

# The News-Review

CHARLES V. STANTON, Editor and Manager

ADDY WRIGHT, Business Manager

GEORGE CASTILLO, Assistant Editor

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## RATE CUTS NEEDED NOW

By George Castillo

The Southern Oregon Conservation and Tree Farm Assn. estimates that if the Southern Pacific Co. were allowed to put its freight rate reductions to California and Arizona into effect today, savings to shippers in Oregon could be as much as 2 1/4 million dollars.

The reduction has been blocked by the Interstate Commerce Commission while it carries on an investigation as the result of a flurry of protest from Northern California and Oregon coastal shippers.

The SP's request to the ICC to allow the reduction was approved by the federal agency's suspension board. But then in a startling reversal, the three-man Division 2 board, which has the power to overrule the suspension board, set aside the reduced rates the day before they were to go into effect. The suspension board was reportedly dumbfounded by the action.

SP has since asked the full 11-man commission to drop the suspension and let the rate reductions go to work.

Although the arguments don't hold up well in the opposition to the freight rates reduction, it still appears only right that hearings be held on the matter. However, the problem is that the hearings would probably stretch out and erase a big share of benefits.

### Temporary Cut Needed

The most equitable solution would, I think, be to schedule the hearings to make certain all pros and cons could get thorough airings. At the same time, the suspension of rate cuts should be set aside and replaced by a temporary arrangement dependent on the outcome of the hearings and investigations.

If the rate cut were approved, the shippers would already be benefiting. If it were not approved, the present rates could be reinstated quickly. Even though the rate cut were not approved, it would be giving the state economy the boost it needs now, not six months from now.

The Southern Oregon Conservation and Tree Farm Assn. outlines the benefits to be derived specifically by lumber shippers. The reduction in rates would amount to approximately \$7.50 per thousand board feet or \$225 per carload on shipments into the Southern California area and about \$275 per carload on shipments into Arizona.

Such cutbacks would give lumber shippers from Oregon a chance to compete against Northern California shippers for the biggest current construction market in the United States.

The Oregon shippers have been at a rail rate disadvantage on lumber shipments into California since 1952, the association points out. Before that, Southern Oregon shippers had comparable rates. Since then, five interstate rate increases were forced on the Oregon shippers while the California Public Utilities Commission was refusing corresponding intrastate increases. The resulting inequality has cut away markets from Oregonians.

### Differentials Too Great

In order for the Oregon lumber shippers to compete with Northern California lumber shippers for the California market, it was necessary for the Oregonians to absorb the freight differential. The association estimates the differential averages \$3.50 per thousand board feet or more than \$100 per carload.

Oregon mills, then, have not been able to absorb the differential in order to keep the California customers.

With the great good to be derived by Oregon, with the distance differential which will always be there favoring the Northern Californians and with the obvious need to return Oregon to a more fairly competitive position, substantial reasons for allowing a temporary freight reduction exist. It would take off the pressure while a thoughtful permanent decision was being reached.

It's the kind of boost the economy needs now, and it's certainly as fair an arrangement as was the sudden turn-about of the ICC.

## Editorial Comment

From The Oregon Press

### OUTDOOR RECREATION SURVEY

Salem Oregon Statesman

Ten days ago the House passed a Senate Bill (S 846) to create a National Outdoor Recreation Resources Review Commission. That's a long title and the job will last a long time—three years. And to finance it the bill authorizes expenditures of \$2,500,000. That looks like a lot of money, and it is; but the readiness of both houses to pass the bill indicates the growing realization of the importance of outdoor recreation, and the diminishing resources for its enjoyment. The resource review is an effort to be forthright, to study what resources we have and their capacity to meet expected future needs.

Americans still live in the inheritance of an open country. Inherited, too, are traditions of woods and rivers and plains and mountains—an abundance of free space, much of it tenanted by game and fish whose bagging contributed to food supply as well as provided health-giving outdoor exercise. But in many localities that is mostly just tradition. Cities have spilled over into the countryside. Industries have sprouted in fields. Streams have suffered from pollution. Wild fowl have been reduced in numbers. How then shall we protect such resources as remain? How can we restore resources that have been dissipated? The commission now being set up would seek answers to such questions, primarily by means of a resource survey.

Briefly the bill creates a commission of 15 members, four from

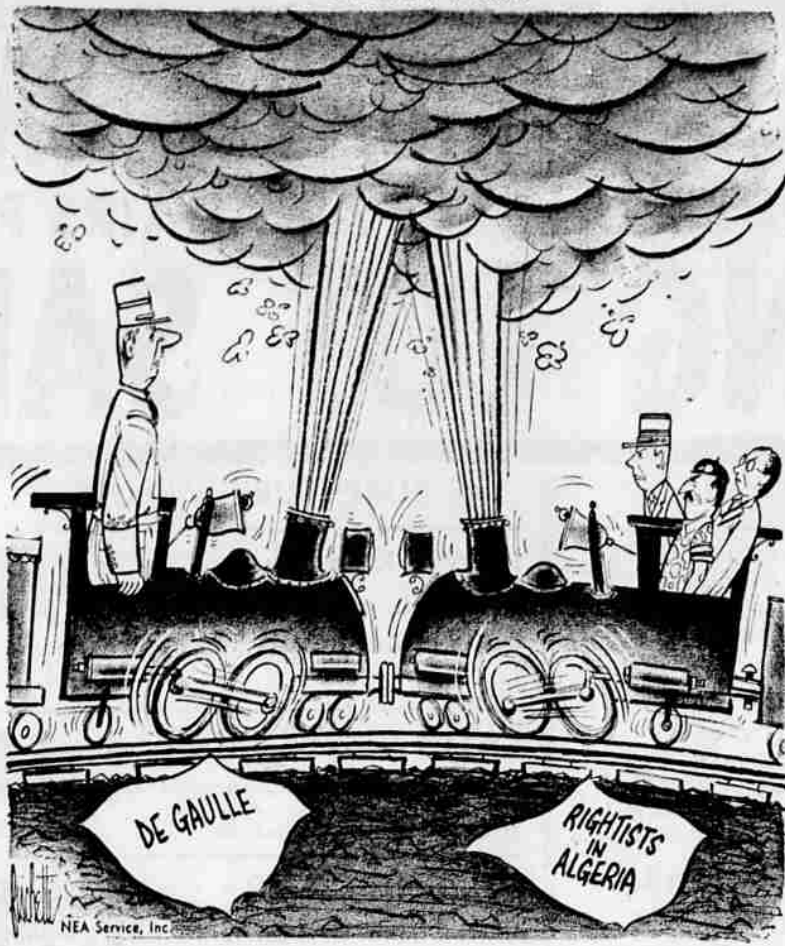
each of the congressional Interior committees and seven citizens named by the President. (Congress holds the control on this.) Then there would be an advisory council with a representative from each of the federal agencies dealing with outdoor recreation plus 25 members to be named by the commission "representative of the various major geographical areas and citizen groups," etc. The commission would set up a staff to do the spadework. Then not later than Sept. 1, 1961 it would file its report to the President and the Congress.

The bill was supported by members from both parties, representatives from East and West joining in its endorsement. As Rep. Aspinwall of Colorado said:

A nationwide inventory and evaluation of the nation's outdoor recreation resources and opportunities is a prerequisite to the sound planning of long-range programs. The legislation now before this body will create the facility and the means for making, on a nationwide, region-by-region, state-by-state basis, such an inventory and evaluation of our remaining outdoor recreation resources. It will study the means for full study of the trends in order that reliable forecasts may be made as to what our future requirements will be.

With greater mobility (improved highways, more automobiles) and longer vacations for more people, pressures for outdoor recreation will increase faster than mere population growth. Hence the action of Congress in passing this bill is most timely.

## Full Steam Ahead



—Hal Boyle—

NEW YORK (AP)—America has scored an unexpected culinary triumph at the Brussels International Exposition with — of all things! — frozen custard.

The Europeans have gone crazy over it, said David Berge, executive vice president of the Brasserie Fair, Berge met nothing but headaches at the start.

"It seemed for a while like we had almost as many critics as customers," he remarked. Berge found himself in the soup—literally—when he put Manhattan clam chowder on the menu.

An indignant chorus from Connecticut to Maine immediately demanded equal billing for New England clam chowder.

Typical was an editorial comment by the famous "Vineyard Gazette" of Martha's Vineyard, Mass.:

"It may be sometime demonstrated that Manhattan clam chowder is the main cause of juvenile delinquency. When the relaxation of old standards and principles begins, anything can happen."

### Regional Pride Wins

Obligingly Berge, a man who likes to keep everybody happy, bowed this week to regional pride.

"Starting this week we're putting both chowders on the menu—so the New Englander won't feel a forgotten man."

But Berge has fought back at native critics who thought his emphasis on such items as hamburgers and hot dogs were beneath the dignity of a mighty nation.

We asked people who'd been abroad what things they missed most while away from home," he said. "They mentioned things like clam chowder, cheeseecake, hamburgers, hot dogs, roast beef,

apple pie, American coffee, malted milks and ice cream sundaes." Some critics sniffed at the quick lunch atmosphere of the American restaurant.

"But that's just what the mass of people at an exposition want," said Berge. "Most of them can't afford the \$4 to \$15 a meal it costs to eat at the continental style for the luxury trade."

"At the American restaurant they can get a lunch consisting of a hamburger, apple pie and coffee for \$1. Dinner costs \$2 or less."

### U.S. Gets Major Trade

The formula seems to be working out. The U.S. restaurant is serving approximately 20,000 persons a day.

"That's as many as any other five exposition restaurants put together," said Berge, comfortably. "We're giving them what they want."

"The French and Italians go most for the frozen custard. The size of the double-dip 20-cent cones seems to fascinate them."

"The West Germans like our American coffee and cheeseecake. The English, Scotch and Irish find our barbecued chicken an adventure."

"Every nationality likes to try the hamburgers and hot dogs. We also are serving American beer and California wine. That may seem like carrying coals to Newcastle, but they're both going well."

As a final rebuttal to his early critics, Berge rubbed his chubby hands together, and observed cheerfully:

"You know, the chefs from the Hungarian Pavilion and the guards at the Russian Pavilion now eat in our restaurant whenever they can."

—Peter Edson—

WASHINGTON (AP)—The Fair Labor Standards Act which gave the United States its present child labor law and provided for minimum wages and overtime to workers in interstate commerce is 20 years old this year. It's worth a backward glance.

For this Wage and Hour Law, as it's called, was bitterly contested before it was passed. From today's viewpoint, the surprising thing is that it took 25 years to get the law on the books. In over-simplified summary, the record went like this:

In 1892 CONGRESS established the eight-hour day for laborers and mechanics employed on public contract work. In 1907 the 16-hour day was made maximum for railroaders.

A 1914 law establishing the eight-hour day and the 48-hour week for women in the District of Columbia—to protect their health and morals—was declared unconstitutional in 1923.

But in 1916—to prevent a strike—Congress established the eight-hour day for the railroads. The National Industrial Recovery Act of 1933 permitted minimum wages under the Blue Eagle codes. But in 1935 this law was declared unconstitutional.

Then in 1937 the U.S. Supreme Court upheld a Washington state minimum wage law for women. That paved the way for federal legislation on wages and hours. President Roosevelt asked Congress for it in May, 1937. Sen. Hugo Black of Alabama, now on the Supreme Court, and former Rep. William P. Connery of Massachusetts introduced legislation. But it took over a year to get it passed.

THERE WAS HEAVY opposition. Some economists thought the law wouldn't work. They said that a minimum wage fixed by law would disemploy workers. Incidentally this same argument comes up every time the minimum wage is raised.

Even after passage, a huge public

## In The Day's News

(Continued from Page 1)

was designed especially for our consumption and that the Russians weren't particularly interested in whether the rest of the world heard it or not.

That, presumably, means that their purpose is to throw a scare into us.

What shall we do? Here's one thing we must do: WE MUST SHOW NO SIGN OF FEAR. If we show fear, the Russians will be on us like a pack of wolves.

Along that line, our state department has just made public some interesting World War II records. The records cover the period when we were coming to the assistance of Russia after she had been attacked by Hitler.

They reveal that every time the Russians asked too much and we yielded they got tougher and asked for more. When we stood pat, they backed off and showed signs of INCREASED RESPECT FOR US. That's worth remembering.

Importance of water note: Back in Illinois, they're proposing to divert 1900 cfs (cubic feet per second) of Lake Michigan water into the Illinois waterway. (The Illinois waterway leads from Lake Michigan to the Mississippi river and thence to deep water at the Gulf of Mexico.)

Senator Potter of Michigan protests bitterly. He tells the senate public works committee that every one-inch drop in Great Lakes water levels costs shippers heavily in reduced carrying capacity of ships engaged in the Great Lakes trade. He says Lake Michigan's level is already dangerously low and says all Great Lakes cities would suffer if the diversion plan is approved.

The nation as a whole doesn't realize as yet, but the time is near when water will be our MOST IMPORTANT resource, without which other resources can be valueless.

Out here in the West—including Southern Oregon and Far Northern California—we're acutely aware that any area that loses its proper share of ITS OWN WATER is in for bad trouble in the future.

**New-Found Virus In Leukemia May Aid Medical Task**

LONDON (AP)—Mystery dots that look like viruses have been discovered in three human victims of leukemia, scientists reported here.

The finding may be new evidence that leukemia—cancer of the blood—can be caused by a virus. If this is so, then it might act like vaccines against the polio virus.

Two bits of evidence linking viruses with cancer were reported to the seventh International Cancer Congress under way here by Doctors Clifford D. Howe, Leon Dmochowski, C. F. Grey, J. A. Svkes and C. C. Shulenberg of M. D. Anderson Hospital, Houston, Tex.

They looked through the powerful electron microscope at incredibly thin slices of tissue from lymph nodes or glands of 11 human victims of acute leukemia. They saw changes like those in leukemias in animals which are known to be caused by viruses.

And in 3 of the 11 persons, they saw virus-like particles inside the cells and in spaces in between. The mystery dots had visible characteristics of viruses.

**NY Central R. R. Skips 3rd Quarter Dividend**

NEW YORK (AP)—The New York Central Railroad omitted payment of the third quarter dividend Tuesday.

The action marked the third time this year the railroad has failed to pay a dividend.

The road paid dividends in each quarter last year, although some were stock dividends.

## Reader Opinions

### Knudtson Says Steamboat Falls Will Be Destroyed

Make no mistake about it. What the Game Commission has in store for Steamboat Falls is total destruction. Any way you cut it, this will be the net result under the present specifications for the fish swimway.

A falls is not just a pile of rocks or even a rock ledge over which water could fall if you poured water over it. A waterfall must have water passing over a precipice of some sort. The principal ingredient you must agree is the water.

This is precisely what you will not have once this plan of desecration is carried out. Except during periods of heavy water runoff, all, or practically all, the water in the creek will be passing through the concrete tube. The water will go in the upper end, through a hole in one end of the tube and out at the other end through an 8 feet by 8 feet square cement aperture.

### Blasting Necessary

In order to put this tube into place, it will be necessary to blast out a 14-foot deep ditch in the solid rock. In the process of this blasting, a lot of damage to the area will be done. It's impossible to blast rock in the exact shaped depression that you want. This will mean a lot of patching up with cement.

Anyway, the net effect of this job will be to reduce Steamboat Falls to a water pipe.

The Game Commission has issued information saying it will take great care to preserve the beauty of the spot, to be careful to preserve as much of the falls as possible and so on. All of these statements of good intentions create the impression that the design will be carefully considered to look natural.

Frankly, they will find it extremely difficult to make a concrete box-like tube look like a waterfall, even if rocks are stuck into the surface of the concrete as is proposed.

I seldom have any differences of opinion with "Chuck" Collins, but on this subject, we are at opposites. One thing I can't understand is why after he has spent so much time selling the idea of acquiring this beautiful falls site as a park, he suddenly is on the side of the desecrators. Apparently, we will have a concrete box-like tube which will be located with a view of one of the largest (and most expensive) concrete water pipes in Douglas County.

This is, perhaps, unusual enough to merit a park site adjacent to it, but why did he sell the site as a place to view a falls?

**Little Water Expected**  
Let's get back to the water. I am told by the Game Commission men themselves that in the months of the lowest water flow, there will be little if any water passing over the falls. During these months, according to county Parks Department Supervisor Collins, the most people use the parks and I presume, would be viewing the falls.

Of course, it is true that during the winter months there will still be a falls. If the water is high and muddy enough, you may be lucky enough not to be able to even see the swimway. But for the summer months of July, August and September, the months when this area gets its most use by tourists and campers, there will be simply a concrete tube to view of the site.

In a discussion with the Game Department people about a month ago, I pressed them for an admission that there were other possibilities for the construction of a fish conveyance at this site. They admitted that several other plans were possible, at least one of which would be less destructive to the falls proper.

Sixty-seven thousand dollars is a lot of money. For this kind of money, fish could even be transported over this obstacle manually for a good many years during the few months that they have difficulty in getting over the falls.

**Expediency Charged**  
Actually, the whole project seems to be a matter of expediency. The federal government has approved the project in regard to

**Americans Criticized For Gin Fizz Preference**

LOMA LINDA, Calif. (AP)—A Washington, D.C., educator says Americans are more concerned over the fizz in their gin than in the fizzies in their rockets.

Dr. Winston H. Beaven, dean of the School of Graduate Studies at Potomac University, said Americans are spending 10 times more on liquor each year than is being spent on basic research.

He told Institute of Scientific Studies for the Prevention of Alcoholism: "While the Russians were bending their energies toward keeping ahead of the United States in the race to develop more powerful rockets, Americans were furiously bending their elbows downing 2,943,267,079 gallons of alcoholic beverages in 1957."

**Old Auto Converted Into Tornado Shelter**

FRONTENAC, Kan. (AP)—Mechanic John Sinkovic has made a tornado shelter out of an old automobile.

He stripped off the wheels, bumpers, fenders, front seat, windshield and motor, and sank the body 30 inches deep in the ground.

Steps were rigged through the windshield opening and benches were placed inside. Rocks were raked up around the sides, the top was covered with dirt and seeded to grass.

Lattice-work conceals the front entrance from the street.

## Thinking It Over

By Robert L. Dieffenbacher, D. D.

(Written for NEA Service)

There is a pride in winning an honest victory whether it be in competitive sports, in debate or in a courtroom. This pride is shared by many who are not directly involved in the contest. Athletic teams have many thousands of loyal fans who watch every game and review every play. These supporters of the team seem to participate with the players and certainly lend their full voices to express their feelings.

In spite of the importance of competitive sports in America there are other victories which have even greater effect on our lives. The victories of war are important to multitudes, yet they are probably less significant than are the individual victories of men over themselves.

Day by day we vie with temptation. Hour after hour sin besets us, and we must beat it down. We must not weaken. The loss of a single battle of man pitted against the forces of sin is devastating to scores of people. Such a loss can disturb the lives of many now living as well as of many yet born.

Victory over self is possible only with God as your teammate.

### Eugene Flier Named To Aeronautics Board

SALEM (AP)—William F. Maddron, 35-year-old Eugene flier, was appointed to the state Board of Aeronautics this week by Gov. Robert D. Holmes.

He succeeds Lee U. Eyerly, Salem, who is retiring from the board after serving 20 years.

Maddron was a World War II bomber pilot with 32 missions over Germany. He is a major in the Air Force reserve. He will begin his new duties at a board meeting Thursday.

A. C. Newell, Milton-Freewater, was appointed to a three-year term on the Civil Service Commission, on which he has served seven years.

Another reappointment was that of Ben Rosenfeld, Portland, to the state furniture and bedding advisory council.

### Christian Convention Slated In Portland

PORTLAND (AP)—The 19th North American Christian Convention opened Wednesday in Portland. Some 3,000 persons from 170 Christian churches in Oregon and other churches throughout the United States, Canada and Mexico are expected to attend.

The meeting will be a preaching session and no official business will be transacted.

## VODKA HIGHBALL

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