

The News-Review

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HOLDING A POLICY

By Charles V. Stanton

Sen. Richard Neuberger will make every possible effort to have his sustained-yield language restored to the Klamath Indian Reservation Purchase bill.

The bill was written by Sen. Neuberger. The original form underwent numerous amendments and finally came before the U.S. Senate in the form of an administration bill.

The bill, with amendments, was passed by the Senate. The House version virtually killed sustained-yield or allowable cut clauses and left the timber of the Indian reservation ripe for raid.

Sen. Neuberger, in a letter to *The News-Review*, reports that he, as a member of the conference committee, will do all in his power to get the sustained-yield language restored.

Restored, I believe, it should be. If there is anything Oregon needs most, in my opinion, it is a greater percentage of its timber resource on a sustained-yield or allowable cut basis. Some lumber producers, I know, will not agree with me. They have followed the cut-out, get-out method clear across the country. They propose to continue that policy.

There now is evidence that the industry is settling down; that it no longer is moving from spot to spot—but not of its own volition. It is doing so only because a specified amount of federal timber is being made available each year, and someone must be present to cut that timber.

Pine Policy Needed

A policy of sustained-yield is particularly needed in the Ponderosa pine country. The bulk of the timber on the Klamath Reservation is Ponderosa pine.

Vast quantities of our pine timber were cut before the sustained-yield policy was adopted. Much of Eastern Oregon's pine went out the same time the state of Washington was overcutting the fir forests, as we now are doing in Oregon. Private timber was removed as rapidly as possible, because it was profitable to do so. There was a tremendous amount of waste. The few remaining mills are not nearly so wasteful, but they have limited resources from which to draw.

The Klamath Reservation offers the industry a large block of fine timber. The industry wants to get hold of that timber, and move it as quickly and profitably as possible.

I don't blame the operators. They don't live forever. They must make theirs while the making is good. Future generations can take care of themselves. That's the argument generally used. The House, more susceptible to political influence than the Senate, has yielded to industry demands and has materially softened the sustained-yield language of the bill. The bill would give industry the first right of purchase, with the federal government buying any amount private industry might not take.

Original Plan Favored

Sen. Neuberger's original plan was to make a national forest of the Indian timber, paying Indians for their holdings, and keeping the whole tract on a sustained-yield basis and under government control. I still think that was the best system. The administration bill, however, provides that the timber shall be sold to private industry, provided private industry will agree to practice sustained-yield. If private industry doesn't buy under those terms, the federal government will buy.

The House version follows the same pattern but eliminates large sections of the forest as they exist separate from the main body of timber. Only a limited portion would be kept under sustained-yield policy.

Perhaps I am wrong, but I believe the more timber we keep under a sustained-yield, allowable cut system the better off we'll be in the years to come.

There is ample evidence of the terrific pressure being brought against federal agencies to break down the allowable cut factors. When allowable cut goes, sustained-yield goes out the window.

We have our choice. We can take out timber now. We can cut it as fast as possible. Then go without. Or, we can dribble it out, year-by-year, making it last forever. Personally, I favor the latter system.

IN THE DAY'S NEWS

By FRANK JENKINS

(Continued from Page 1)

ever the common touch is needed.

A thought:

Wouldn't it be wonderful if a man like Murphy could be named secretary of state?

That brings up something else. I suppose you've heard or read the talk to the effect that our upper bracket intelligence people (spies is the rugged word) were caught flat-footed by the ruckus in Iraq—that they had no inkling it was coming up.

An American BUSINESS MAN named Salem Bader says he told our Central Intelligence Agency TWO MONTHS AGO all about the impending Iraqi coup. He says he wrote directly to CIA Director Allen Dulles, but was refused an appointment with him. He adds that Assistant Secretary of State for Middle Eastern Affairs William Boardman also refused to see him.

Mr. Bader is president of the United States Arab-Asian Institute—which represents AMERICAN BUSINESS INTERESTS in the Middle East.

That is interesting. To me it seems important. For YEARS American business men have been referred to disparagingly by what might be termed the ultra-liberal element of our intelligence. In these circles, business men have been looked upon as money-grubbers whose sole pur-

pose is to take money out of the pockets of the rest of us and put it into their own pockets. These ultra-liberals have been leaning toward the doctrine that public business must be conducted wholly by PROFESSIONAL GOVERNMENT PEOPLE—that business people have no place and should have very little voice in the BUSINESS OF GOVERNMENT.

Well—If what Mr. Bader says is true—Here is a case where professional government people flubbed their job. They flubbed it so badly that the government of the United States was caught flat-footed by a development that for days seemed almost certain to involve our country in a war in which we have no business to be involved. The danger of involvement is not yet entirely past.

If what Mr. Bader says is true, they were warned in ample time. But, since the warning came from a business man, it was disregarded. These professional government people even refused to listen to the warning.

I hope this whole business is gone into fully by the senate foreign relations committee, to which Mr. Bader says he has reported the whole affair. I think it is high time that honest American business people shall cease to be regarded by professional government people as suspicious characters.

Arms Race



NEA Service, Inc.

—Peter Edson—

WASHINGTON — (NEA) — A small war in the Middle East would be completely unlike the previous small wars in the hills of Korea or the jungles of Indochina, in the opinion of military analysts here.

Armies of the Arab countries are small. The terrain is mostly desert. And the distances are such that troop movement and supply will be almost impossible.

BEST ESTIMATES available here put the Iraqi army at 40,000 men. Whether these forces will line up to support the pro-Nasser military junta that has taken over the government under Brig. Gen. Abdel Karim Kassem has yet to be seen.

Jordan's army is estimated at 25,000 men. It is reported still loyal to King Hussein.

Lebanon's little army numbers 5,000 men. This is just the size of the first U.S. Marine force landed at Beirut.

This movement gives the West a beachhead in the Middle East and control of the Beirut airfield.

The U.S. Sixth Fleet in the Mediterranean has three aircraft carriers, two cruisers, 20 destroyers, seven destroyer escorts, three sub-

marines and 20 supply ships. The force is 20,000 men, including three Marine battalions.

The U.S. Air Force has 20 wings of bomber, fighter and transport aircraft with 150,000 men in Europe.

The U.S. Army has five divisions and supporting troops — roughly 250,000 men in Europe.

BUT GEOGRAPHY problems have to be considered in connection with troop movement and they cloud the map. From Beirut, Lebanon, to Baghdad, Iraq, is 500 miles. From Amman, Jordan, to Baghdad is 500 miles.

There is a railroad from Beirut to Amman and a motor road, but they cross Syria. There is no rail road from either Amman or Beirut to Baghdad. There are roads, but the first 400 miles cross desert.

Egypt's army is estimated at 80,000 men and Syria's at 55,000. This gives President Nasser 135,000 United Arab Republic troops in case he moves into the Lebanon-Jordan-Syria-Iraq theater.

From the Syrian port of Latakia to Baghdad is 500 miles. From the Syrian border to Baghdad, 200 miles. There are connecting motor roads but no railroads.

From Cairo, Egypt, to Baghdad is 800 miles and from Cairo to Amman, 300 miles. There are the crooked, but the routes cross the Negev desert wedge of Israel.

Israel's army has been estimated at 50,000 men with another 200,000 reserves for full mobilization.

THE ALTERNATIVE ROUTE would be to cross the Gulf of Aqaba and the Saudi Arabian desert. Whether Saudi Arabia would permit this or oppose it with far inferior forces is now unknown.

Short, lacking modern transport and supply lines, it will be difficult for opposing forces to get at each other. This would seem to limit action to local engagements, or to sporadic aerial bombings.

Such transport and aircraft as Iran, Iraq, Jordan, Lebanon, Pakistan and Saudi Arabia have is American and British. U.S. military aid to these countries has totaled 2.3 billion dollars since 1953. But 1.8 billion of this has gone to Greece and Turkey.

U.A.R. equipment is old British or new Russian and Czech.

Direct Russian intervention is also difficult.

From the closest point in southern Russia to Baghdad is 400 miles. To Beirut 700 miles. To get to either Lebanon or Iraq, the Russians would have to fly over Turkey, Iraq or Iran, or go around by sea through the Dardanelles. There are no direct rail or highway links.

Steam From Geysers May Produce Electricity

SAN FRANCISCO (AP) — The Pacific Gas and Electric Co. wants to use steam from geysers to make electricity.

The plan, the company said, is to make the electrical power from the natural steam of geysers in Northern California.

The firm said an application will be filed with the State Public Utilities Commission for authorization to install a 12,500-kilowatt generating plant.

PG&E said the development will be the world's first involving the making of commercial electricity from geysers' natural steam.

Hearings Urged In All West States On Measure

WASHINGTON (AP) — A Western forestry leader this week urged a Senate committee to hold hearings in every Western state on a proposed national wilderness system bill.

The Senate Interior and Insular Affairs Committee has scheduled only Washington, D.C., hearings on the measure. It would devote millions of acres of land to a permanent wilderness system, primarily for conservation and recreation purposes.

W. D. Hagenstein, executive vice president of the Industrial Forestry Assn., Portland, Ore., noted in requesting the Western hearings that more than 90 per cent of the federal land proposed for inclusion in the wilderness area is in Western states.

Thinking It Over

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

Seldom do we hear the expression, "I gave him hell." Frequently we hear of people giving away the hotter region. In many cases people use language without considering the deeper significance of their statements.

You cannot give what you do not have. Possibly we do not give much of heaven to our associates because we do not have much of it to give.

Maybe some people have a larger portion of the other area in their lives. That is why they can give so much of it to others.

If we were to take stock of our spiritual real estate we might decide to get rid of our "hot lots" and purchase some Godly acreage.

We should at least have "green pastures" to share with others and these productive areas should border eternally on heaven.

The other day he came back with some more ammunition, reasons why he thought the SP was justified in abandoning passenger service.

Barley Stanton has been sick, but if Hicks' editorial doesn't make him sicker he'll probably have an answer soon.

Bob Ruhl has been gallivanting around the country. In Arizona, California and the Northwest, but we imagine his capable staff will see that he gets a copy of Hicks' latest effort.

And then we imagine the editorial artist will start to thunder along the Rogue and Umpqua battlegrounds once again.

Hicks, however, is a tenacious man. This fight could go on for years.

—Hal Boyle—

NEW YORK (AP) — As if everybody didn't feel small enough already, we will be asked this autumn to look up to a hero only six inches tall.

He is Mel Hunter, star of "World of Giants," a new television series, and a lot of big money is riding on his tiny but muscular frame in one of the top duels of the 1958-59 video season.

CBS is gambling four million dollars that little Mel will be able to outrun "Wagon Train," the highly rated program that sets out every Wednesday night from the rival trading post run by Sheriff Bob Sarnoff of NBC.

It is to be a no-holds-barred contest for audience favor between TV's newest art form—the "fantastic"—and one of America's most durable literary culture vehicles—the horse opera.

Who is this ringleader, Mel Hunter, who singlehanded has risen to challenge the long reign of "the Western"?

He is the brainchild of John Ziv, president of Ziv Television Productions, which puts out some 30 shows, and Richard Dorso, his program chief.

Mel is a strapping 6-foot secret agent who is exposed to rays from a deadly enemy missile fuel behind the Iron Curtain. His molecular system is affected, and he shrinks until he is only half a foot tall.

Kept As Spy Hunter

Instead of asking waivers on him or peddling him to a circus, Mel's superiors in a government department known only as "the bureau" decide to keep him on the job as a spy hunter.

The fact, they now have a 6-inch agent is, of course, the bureau's top secret. He goes on his missions in a briefcase carried by his buddy, Bill Winters. The briefcase has air vents and contains an airplane type seat in which miniature Mel straps himself for comfort.

"Because of his small size, everything that happens to Mel is a matter of life or death to him," said Dorso, his co-creator.

"A spilled bottle of glue, a vacuum cleaner, a sudden rainfall that washes him down a sewer—these are terrible perils to him. Two of his biggest problems in the pilot show are how to outfit a hungry cat and how to get a telephone off the hook so he can call the bureau."

The question naturally arises as to whether Mel is on the payroll of J. Edgar Hoover, whose employment policies have been somewhat discriminatory toward middle-class people.

Dorso is very clear on this point. The answer is no.

Approves Series

"The Federal Bureau of Investigation screened the series and approved it," Dorso said, "as long as Mel wasn't identified as an FBI agent."

Dorso, a man vaccinated long ago with a Madison Ave. prose needle, believes "the little man" will become the hero of the year to both kids and grownups.

Editorial Comment

From The Oregon Press

A BRAVE MAN

Bend Bulletin

Ken Hicks, editor of the Grants Pass Courier and well known to many residents of this area because he lived here for several years, is a brave man. He has jumped into a long-standing Southern Oregon fight, feet first, against some pretty strong opponents.

For some time two other newspapers in his general area—the Roseburg News-Review and the Medford Mail-Tribune—have been feuding with the Southern Pacific passenger train service to the area.

The feud really came to a boil in recent years when the SP quit passenger service altogether in the Southern Oregon area.

The editors of the other two papers involved, Charles V. Stanton of Roseburg and Robert W. Ruhl of Medford, don't agree on too many things. True, they see eye-to-eye on motherhood and burning the weeds off the city lots. But generally speaking on political, economic and many social matters they are poles apart.

Both of them dislike the SP, though, and don't hesitate to say so, regularly.

We imagine both men have known for a long time they were fighting a losing battle. Their digs and barbs may hurt the SP's corporate soul, but the railroad hasn't changed its policies discernably.

But the SP has been a handy whipping boy for some time. When things are dull, it's been easy to dust off the typewriter and start screaming about the railroad.

Hicks put into the middle of the fight shortly after he went to Grants Pass. He wrote a rather mild piece suggesting that perhaps the SP wasn't the greatest railroad in the country, but it wasn't the worst, either.

No sooner had the Grants Pass paper gone through the mails than the Roseburg and Medford editors jumped on Ken with both feet.

The SP was too the worst railroad in the country they said. In effect, Hicks was told he didn't know anything about Southern Oregon railroads in general or the SP in particular.

Hicks may have been bloodied, but he was unbowled.

The other day he came back with some more ammunition, reasons why he thought the SP was justified in abandoning passenger service.

Barley Stanton has been sick, but if Hicks' editorial doesn't make him sicker he'll probably have an answer soon.

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TIMBER SALES AMPLE

Salem Oregon Statesman

Strenuous efforts have been made to get more federal money for construction of roads to give access to stands of government timber. It was represented that there are areas where the timber is becoming overripe and should be harvested and where there is decreased timber which should be salvaged. In addition there has been a great deal of criticism (which has been carried to Washington) that the forest service has not been offering for sale its full allowable cut.

In response to this latter criticism J. Herbert Stone, regional forester for the Northwest, had compiled statistics of forest service operations in the past fiscal year. His report shows that the service sold 3,918 million board feet where as the annual allowable cut is 3,610 million board feet. An even more effective answer to critics from the industry was his report that buyers of government timber had cut only 2,615 million board feet. This was due to a slowdown in lumber milling because of depressed prices. (In effect this confirms a position taken by The Statesman that pouring more logs onto the market would not be helpful to the industry.)

Forester Stone said that sales in the Mt. Hood forest had fallen behind the liberal schedule set up but still were ahead of allowable cut. It would seem that the report disproves the charge of slow motion on the part of the forest service selling organization.

THE OTHER FELLOW

Corvallis Gazette-Times

Six more fatal automobile accidents in Oregon during the past weekend. How stupid can we be to allow this senseless slaughter to continue?

The reason that motorists pay little attention to safety campaigns, slogans and warnings is that they think the traffic experts are "talking to the other fellow." They won't or can't admit that they could be wrong, that the advice is for them, and that they could profit by it.

That "human failing" is at the bottom of much of the callousness and disregard for safety drives, a nationwide survey by the Opinion Research Corporation found. Its report to the President's Committee on Public Safety reveals that motorists feel insulted by such slogans as "Slow Down and Live." It can't mean them, they're safe enough drivers, is the general reaction.

The same with traffic violations and their punishment. Motorists pay lip service to a highly moral way of looking at them, until they themselves are concerned. Then all bets are off. Again, it can't be meant for them. They get worked up about drunken drivers as the "real killers," until they are found to have taken a drink before setting out to drive, and then that accident they figured in just wasn't a result of their drinking.

Traffic judges are unfit for their jobs, the police are unfair, haphazard on the number of traffic deaths is pointless. And so it goes. The one thing that seemed to impress drivers was wrecks left on the highway. That still shocks them and makes them wonder.

Death is not the worst thing that can happen in a car crash. Long-lasting physical pain or permanent injury to the driver or his family are worse. Maybe we should put more emphasis on the fact that motorists may be responsible for their families going through life in excruciating pain, crippled because of a moment of carelessness.

Anything would be worth trying—we certainly aren't getting any place now.

Magnuson Given

Praise As Fishing

Industry Supporter

WASHINGTON (AP)—Sen. Warren G. Magnuson (D-Wash.) has been cited as "the man who has done more to help the fishing industry than any other person."

The tribute was made Wednesday by Sen. Frederick Payne (R-Maine) as the Senate Interstate and Foreign Commerce Committee, of which Magnuson is chairman, discussed a bill to set up a revolving fund to aid fishermen and fish processors.

"If we don't do something to aid the fishing industry," Payne said, "it will not survive."

Action on the bill was postponed until early next week.

An omnibus fisheries bill introduced by Magnuson two years ago set up a 10 million dollar fund to aid fishermen. The Senate recently doubled the fund which is administered by the U.S. Fish and Wildlife Service.

At its Wednesday session, the Magnuson committee also approved and sent to the Senate the chairman's salmon predator control measure.

The bill provides a \$10-per-ton bounty on dogfish shark and a 10-cent-a-pound bounty for dogfish livers.

Before the bill was approved, Magnuson told committee members he intended to seek inclusion of hair seals and sea lions in predator legislation next year.

The bill is designed to reduce salmon destruction by predators and to provide additional revenue for fishermen.

Highway Commission Lists Traffic Delays

SALEM (AP) — The Oregon Highway Commission this week listed the following highways on which there are delays because of construction:

Columbia River Highway—Tide Creek to Goble.

Old Oregon Trail Highway—Between 5 and 8 miles east of Huntington.

Mt. Hood Loop—For 2.3 miles east of Sandy.

Pendleton-John Day Highway—Between 8 and 12 miles north of Mt. Vernon.

Wallowa Lake Highway—For 8 miles between Minam and Rock Creek.

Pacific Highway — From Albany to 10 miles south of Salem.

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