

Thousands Strike By Air, Sea
In
The
Day's
News
By
Frank Jenkins

In Japan, the traffic lights follow the same sequence as in the U.S.A.—green for go, amber for caution and red for stop. But instead of being arranged in a vertical pattern, as in America, they are arranged in a horizontal pattern, with the green at the left, the amber in the center and red at the right.

If there are any walk and wait signs for pedestrians, we haven't seen them. You walk on the green and wait on the red. Traffic signals, incidentally, are far less numerous in Japan than at home.

At the intersections without lights, the pedestrian takes his life in his hands and wades in. Traffic, however, moves much more slowly than in the United States, and Japanese drivers tend to be reasonably tolerant of pedestrian rights.

Japanese highways are as yet far behind American standards. They are narrow and winding. Near the big cities, at least, the traffic runs bumper to bumper, with a fairly high percentage of trucks. As a result, it takes a long time to get from where you start to where you are going.

The trains are fast and efficient, so the Japanese tend to use the trains when going any considerable distance. The reason is obvious. From Tokyo to Yokohama, the trains make it in an hour and a half. It may take as much as three or four hours to make it by car.

The trains are electric — for which there is a good reason. Japan has no oil of its own. It must all be imported. And Japan must watch her balance of international payments with an eagle eye because she is obliged to import a VERY large proportion of her essential raw materials.

Electricity, on the other hand is abundant and is capable of almost indefinite expansion. Japan is a mountainous land. Her mountains cover three fourths of her area. They are high. They are snow-covered in the winter. Japan's rainfall is quite abundant.

So a lot of water runs down her mountains. It is put to work making hydroelectric power. They make it work hard. As it comes through each power plant, it goes into another pool behind another dam and thence through another power plant.

And so on—from the tops of the mountains to the sea-level valleys far below. The result is a LOT of electricity, which comes in very handy indeed in a land that must depend heavily on manufacturing to find employment for its congested population.

What are the trains? There are three kinds—what in the U.S. we call the locals; the commuter trains; and the fast limited trains that stop only at the major cities. The locals stop every where—at the big towns, at the smaller towns, at the villages and at the crossroads. They seem to be full all the time. The commuter trains provide the same service in Japan that is provided by commuter trains everywhere. In the morning they haul the workers in from where they live to where they work and in the evening they haul them back home again. They are crowded beyond all possibility of belief. The seats are full, and riders are jammed in the aisles like sardines in a can. The walls actually seem to bulge.

The fast limited trains stop only at the big cities. They provide all kinds of service—from first-class first-class cars where you get a seat if a seat is available and stand up if all the seats are occupied—to first class cars where seats are reserved.

The best known of these fast limited trains is the Hato—meaning The Pigeon. It runs from Kobe, one of Japan's major industrial cities, to Tokyo, with only one or two stops to take on and discharge passengers.

Not only does it have reserved seat cars. It has a diner and a bar car. The diner follows very closely the pattern of dining cars on American railroads. The tables seat four people, and a quite extensive menu is offered. The meals are prepared on the car, as in the U.S., and the food is quite good.

The bar car has no resemblance whatever to the cars in which similar refreshments are served on American railroads. The bar itself is on one side of the car. The customers stand up. Standing space is provided both on the side where the bartenders work, and on the other side. The side across from the bartenders has a narrow

EDITORIAL PAGE

4 The News-Review, Roseburg, Ore.—Tues., April 10, 1962

NOT IN ONE BASKET

By Charles V. Stanton

A great deal of discussion has occurred recently concerning the invasion of lumber from Canadian saw mills into markets once served almost exclusively from the Pacific Northwest.

The most obvious form of immediate relief, it seems to me, is repeal of that section of the Jones Act requiring U.S. coastal sawmills to ship lumber only in ships flying the U.S. flag. That requirement of the law is adding a minimum of \$11 per thousand board feet to our lumber. A good many manufacturers say that if they could cut their cost to consumers that much they could compete with Canadian mills. Canada gives its lumber industry other advantages, but some of our producers contend that we can get more for Douglas fir because it has a higher quality and is a better building material.

However, the obvious remedy, in my opinion, isn't apt to be adopted. Any reduction in shipping charges by coastal vessels would put pressure on railroads and trucks for corresponding cuts. Consequently we can anticipate some heavy lobbying by management and labor in the transportation field to fight amendment to the Jones Act. More apt to be passed, in my opinion, is a proposal to transfer the subsidy, now paid by the lumber industry and lumber consumers, to the public treasury.

Sentiment Divided

But there's a lack of unanimity among the lumbermen themselves concerning various proposals.

For example, one group insists that a major reason Canada can cut and ship lumber and outsell us on the market is that Canadian mills don't pay as much for stumpage. They insist that the U.S. Forest Service, from which we not get a large part of our raw material, should reduce appraisals and sell its timber cheaper.

But where would that get us? In this area we have far more cutting capacity than we have timber. Consequently we have competition (some of it desperate) among log-hungry mills. Readers of this newspaper may recall how only recently some federal offerings of timber in Douglas County went to mills in neighboring counties which outbid our own production plants.

In British Columbia the installed cutting capacity is more nearly in line with supply, consequently there is no need for competition in bidding.

If the U.S. Forest Service is to reduce its appraisals below the bid price, then it must single out those mills to which it will furnish timber. It must freeze out the excess cutting capacity.

A few years ago the Forest Service offered a plan whereby it would set up cooperative contracts, thereby reserving timber to keep a mill operating so long as it ran in an efficient manner.

The timber industry wanted no part of that. Consequently it doesn't take much imagination to conceive of what would happen should the Forest Service specify the mills to receive logs and those to be sacrificed to bring installed cutting capacity in line with allowable cut.

Yet, as I see it, that's the only way in which the Forest Service could sensibly cut appraisals. So long as timber is to be sold on competitive bid, the appraisal should remain somewhere near the market price.

Small Mills Hurt

Then, too, a large part of the Canadian production is financed by U.S. capital. Some of our major lumber firms in recent years have gone into Canada and are producing lumber. Consequently they aren't being hurt by the existing differential.

That factor also applies to the suggestion to amend the Jones Act.

A few of our firms have their own lumber schooners. They pay themselves the subsidy given U.S. vessels. The subsidy is included in the selling price and collected from the consumer. These firms, running their own cargo boats, can shave their selling costs, because they also are getting the subsidy. That sort of competition isn't liked by some of the outfits without boats and who are the big boosters for repeal of the Jones Act.

Another argument pertains to in-transit loading. For years our small mills, with limited storage space, have been loading cars with freshly cut lumber then selling the cargo as the cars rolled to market. The lumber cars actually served as storage docks while the sales were negotiated.

Because cars were not consigned directly to their markets, they often lingered for several days, or were diverted to a different course, between the time of loading and unloading. Because of frequent car shortages we adopted a rule abolishing the in-transit practice. That seriously hurts the small operator. Canadian mills get 15 days to sell in transit.

From all of these things it is quite easy to see that all our lumber market problems aren't in one basket.

Crip And Josephine Determined To Increase Number Of Whoopers

NEW ORLEANS, La. (AP)—Crip and Josephine are two bawling whooping cranes determined to do something about preserving their nearly extinct species. Their fifth offspring cracked through its egg Sunday at Audubon Zoo to increase the world population of the rare bird to 48.

Crip and Josephine are taking turns incubating a second egg, which zoo director George Douglas believes will hatch by the end of the week. The two adult whooping cranes, who are shy Douglas keeps them away from public view, hatched the first of their species ever born in captivity four years ago. Since then, Crip and Josephine have produced two other cranes, one 3 years old and the other 1. The parents are the only whoopers to ever produce in captivity.

Josephine got off the nest and helped push her baby out of the egg when the shell cracked. The rusty-colored baby crane is about twice the size of a newly hatched chick. "It's a very healthy bird," said Douglas, who put the baby under a 24-hour watch. "We are hopeful it won't catch aspergeriosis."

He said there is no known cure for the disease—a lung fungus caused by an airborne germ. It doesn't affect domestic fowl and many wild birds, but Audubon lost two cranes from the disease in the past. "We leave the incubation of the eggs up to mother nature but we are doing everything possible to safeguard the birds," Douglas said.

Asked about the sex of the new bird, Douglas replied, "We have not learned how to determine that yet—not even with adults."

DEAR ABBY

Abigail Van Buren

Too Old For Games!

DEAR ABBY: My older sister, who is almost 18, and her boy friend, who is 18, rattle together in our living room sometimes. It embarrasses me. I wonder if you think it is all right. They have fun and he never really hurts her. I think they should not rattle like this. Am I being silly?

DEAR SISTER: No, you are being sensible. They are almost old enough for wedlock—time to quit the hammer lock.

DEAR ABBY: Charles and I have been married eleven years. His parents live in the same city and my husband is their only child. Don't get me wrong, Abby, they are nice people and we get along fine. But about three or four nights a week, and all day Sunday they visit us. Charles goes out in the garage and works on his car or else he goes down in the basement to his workshop, and I am left to listen to them and talk to them. When I complain (in a nice way) Charles tells me that after a hard day's work he likes to "relax." I'd like to relax too. But how?

TRAPPED AND BORED
DEAR T. AND B.: Collar Charles when he is good and "relaxed," and tell him you are resigning as head of the entertainment committee. If he can't help you keep his parents company, he should at least take

turns. (P.S. Don't you have a television set? It could solve your problem and EVERYBODY could relax.)

DEAR ABBY: I work adjacent to a marriage bureau and see the couples applying for marriage licenses. Sometimes it makes me sad to see the youngsters who are marrying. The boy hangs back shyly, and makes the girl do all the talking. They look so childish. I want to say, "Don't do it. Wait! You are only babies." Of course I don't dare. There are older couples in their middle twenties and early 30's. They know where they are going and what they are getting into. And when the older couples come in, we are delighted. They are so cute together, and we think, "Bravo for them. No more loneliness!"

COURTHOUSE EMPLOYEE

CONFIDENTIAL TO RUTH AND REBECCA: If I knew how to "catch" a man order to Have A Lovely Wedding, I wouldn't sell the information for 50c.

For Abby's booklet, "How To Have A Lovely Wedding," send 50c to Abby, Box 3365, Beverly Hills, Calif.

Everybody has a problem. What's yours? For a personal reply, write to Abby, Box 3365, Beverly Hills, Calif. Enclose a stamp, self-addressed envelope.

James Marlow

At Rate Kennedy's Going He Won't Set Any Records

WASHINGTON (AP)—It's like the sun in your eyes. The flashy things—nuclear test ban talks, disarmament talks, Berlin talks—blot out much of the meat-and-potato business here at home.

That business is President Kennedy's programs.

He has dropped a mob of them in Congress' basket. After three months of 1962, it's a fair time to ask how he is doing with them. It's simply answered: He is setting no records and, at the rate he's going, he won't be.

The list of his proposals passed by Congress is impressively small. Only two items which could remotely be called major programs have won approval of both houses and been signed into law.

In one Congress raised the national debt limit to \$500 billion, highest since the war, although it was only a \$2 billion increase. The other permits training of up to a million unemployed workers for new skills.

The rest of his programs are either stuck in committees or have been passed by only one house of Congress and will die of exhaustion from waiting unless the other House also approves.

Two of his major appeals got a dismal reception. The House killed his plan for a new department of urban affairs and housing. His plan of federal aid for public schools looks as dead as it did last year.

It is understood he will make an all-out pitch to get approval for his program of medical care for the aged, but his efforts on this one so far have not been rocking the walls of the Capitol.

On everything else he is using the same tactics as last year. Using these tactics, strictly professional and unsentimental, the President works directly on the members of Congress, or through

his aides, while avoiding ill-will, harsh words, or appeals to the public to put pressure on Congress.

The President's personal popularity, as reflected in the public opinion polls, is astonishingly high. So, even if much of his over-all program gets massacred, he'll probably remain highly liked.

Last week, after a lot of bickering among Republicans, Kennedy got the Senate to approve his request for authority to buy up to \$100 million in U.N. bonds.

Now the House has to act and that may mean another rocky time of it. The House, but not yet the Senate, approved a boost in postal rates.

The Senate also approved a proposed constitutional amendment to wipe out the poll tax as a requirement for voting. Five Southern states still have it.

This won't get off the ground unless the House also approves. In the Senate the Southern Democrats filibustered a few days and then let the vote be taken. The filibuster was more a gesture for the benefit of the folks back home than a practical effort to stop passage.

The House, but not yet the Senate, passed a tax-revision measure. House and Senate both approved federal aid for college classroom construction, but they did it differently. This can't be come law unless they agree on a compromise.

All the other major programs are still bogged down in committees. They include emergency power for the President to cut taxes and launch antirecession public works programs; broadening unemployment insurance; a new farm program; new civil rights legislation; continuation of the foreign aid program; drastic revision of the foreign trade program.

Police Trap Escaped Lion In Entryway To Omaha Bar

OMAHA, Neb. (AP)—"Close the door," shouted the bartender, "there's a lion out there."

And there she was on the hood of Sgt. Bernard Moliner's cruiser, roaring and licking raindrops off the windshield.

She was Carmen, the largest of the pair of circus lions which had escaped from a truck at the edge of the main Omaha business district Saturday night. She had cuffed but not seriously injured a pedestrian.

Moliner had trapped her in the entryway to the bar by driving his cruiser onto the sidewalk to block the exit.

Police with riot guns trained on the big cat formed a semi-circle around the entrance. They brought in dogs to hold back a crowd of 300 or more curious onlookers.

"If that cat had taken off into the crowd it had to say what would have happened," said Sgt. Eugene Scarpino. "Some of those people must have been simple idiots. They just wouldn't move."

At the City Auditorium a block away the wrestling matches had just ended and nearly 5,000 fans had started for the exits when word spread that the lions were free.

"We had to lock them in the lobby until the animals were caught," said manager Charles Mancuso. "It was a real panic."

Guy Gossing, Carmen's Reigian-born trainer, arrived with a net and a chair. The shouting crowds and barking dogs made the lion more unruly.

"Please, quiet," he pleaded. After almost an hour Carmen finally was coaxed into a police paddywagon which had replaced Moliner's cruiser. "Ging was on the point of colic," he said.

lion in the stairway behind the Ace Bar."

It turned out to be Diane, Carmen's missing companion. Her cage was brought from the truck and Gossing coaxed her in—an hour and 45 minutes after the first lion alarm.

Gossing speculated that two men trying to steal something had accidentally released two of his 10 lions.

Sutherland School Plans Open House

April 23 has been set as the date for open house at the new Sutherland Junior High School, according to Mrs. George Stubbart, president of the PTA.

Mrs. Leo Johnson will be in charge of hospitality at the event at which officers of the PTA and members of the School Board will be honored.

The open house will be followed next fall by a formal dedication under the auspices of the board of education.

An inspection of Sutherland East Elementary School showed no fire hazards and all standard equipment for fire safety, it was revealed in a report received this week from the state fire marshal's department.

Credit for the continued fine inspection record of the school was given to Ray Strong, the school's custodian, who has been responsible for an outstanding report on state inspection in both fire safety and sanitation, according to Mr. Jerry DeMuth, correspondent.

A similar report was received on the new junior high school which was occupied by the students on March 19. This building is cared for by A. B. Chester.

Ultraconservative Influence In Fall Election Campaign Seems Diminishing

WASHINGTON (AP)—The prospect that ultraconservatives will influence the course of the major political parties in this fall's congressional elections appears to be fading.

Leaders of both parties, in fact, are busy posting keep-away signs against zealous citizens who profess to feel that some of the nation's highest officials are entangled in a Communist conspiracy.

The signs apply also to those who, among other things, want to abolish the income tax and to impeach Chief Justice Earl Warren.

This was demonstrated in the frosty reception Republicans and Democrats gave last week to former Maj. Gen. Edwin A. Walker when he questioned the loyalty of Secretary of State Dean Rusk and others in testimony before a Senate Armed Services subcommittee.

Sen. Strom Thurmond, D-S.C., who sparked the inquiry into alleged muzzling of military men at which Walker appeared, made it clear several times he was not endorsing the general's statements.

Sen. Barry Goldwater, R-Ariz., a spokesman for Republican conservatives, didn't even turn up to hear Walker, as he could have done as a member of the parent Armed Services Committee.

Walker's performance on the witness stand convinced most of the politicians who heard him that the former general is not likely to become an effective spokesman for the far right.

Sen. Leverett Saltonstall, R-Mass., said he couldn't go along with Walker's charges. Sen. Howard W. Cannon, D-Nev., said they weren't supported by the record.

Sen. John M. Stennis, D-Miss., head of the Senate group that heard Walker's testimony, said he has no intention of calling for an inquiry into the records of persons accused by the former general of being soft on communism.

Sen. Jacob K. Javits, R-N.Y., used Walker's appearance to tee off against what he called the "radical right in the Democratic party." Walker is seeking the Democratic nomination for governor in Texas. His chances are regarded as poor.

Javits said in a New York television broadcast Sunday that "the radical right is not only a threat to the Republican party, it is also a threat to the Democratic party."

"In the schism between the Southern wing and the rest of the party, the Democrats also have their ultraconservatives and in people like General Walker they have a definite radical right wing," Javits said.

But Sen. John Sparkman, D-Ala., who votes with the Kennedy administration on just about everything but civil rights, said in an interview he wasn't worried by any right-wing threat to his party.

"The truth of the matter is," he said, "I don't think these people are going to have any real influence in either party."

There is that many here in Winston alone. Myrtle Creek area has oodles of outhouses in fine working order and daily use.

Not only are there plenty in the different communities of Douglas County, but the outlying districts team with one and two-holers.

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