not?"

"No, you're not!"

"But you are!"

"Am I really? You just say that."

"I do."

"Do you really mean it? ... I mean from the heart?"

"Well, I'd rather have you than any Mau-Mau I know."

"Do you really do me a favor?"

"What?"

"Is there any champagne in the icebox?"

"Yes, Why?"

"Will you open a bottle and pour it slowly over my toes?"

"No, I won't. And why do you ask such a crazy thing?"

"Because I know you wouldn't."

"Do you really think this is the way to celebrate a 20th wedding anniversary?"

"No, not if you don't wake me up by pouring champagne on my toes. This is my anniversary, too."

"Well, still ... I don't feel you have the proper attitude."

"If I had proper sense, I wouldn't have married you, certainly."

"Didn't Have To Marry"

"Well, I didn't have to marry you. I could have married any number of men. And why I picked you I don't know. And who else could you have married any way?"

"A Mau-Mau."

"A Mau-Mau."

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Reader Opinions

Support Of Boy Scout Program Under U.F. Urged

During this time of the United Fund campaign I would like to call attention to the fact that the Boy Scouts of America is a major participating agency of the Fund.

In this area we are a part of the Douglas Fir District of the Oregon Trail Council. Our field executive for this district is Bill Scarth who lives in Roseburg and directs the scouting activities of about 450 adult volunteer scouters and 1600 cubs, scouts and explorers in the district.

To make scouting available to the boys of our community costs slightly less than \$10.00 per boy per year. All of us familiar with the scouting program are certain that this is one of the better investments that we can make in our community and in our future.

Scouters, parents and friends of youth, and that includes about everyone, can support the Boy Scout program, as well as many other worthwhile programs by pledging or contributing generously to the Central Douglas United Fund.

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—Bruce Bioassat—

For some time the American economy has been showing mixed trends, with some signs pointing up and others down. Lately, however, the downward pointers have become more common.

Steel output has been softening. Automobile production for the year is now expected to fall short of the projected 6.2 million cars, though 300,000 above the 1956 level.

Rail traffic has been sufficiently poor to force job layoffs. Machine tool orders are down, and generally the production of capital equipment — the essential of plant expansion and modernization — is slipping.

TRUE, THE COST of living index has continued to edge upward with-

out interruption for 13 months. But the most recent gain was the smallest in nearly a year.

Washington officialdom is fully aware of the weakening business picture. Though price advances are occurring in some lines, the government is beginning to act as if inflation no longer is the major threat. The fear now is of recession.

The next two months probably will be critical in determining how far the administration and the Federal Reserve Board will go toward easing credit and otherwise attempting to stimulate the economy.

Nobody needs to tell the top Republicans the political danger in all this. The Democrats' idea that Russian success with "Sputnik" spells trouble at the polls for the GOP in 1958 may or may not prove out. But it would be a rash man who would dare say that a recession marked by substantial unemployment would not have major effect.

Aside from a shooting war, the pocketbook issue is and probably always will be the most telling force the political parties have to contend with. There is no known political magic that can withstand the corrosive damage of bad times.

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