

Thousands Strike By Air, Sea

In The Day's News By Frank Jenkins

EDITORIAL PAGE

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FISH HABITAT

By Charles V. Stanton

Sports and commercial fishing groups in western Douglas County are showing a great deal of interest in a project to add to the spawning area of streams in that region. They are clearing out stream obstructions, log jams and are improving habitat in many other ways.

I have never been too greatly enthused over the matter of increasing spawning area. My thought has been, why should we provide more spawning facilities until existing beds are in full use?

In nearly all our coastal streams the fish population has declined to such an extent that gravel once covered by spawning fish now has little if any use. Yet much emphasis is given this matter of enlarging the area available to spawning fish.

I would like to make it clear that I am not opposed to habitat improvement, increasing the amount of area open to fish for spawning purposes and the like. But I hate to see emphasis put on that phase of proposed fishery operation when, in my opinion, at least, this isn't the immediate solution to fishery improvement.

I hope I am in error.

Food Is Problem

Earl Sykes, editor of the *Port Umpqua Courier*, published at Reedsport, was quite critical of the Oregon Game Commission in a recent editorial because the Commission hasn't been planting silverside salmon in the Umpqua system.

He pointed out that the Commission has been doing a lot of work with chinook salmon, steelhead and cutthroat trout, but that virtually nothing had been done to improve the silverside run, although this fall migrating salmon for many years was one of the most abundant species in the river.

He has a point.

But along with planting fish, the Game Commission, in my opinion, should be doing something, if possible, to improve the food situation in the river.

It is my theory (and I realize I am not infallible) that the general loss of fish population in our coastal streams results more from a lack of food than from a shortage of spawning water.

Let's consider the Umpqua River, because that's the stream with which we here in the central area are chiefly concerned.

At one time Diamond Lake produced an abundance of food. Surplus food grown in the lake came down a tributary, Lake Creek, near the head of the river, and fed the small fry in the nursery section of the North Umpqua from Lemolo Falls to Rock Creek. That, because of water temperatures, is where the small fish are to be found in the hot summer months. That's why that section of the river is restricted to the use of artificial flies. Such lures are least lethal to undersized fish.

Prospects Better

Food production in Diamond Lake became nil because of the introduction of trash fish into the lake. Soon after that time the fish population of the river began to decline.

More recently Diamond Lake, after poisoning, has again started putting food into the river.

Nearly all of our fish are anadromous. That means they migrate to salt water, mature in the ocean, then return as adult fish. But because of these migratory cycles considerable time will be required to cause the runs to build up.

The river will support only as much fish life as the volume of food will permit.

Last season, with Diamond Lake again contributing to the food supply, creel checks showed for the first time in many years an increase in small-sized naturally spawned fish.

Power impoundments have been made on the upper water. Impounded water has far greater ability to produce food than is the case with running water. Consequently prospects are good for future improvement of fish population in the North Umpqua River, I believe.

But the situation is different on the South Umpqua. The South Umpqua once was the hatchery stream for fall migrating fish. Because of its warmer water, it was filled with silverside salmon, fall chinook and winter steelhead.

Today the river has very little summertime flow. It is excessively warm. It is badly polluted. Its tributaries, once used by spawning fish, are serving for irrigation.

I approve of the project to increase spawning facilities. But along with that, I believe, we should be doing something to get more food, more water, less pollution, better temperatures.

Oakland Rancher Only Candidate To File For School Board Post

By EDITH DUNN

L. R. Ocumpaugh is the only candidate thus far to file for director in Oakland School District 1. He is a rancher. K. D. Lyle, incumbent, is not a candidate.

Alaskan New Residents
Mr. and Mrs. L. M. Carlson from Anchorage, Alaska, have rented the former Ormsby house from Jesse Lee, Carlson is employed by Pacific Power and Light Co.

Mr. and Mrs. Ben Payne have

orous and unusual merchandise that is bringing the crowds. Everybody takes a tour, of course. Several tours, probably. But on the Kowloon side, it is Nathan Road, which is the center of the shopping area, and on the Hong Kong side it is the shops of the city of Victoria's business district, that get the big crowds.

The British crown colony of Hong Kong has much to interest the business men of the rest of the world. It brings out startlingly what good merchandise at LOW PRICES can do in the way of bringing customers from all over the world.

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James Marlow

U. S. Specialists To X-ray Innards Of Steel Industry

WASHINGTON (AP) — Government specialists will now X-ray the corporate intestines of the steel industry which got indigestion from the way it chewed on a good, old-fashioned word like competition.

A federal grand jury, the Department of Justice and Congress will explore the industry's innards to determine whether it has a malignancy or needs an operation.

All within a week—in an almost incredibly inept performance which President Kennedy called greedy and ruthless—most of Big Steel raised prices and then unraised them.

One of the reasons given for the increase last Tuesday by Leslie B. Worthington, president of the U.S. Steel Corp., which set up price boosts, was that his company needed money to keep its steel mills efficient because that's the only way "to keep these facilities fully competitive."

The other companies in the industry, once U.S. Steel stuck its neck out with a price increase, could have given it murderous competition by not increasing their prices and underselling the giant.

Most of them did just the opposite. They raised by exactly the same amount as U.S. Steel. How did it happen? If it was all agreed on, the industry can be prosecuted by the government for conspiracy.

Or is U.S. Steel so dominant that the other companies must follow suit? Atty. Gen. Robert F. Kennedy says that if U.S. Steel controls prices, it may have to be broken up.

These are just two of the questions the various branches of government will examine in the months ahead.

Then one of the smaller companies, Inland Steel, whose board chairman, Joseph L. Block, is close to President Kennedy, refused to go along with the rest and said it would not raise prices.

It said that while prices might not be high enough, the national interest came first.

Then U.S. Steel and the others which had boosted prices because of competitive conditions — although they could hardly have been hurt by inland's competition

suddenly put their prices back where they were.

Worthington gave this explanation:

"The decision (to unraise) was made in the light of competitive development and all other current circumstances, including the removal of a serious obstacle to proper relations between government and business."

So all within four days U.S. Steel said it had to raise prices because of competition and had to unraise prices because of competition.

But the true ineptness of the industry's performance was revealed in the last half of Worthington's statement about "other circumstances" and "relations with government."

It can be fairly asked: If these were major factors in steel's decision to unraise prices, why didn't they think of them before they did any raising at all?

The raising was done within five days after the Steelworkers' Union—following an appeal by Kennedy to both sides for a non-inflationary settlement—had signed a contract which gave some benefits but no pay increase.

The industry gave no hint or indication that, once it got the workers to agree to no raise, it intended to fatten its own pockets by raising prices. This alone would have been enough to ruin its labor relations for years.

But it was enough also to ruin its relations with the government and the public since the industry gave Kennedy no hint of a move which was bound to affect all prices and raise American living costs.

From a practical public relations standpoint—in its relations all around—the least it should have done was to wait a decent interval of some months before trying to put over a price increase.

It's unbelievable that the U.S. Steel board of directors, meeting within five days of the contract signing, suddenly became convinced a price rise, despite all its implications, was necessary.

That kind of flash decision would have been, for a giant industry, completely irresponsible, as Kennedy says it was anyway.

State Highway Commission Accepts Site For New Park

SALEM (AP) — The Oregon Highway Commission has accepted a gift of 1,231 acres of land on Lane County's coast, and named it the Carl G. Washburne Memorial Park.

The park was donated by the late Mrs. Washburne, widow of a Eugene department store owner who was on the Highway Commission from 1932 to 1935.

The park will contain two miles of ocean frontage, just north of Devil's Elbow State Park. It contains a sandy beach, an unusual growth of wind-blown pines, and other growth.

The Oregon Coast Highway bisects the area, and there will be park development on both sides of the highway.

China Creek is in the eastern part of the park, and Hecla Head lighthouse is just south of the new park.

The commission signed an agreement with the city of Portland for construction of the \$82 million Stadium Freeway through the city's west side.

This makes it possible for the department to resume purchase of right of way for the big freeway. The purchases had been held up because of some protests against the location.

The commission voted to ask the American Association of State Highway Officials' route numbering committee to approve a new location for U.S. Highway 126.

This highway now runs between Sisters and Eugene over the McKenzie Highway, and is closed in the winters.

The new designation would be from Sisters via the Santiam Highway, then over the newly constructed Clear Lake - Belknap Springs route to the McKenzie Highway, then to Eugene. And it would be extended from Eugene to Florence via Route F.

The Clear Lake-Belknap Springs Highway, an all-weather route, will be finished next year.

The commission said it expects approval of the change.

The commission announced that seven sections of the Pacific Freeway between Eugene and the California boundary will be designated both as U.S. 99 and Interstate 5.

These sections are those where Interstate 5 and U.S. 99 have a common route.

The commission's policy is to carry the old number as well as the interstate number where the new freeways follow the same route as the old highway.

On sections where the freeway has a new alignment, only the interstate symbol will be used. The Albany-Eugene section is an example of this.

The commission opened bids Wednesday on 32 projects, but

CLARK BURIED IN LOUISVILLE

LOUISVILLE, Ky. (AP) — The remains of explorer George Rogers Clark, who died in 1818, are in Cave Hill Cemetery at Louisville.

Clark originally was buried at Locust Grove near Louisville, but citizens moved his remains 35 years after his death. They opened and closed nine graves before locating that of the colonel. Identity was made from military buttons and the fact that the remains had only one leg.

Survivor Recalls Night of Horror When 'Unsinkable' Ship Went Down

By MARVIN TIMS
Of the Eugene Register-Guard

EUGENE (AP) — Marion Wright, a 27-year-old English girl, was happy but tired as she climbed into bed in her Deck A stateroom on the "unsinkable" Titanic, a four-block-long luxury liner making its maiden voyage across the Atlantic.

Miss Wright, a native of Redding, about 40 miles south of London, was happy because she was coming to America to marry her sweetheart, Arthur Woolcott, an ambitious farmer who had just purchased acreage west of Cottage Grove and built a new house for his bride-to-be.

Marion had stayed up late singing hymns with a gathering of second class passengers in one of the plush dining rooms on the 66,000-ton Titanic.

50 Years Ago
It was Sunday night, April 14, 1912 — just 50 years ago, Marion Wright said as she went to bed. It was 11:40 p.m.

Last week, Mrs. Woolcott, now

a 77-year-old grandmother, recalled her awesome experience of a half-century ago when more than 1,500 of the Titanic's 2,200 passengers died as the world's largest passenger liner plunged to the bottom of the Atlantic.

Mrs. Woolcott, whose husband died five months ago, was interviewed in the comfortable farm home five miles west of Cottage Grove that has been her home since May, 1912. That was the month she came to Lane County as a newlywed with vivid memories of the sea disaster.

"Suddenly, I felt a terrific jar and heard something that sounded like glass breaking," Mrs. Woolcott recalled. "Then everything seemed deathly still. The throbbing of the engines had stopped." She dressed and hurried to B deck.

Life Saved By Doctor
"I owe my life to a man I met the day after the Titanic left Southampton. He was Dr. Alfred Pain. He had promised he would look after me and my friend, Bessie Watt, during the voyage."

"As passengers started jamming toward the lifeboats, Dr. Pain found me and Bessie and got us into one of the boats shortly before it was lowered. I remember it was only about half full. Two young men climbed in, but crew members forced them out. One sneaked back in and hid as the boat was lowered into the water."

Their lifeboat moved away from the ship, she could see the Titanic's deck lights disappear "a row at a time."

"It was pitch black and icy cold. We couldn't see anyone around us — only the disappearing lights. . . . Suddenly, the bow went down and the liner stood right on end, hesitated a moment, then plunged into the ocean. The noise was terrific as the ship disappeared. I can't remember exactly, but I guess there were cries for a short time from people still in the water. But it was so cold they couldn't live very long."

Dr. Pain Played
"Dr. Pain found us a lifeboat, but he gave up his own life. Many of the men aboard kissed their wives and then stepped back and waited quietly for the end. The ship's band continued to play until the ship sank. I remember hearing the beautiful piece 'Autumn' as I left the Titanic."

After the Titanic sank, most of the survivors on Mrs. Woolcott's lifeboat huddled together for warmth, but she remained standing throughout the night. I don't remember now just why."

The liner Carpathia, bound from New York to the Mediterranean, picked up the Titanic's SOS message about 1 a.m. and after a 58-mile dash, reached the disaster site at 5 a.m. — hours after ocean water closed over the Titanic.

"I recall receiving food and warm clothing. . . . the crew was very good to us. . . ."

Relatives Greeted Survivors
When the survivors reached New York, they were greeted by friends and relatives "standing four-blocks deep along the dock area," she said. "It took me two days to find Arthur. . . ."

"We were married April 20 in a New York chapel and then took the train to Cottage Grove. I bought some new clothing in Chicago from money given me by the White Star Line."

Looking out the window of the place she has called home for 50 years, Mrs. Woolcott said, "I can't believe it has been half a century since that terrible night. The events are so etched in mind that it seems like it happened yesterday."

DEAR ABBY

Abigail Van Buren

Up For A Vote

DEAR ABBY: I am a young divorcee with three children. A very lonely professional man lives across the street from me. He is married to a woman who stays on drugs most of the time. We have been seeing each other almost every night. He says his wife is an addict of her own free will, and it is a nightmare living with her. Sometimes she doesn't comb her hair for days. He's lost all respect for her. He wants to marry me. He deserves a full life and so do I. We decided to let the majority of your readers vote on what we should do.

"GOLDIE LOCKS"
DEAR GOLDIE: If any of my readers have had experience living with an addict or an alcoholic, I welcome their letters. I think you should be aware that no one is an addict "of his own free will." He is a slave to the habit, and helpless against the urge. It takes patience, understanding and, frequently, medical help to overcome additions. A man of character would stick with his wife and try to help her.

DEAR ABBY: I am a man who is 45 years old. I am thinking about marrying the girl who keeps house for me, but she is only 15. Do you think I am crazy to think of marrying a girl when I am three times older than she is?

WILEY
DEAR WILEY: Wait another fifteen years. When she is 30 and you are 60, you will be only TWICE as old as she is.

DEAR ABBY: Will you please say something in defense of women who always seem to get in on the ticket-selling part of club work? I personally have been stuck with tickets to sell for my church group, Scouts, Shrine doings—just name it and I've sold tickets for it. When my friends see me coming, they say, "Well, Betty, how much is it this time?" Don't people realize that I sell tickets for worthy causes and not for my own benefit?

TICKETS TO SELL
DEAR TICKETS: Do yourself a favor and retire from the ticket sales force for awhile. People resent being hit for tickets by the same person for half a dozen "worthy causes." If this is the way you can best serve your organization, select one "cause" and stick with it.

CONFIDENTIAL TO CONSTANT READER: No "oldest" ever got rich on his Social Security, and I doubt if any son or daughter ever went to the poor house feeding an elderly parent. Shame on you!

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 stamped, self-addressed envelope.

Lumber Imports Quota Asked

President Kennedy was asked by West Coast Lumbermen's Association of Portland, to invoke an immediate emergency quarterly quota on softwood lumber imports coming from foreign countries.

G. Cleveland Edgett, an executive of the West Coast Lumbermen's Association, testifying Monday in Washington, D.C., before the Senate Commerce Committee chairmanship by Sen. Warren G. Magnuson (Wash.), urged the emergency measure until solutions can be found for the complex competitive problems of the hard-pressed west coast lumber industry.

The quarterly quota proposal, Edgett said, would permit foreign softwood imports up to 10 per cent of the nation's quarterly consumption. This volume is 2.7 per cent less than Canada shipped last year, but is 1.1 per cent above the previous ten-year average.

Edgett told the senators the West Coast lumber industry needed immediate relief from the increasing volume of softwood lumber from Canada which reached a peak volume of almost 4 billion feet in 1961.

Edgett said West Coast lumber workers had lost \$40 million in annual wages to Canadian competition, that sawmill production in the Douglas fir region alone had fallen 13 billion feet in 1961 below the ten-year average, and more than 7,400 lumber workers had lost jobs.

He said the outlook for the future is even more alarming as British Columbia officials forecast an increase in lumber output to 8 billion feet by 1975, 2½ billion feet above current levels. The vast bulk of this projected increase will be exported to the United States, Edgett declared.

COAST AIRPORT'S PROBLEM
BOSTON (AP) — Sharpshooter Warren Altman says the difficulty in shooting down seagulls at Logan International Airport is that "four more come to their funeral."

The birds are shot to avoid ingestion into engines of planes roaring out of the airport.

Altman, one of those assigned to bring down the birds, says for every bird shot, four more become curious and hover over the remains.

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