

The News-Review

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INTEGRATED PLANNING

By Charles V. Stanton

An effort to sell a policy of "integrated resource development" to Congress is to be undertaken by Senator Wayne Morse.

Speaking before a group of civic workers Friday at Reedsport, Senator Morse held out little hope that his effort would bear fruit but, as he indicated, someone must pioneer the theory if it is ever to be accepted.

Certainly there is no greater need in the field of resource development than the acceptance of the proposed "integrated" theory.

As an example of what is meant by "integrated development," the Corps of Engineers contends that under existing formulas laid down by Congress it cannot justify recommendations for additional appropriations to be used in improvements needed by the Port of Umpqua. The engineers must use a formula in which the amount of money expended or proposed to be expended is balanced against the freight tonnage originating in the harbor. The cost ratio at the Port of Umpqua is exceedingly high, something like 50 cents per ton, as compared with eight or ten cents per ton in more active harbors. Much of the tonnage out of the Umpqua is handled in shallow draught barges, thus reducing the need for greater depth on the bar to permit crossings by deep water cargo vessels.

The Chicken Or The Egg

The engineers are not authorized to take into consideration the potential cargo possibilities. There is good reason to believe that construction of commercial highways from Reedsport into the interior, and the building of access roads into the Umpqua National Forest would greatly increase the volume of cargoes — particularly deep water cargoes — out of the Port of Umpqua. If the port is to originate water cargo it must have adequate highway connections. If it had larger volume of cargo, it would have no trouble getting improvements to jetties, channel, turning basin, etc. But, again, the situation devolves into the age old question of which came first, the chicken or the egg?

The evaluation of the Port of Umpqua cannot be made accurately without consideration of connecting highways to potential points of origin for water borne cargoes, nor can the production factor be considered independently of access to raw material. Thus the whole problem of the Port of Umpqua definitely is tied in with transportation to and from the inland basin. At the same time, the problem of access roads bears on port development, because port development means lower freight rates which would be reflected in higher stumpage values. Thus the whole issue of resource development should be treated as a unit and not as a group of independent projects. Congress, however, continued to study each project independent of those with which it should be related, while setting up formulas in which integration is lacking.

Central Planning Needed

It will indeed, as Senator Morse asserts, require a real selling job to get across to Congress the idea of "integrated resource development." The American taxpayer, however, would be saved many millions of dollars now wasted.

In some of the nation's wet lands the Bureau of Reclamation drained pot holes and other agencies went in with conservation plans, only to find that the alkaline soil was totally unproductive, that the money spent for drainage and for attempts to make the land suitable for agricultural use was wasted, whereupon sportsmen turned to the U.S. Fish and Wildlife Service to restore the lands to former values in the production of migratory waterfowl.

If the senator carries out his program as outlined to the good people of Reedsport, he may, of course, find himself entangled in a web of his own contriving.

The senator has been a powerful advocate of public power development, yet there is no project showing less integrated resource planning than that of public power, which inundates rich agricultural land to put water on marginal land in the face of increasing farm surpluses; destroys fish migration, range for wildlife, and builds multi-million dollar structures to provide flood control for a flood plain which could be purchased in entirety, land, improvements and all, for a fraction of the cost of the control device.

The senator's proposal has much merit. It could be transformed into action, in my opinion, by submitting all development projects of all agencies to a central planning commission in which every phase of resource development would be represented with equal voice.

Thinking It Over

By Robert L. Diefenbacher, D.D.
(Written for NEA Service)

Is there something wrong about right? So many people hesitate to do what they know is right lest they be in error. Evil, wrong and sin are so obvious that it would appear easy to avoid them. Yet so many fall into error instead of taking a chance on that which appears to be right.

Possibly men are blind in making their choices between good and evil. It seems more likely that they know the difference, but they choose the way they do in order to avoid the sarcastic guffaws of Satan rather than to seek the quiet of God.

In the long run, the inner satisfaction of knowing that one has done right is more rewarding than the worldly acclaim received for worshipping a golden calf or a man-made image. Doing right will become easier as we form right habits, and as we repeat right choices.

Increased Funds For Forest Roads Request Made

WASHINGTON — Increased appropriations for forest access road construction were requested Thursday from a House Appropriations subcommittee by North-Western congressmen.

Democratic Reps. Tillman and Porter of Oregon asked for about 29 million dollars while Rep. Westland (R-Wash.) called for appropriation of the full 27 million dollars authorized by law. The budget contains \$23,099,000.

The congressmen said present harvests from national forests at below allowable levels. They emphasized that additional access to marketable timber would mean return of the money spent on building the roads.

"Until such roads are built and properly maintained, timber is being wasted, and a billion dollar business in Oregon, like comparable businesses in many of her sister states, is threatened," Porter said. His two colleagues made similar statements.

The lawmakers also increased appropriations for housing for Forest Service employees.

Westland testified in support of the administration's National Park Service proposals. He said they include \$193,000 for Olympic National Park and requests for Indian vocational education.

"Don't Hit the Front—Just Torpedo the Back Port"



Drop In Number Of Unemployed Noted In Report

WASHINGTON — The Labor Department has reported a mid-January drop in the number of applications for unemployment benefits—down from the week ended Jan. 18 by 86,400 from the previous week.

The Labor Department's Employment Security Bureau said the new claims decline was reported in all but two states, Michigan and Louisiana.

The announcement cautioned against too much significance being attached to the drop. It noted that new claims usually decline in volume after an early January peak. In the comparable week of 1957 there was a decline of 45,700 to 337,800.

The reduction of 86,400 left a new claim total of 323,000 for the week ended Jan. 18.

The bureau said part of the reason for the decline this year lay in fewer seasonal reductions in the trade, construction and apparel industries.

—Hal Boyle—

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

That among the British crown jewels is one historic ring never shown in public... set with 26 diamonds, the ring was made especially for the coronation of Edward VIII, now the Duke of Windsor, but never worn.

That snails can pull 50 times their own weight... so isn't it a shame they don't grow as big as horses?

That Dr. Edward Teller of atomic fame says, "Science students should get as much admiration as football players." Sometimes they do, of course... but 25 to 30 years later.

That wives must be the most valuable things in America... else why is it that 75 per cent of all life insurance in this country is taken out to protect them? That 30 per cent of all married women in the United States now have jobs outside the home. (The percentage who do a real job inside the home is still a matter of debate.)

Can't Identify

That the odds are 100-to-1 you can't identify Narcissa Prentiss.

Editorial Comment

From The Oregon Press

AIRLINES SUFFER FROM 'PROSPERITY'

Salem Oregon Statesman

Scheduled commercial airlines complain that they are being drowned in their own prosperity. Though the figures on passenger miles they report show each year, the gross revenues keep mounting, they, like the railroads, report dwindling net proceeds. In 1957, though receipts rose by 13 percent to a grand total of \$1.4 billion, their net was cut in two and a little more, dropping from \$57.7 million in 1956 to about \$25 million in 1957. At present they are pressing the Civil Aeronautics Board for rate increases, representing that they have had no rate increase since 1940 save for a flat \$1 per ticket in 1952. In that period railroads have received increases of 46 per cent in passenger fares.

Why have the lines earned less net in spite of such steady growth in patronage? President Patterson of United, in his testimony before the CAB, mentioned, of course, rising costs of operation, which is a common cause of reduced profits in business. He cited this also, that the CAB has licensed more lines on competing runs. This has divided the business so that planes are not filled to capacity on flights. In this respect the plane is like the vehicle filled with paying passengers, losses when the vehicle is only partly filled.

In the past 20 years, too, subsidies for the big lines have been dropped. Now they get only poundage on air mail from the government. Some of the smaller operating organizations receive subsidies, but not the major carriers which United, Left to fly on their own wings the air carriers beg for higher fare schedules.

The airlines offer this as a clinch argument in their case: To finance the jet planes which they have on order, they must have a showing of ability to pay for this very costly equipment. That means net earnings. So, they argue, if the United States is to match other countries with fast jet planes in commercial service (available also for use in time of war) they must obtain fares to yield earnings high enough to win investor confidence.

The airlines make a good case for themselves. Oddly they do not run into the popular opposition that railroads do in their petitions for increases in fares and freight rates. This may be due to the fact that airline travelers expect to pay more for the saving of time in travel. The CAB, however, has been slow to grant any relief, denying airlines' requests for emergency action some months ago, and now going through the lengthy process of formal hearings. With its own financial experts it should be able to figure out what the air carriers need to keep their finances in

TRIGGER HAPPY

Klamath Falls Herald & News

It is a grim picture indeed painted by Dr. Nünninger in yesterday's paper in which he states, doubtless with a nervous twitch, that a simple meteorite may touch off the war that will in all probability wipe out the human race.

In a world set at such hair trigger tensions as today's it is understandable that such a thing could happen. It doesn't take much to start a fight when everyone is jittery anyway. That has been proven before in less deadly situations.

Since we cannot keep the whole world under the influence of Mil-Towns and since mankind stubbornly refuses to accept the Golden Rule as a yardstick to conduct I suppose that we will just have to sit back and see what happens.

If Dr. Nünninger's gloomy predictions come true there may be remarkably little to see. Merely a great flash in the sky around you and then your eyeballs are useless affairs hanging on a bush while the rest of you returns to the basic elements.

Of course there may be a few Mr. Adams here and there to claim the shaky distinction of being the "last man on earth" but they won't have much of an audience before which to state their claim to fame. Of course such a blast will settle once and for all the many problems of bipartisan politics, labor arguments and next year's Oscar awards in Hollywood. But it is really a pretty messy way to go about it.

I have not checked yet to see if 1958 is going to be a banner year for meteors, but at the earliest opportunity I shall dip into the Old Farmer's Almanac and see if the editor has anything to say about the crack of doom.

Not that it will do any good if we are going to be blown to bits to know about it, but there might be a morsel or so of pessimistic satisfaction to be gained—Bill Jenkins.

healthy condition. Certainly the country wants superior airline service and its patrons expect to have to pay for it. The CAB shouldn't follow the pattern of the IRT whose ineptness has helped bring the railroads into serious trouble.

TO BUILD ROCKET

PORTLAND — Students at Benson High School in Portland will build a 30-foot rocket model for a prize-winning design by Fred Greenberg, a junior at the school.

The completed model, including a launching platform, will be placed in front of the school to advertise the annual school exhibition, March 22-23.

Whitman and Eliza Hart Spaulding in 1826 they became the first white women to cross the Rocky Mountains, on a journey that took seven months. (You have to know things like this, if you're ever going to get rich on TV.)

That Milton Herman, the mink furrier, says, "I remember when you used to get stares from women in the subway if you didn't give up your seat. Nowadays when you give a lady your seat, you get stares from the men."

That a reader writes he saw this sign outside a spiritualist's seance parlor: "Please ring bell. Knocking causes confusion."

Can't Get A Shave

That around the turn of the century shaving accounted for about 50 per cent of a barber's business... today you can work yourself into a lather trying to find a barber who is willing to shave you at all.

That the Havana Riviera Casino in Cuba has a new service for gamblers with tired blood... if you are too lazy to pull the levers on the slot machines, it supplies an employee who will play your money for you without charge... that is, while your money lasts.

That it was playwright Henrik Ibsen who observed, "There can be no freedom or beauty about a home that depends on borrowing and debt."

In The Day's News

(Continued from Page 1)

buy. His creditors locked him up the other day.

The moral?

Emerson was a POET — not a business consultant.

In Memphis Tennessee the other day a lady motorist found a parking place and backed into it, feeling smug and happy. She searched in her purse, found a nickel and dropped it in the slot.

THE METER DIAL DIDN'T BUDGE. The lady was FURIOUS — even as you and I in similar circumstances. So she called the police station. The cop on the desk referred her to the police commissioner.

She made it so hot for the police commissioner that he put a nickel in an envelope and rushed it to her by special messenger. All it cost her was 29 cents for the two phone calls.

Modern marital note:

A German girl who can't understand or speak English is to be married next month to an American (if who can't understand or speak a word of German).

If they have the wisdom to leave the situation as it, they face a long and happy married life, with no quarrels.

In conclusion: James Hoffa takes over as Teamster's union president today following a compromise court decision in the legal battle over whether his election last fall had been rigged.

The compromise provides a three-man committee to watch over Hoffa in his dealings within the union. One member is a representative of the 13 rank and file members who sued to keep Hoffa out of office. The other is a pro-Hoffa man. The third member of the committee will be the chairman who is to be named by the other two.

The decision, presumably, instructs the committee that Hoffa didn't do anything he didn't ought to, but WATCH HIM to see that he doesn't do it again.

Farm Bureau Asks Change From Old Parity Standard

WASHINGTON — The American Farm Bureau Federation wants Congress to abandon the 25-year-old parity standard for measuring farm prices and adopt a new one keyed more closely to actual market prices.

The Bureau's board proposed the conclusion of meetings here Thursday that farm supports be set at 90 per cent of the "weighted average market prices" of individual products during the preceding three-year period.

It would start out using the new standard on corn and cotton next year and extend it to other commodities later.

Generally speaking, support rates under the Bureau's plan would be lower than rates determined under the present parity price support system. They also would tend to be below actual market prices—except in periods of rapidly and sharply declining prices.

By contrast, parity is designed to reflect prices which would give farm products the same purchasing power they had in a past favorable period, usually 1910-14. Supports based upon them are less flexible in adjusting to changes in market prices.

—Bruce Bioassat—

It isn't news that the nation's railroads, particularly the eastern lines, are in increasingly serious financial straits. What is hopeful is that a Senate committee is digging into the problem.

A parade of rail presidents is passing before the committee, forecasting disaster for their roads if government relief is not forthcoming.

For decades it has been taken for granted that the rail companies do not generally find the passenger business profitable. Lines with heavy commuter traffic suffer especially, since much of the equipment they need for rush-hour schedules stands idle the rest of the day.

Now, however, the picture on freight traffic, always the lines' bread and butter, is growing extremely dark.

Rail officials told the Senate group that the combination of mounting passenger losses and sagging freight volume has so constricted their financial reserve that they are being forced to reduce outlays for improvements and new equipment.

Obviously, this situation could put the rails into a vicious circle. If they cannot spend for improvements, they will find it increasingly difficult to hold the customers they have and attract new ones.

If their position does not get

better, many lines could fall into dangerous disrepair.

What Congress must decide is (1) how important the railroads are to the American economy and as a transportation network in time of war, and (2) whether they are really in the grip of a worsening competitive situation which will put many on the rocks if they do not get some sort of relief from government.

At the rate the roads seem to be traveling downhill, Washington may not have too much time left in which to make up its mind.

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