



EDITORIAL PAGE

4 The News-Review, Roseburg, Ore.—Mon., July 16, 1962

REASON FOR UNHAPPINESS

By Charles V. Stanton

"Pressure from the lumber industry and politicians has resulted in a greater effort to sell more trees from public lands."

The U.S. Forest Service is yielding, at least in part, to this pressure, according to statements, such as the above, credited to Edward Cliff, chief of the U.S. Forest Service, in an interview reported by Dan Sellard in the Eugene Register-Guard. Cliff was interviewed by Sellard during a surprise visit to the area.

The Eugene reporter quotes Cliff as saying that timber marketing has been made a "high priority item." The Forest Service is seeking to revise allowable cuts by changing the system of calculating growth of the forest, the rotation age, Cliff is quoted as saying. He voiced the opinion that the Forest Service will be able to put more timber on the market "and soon."

At the same time, Sellard reports, Cliff indicated he was a little unhappy with repeated complaints from Oregon Senator Wayne Morse, accusing the Forest Service of a "snow job."

So far as I am concerned, I can't much blame Cliff for being upset by the senator's verbal attacks.

It seems to me that Cliff, as a good bureaucrat, has been doing his best to get Morse and others "off the hook." But Morse, ungratefully, seems to be throwing mud at everybody while trying to keep his own robes clean.

Questionable Policy

The assertion has been made in this column that a good deal of the current controversy in the timber industry has degenerated into a policy fight.

Our trouble stems from the fact that Canadian mills have taken over more than 80 per cent of the Atlantic seaboard market, once served almost exclusively from the Pacific Northwest.

But as a proposed "solution" small mills and their vocal advocates have been offering the very things they have been demanding for years to help their own operations.

They want the federal government to reduce the price of stumpage. If the timber on the federal domain is the property of all the people and income is divided with municipal units and helps in cutting general taxes, should the federal government sell timber at a lower price than obtainable through open bidding?

It is urged that in-transit loading practices be restored. The timber industry is protesting paying a "subsidy" to the maritime industry because it costs \$11 per thousand board feet more to use U.S. ships than is necessary if ships of foreign registry are used. But the in-transit practice was stopped to get more and faster use out of railroad cars. Cancellation of this regulation would, in effect, cause the railroads to pay a subsidy to the small mills.

In fact, the demands of the small mills for lower stumpage, more logs, in-transit loading, etc., would all constitute a subsidy to mills.

It seems to me that such a policy is indeed questionable.

Expediency Invoked

While the small mills are quite vocal in their demands, the big mills have been strangely silent. They've simply gone on sawing wood.

But it is interesting to surmise what would happen if the small mills had their way.

Our lumber market already is limited and depressed. If we agreed to the demand to furnish more logs, wouldn't that put more lumber on the market and further depress prices?

If we permitted in-transit loading, not considering the effect of desperation selling, while, at the same time, we produced more lumber needing cars for transportation, wouldn't we be creating a car shortage, one of the things that has plagued the industry for years?

But the sawmill industry represents a good many votes. Our senators could do a job for the sawmill industry by the simple expedient of permitting our coastal mills to ship lumber in any ships that might be available. But, if they did that, they'd have the railroad and teamster unions on their necks. So, it's far more expedient to put the blame on the Forest Service, the administration, etc.

It seems to me that Cliff, promising "studies" by the Forest Service and pledging that the possibility of more logs from the forests would get "high priority," was doing his best to aid the embattled politicians. The whole thing could thus be stalled until after election, then promptly dropped, and the senators wouldn't be forced to do the thing that it seems to me they should be doing. Instead they could go on passing the buck.

So, I don't blame Cliff a bit for being put out by the actions of Oregon's vocalizing senator.

DEAR ABBY

Abigail Van Buren

Just To Prove A Point!

DEAR ABBY: What do you think of a mother who won't let her daughter lie out in the back yard to sun herself? I don't mean in a brief bathing suit or anything like that. I mean in a sun suit. She says, "People might think it's me!" Do you think that would be so terrible?

WANTS TO KNOW: DEAR WANTS: If a daughter can be mistaken for her own mother in a sun suit, I think the mother should join her.

DEAR ABBY: We are middle-class people who own a nice little bungalow in a neighborhood where there are many children. We fixed up our back yard with swings, slides, etc., for our grandchildren to enjoy while visiting us on weekends. During the week the neighborhood youngsters would ring our bell and ask if they could play in our back yard. How could we refuse?

Last week a neighbor boy fell

off our swing and broke two teeth (not baby teeth). We received a letter from his father's attorney advising us that we were being sued for the dental bill. Our own attorney said it was our yard and we were liable. Please print this as a warning to other big-hearted uninformed people who can ill-afford such generosity.

STUCK

DEAR ABBY: My husband's mother is coming to visit us for a month. She never cared for me and the feeling is mutual. I am considering taking a job while she is here. That way she can have the run of the house, boss the children and just take over. (She will anyway.) I will let her be the "Lady of the House" and I won't have to be around her all day. Do you see anything wrong with that? When I suggested it to my husband he said I should forget it. I'd like your opinion.

DAUGHTER-IN-LAW

DEAR D-I-L: I agree with your husband. His mother should be a "guest" — not the "Lady of the House." If you can't remain in the same house with her and behave in an adult, civil manner, you have a lot of growing up to do.

CONFIDENTIAL TO LIBBY: When a man tells you he isn't good enough for you, believe him. He knows more about himself than you do.

For Abby's booklet, "How To Have A Lovely Wedding," send \$2 to Abby, Box 3363, Beverly Hills.

Peter Edson

Who'll Pay Tax Cut Piper Is Billion-Dollar Query

WASHINGTON (NEA)—The overlooked sleeper in all the tax cut proposals now being made is what the government will use for money to make up for the lost receipts.

Nearly everyone now crowding the limelight in this act—from Auto Workers' President Walter Reuther to U.S. Chamber of Commerce President Ladd Plumley—has a \$10 billion hurry-up tax cut plan. But there are few constructive ideas on new sources of revenue to pay the government's bills. The easy way out is expressed in an idea that it won't be necessary to raise new taxes that will make up the full amount of the tax cut. People who were crying all over the place a few weeks ago about raising the national debt from \$300 billion to \$309 billion are now saying it won't hurt to let it go a little higher. If taxes are cut substantially.

There are tax studies all over Washington now on possible variations. If taxes are cut \$10 billion, raise only \$5 billion in new revenues. If cut \$9 billion, raise only \$4 billion. If cut \$7 billion, raise only \$2 billion. Any way you slice it, it still comes out \$5 billion more debt.

Congress having shown no enthusiasm for closing the obvious tax loopholes on oil and mineral depletion allowances, expense accounts or interest and dividend payments, there isn't much hope for constructive action along those lines now—even if there is a tax cut.

There has been some speculation on following the examples of the western European countries. They have been able to hold down and even reduce income taxes. But they have resorted to extreme taxation substitutes which would probably not go over here.

European countries have high taxes on liquor, tobacco, coffee, salt, sugar and other necessities such as matches. They have also imposed high sales taxes on nearly every commodity or manufactured item in trade.

Sales taxes in this country are now largely reserved to the states, except on gasoline—where both federal and state governments take their bite—and on a few luxury items where there are still federal excises.

Congress has just killed the tax on railroad transportation and cut in half the tax on air fares, effective Nov. 15. Hiking those rates again just to make up income and corporation tax cuts wouldn't be popular.

Eliminating these alternative selective taxes reduces the possibilities for new revenue sources to what is regarded as the most insidious proposal of them all—the manufacturers' sales tax. This has been called a "soak the poor" tax. It hits low-income people on every cent they spend, which is their entire income. And rich people don't feel it.

Then there is the proposal that all United States government expenses be cut to make up for the tax cut.

There is an excellent opportunity for this now. Not one federal government appropriation bill for the fiscal year which began July 1 has been passed by Congress.

Judge Orders Return Of Finance's Property

LOS ANGELES (UPI) — "A woman can always exercise an undue influence over the man she professes to love."

That was the logic of Superior Court Judge Eugene P. Fay recently when he ordered Lucille Hackenberger to return a premarriage gift of \$75,000 in property to her former fiancé.

Fay said the 48-year-old woman was "accomplished" and never intended to marry Reginald A. Wike, 62, a Van Nuys, Calif., landscape gardener.

The two met through a 1933 newspaper ad in which Miss Hackenberger gave her physical description and said she "would like to meet a nice man with property."

Each time the wedding date neared, Wike said, there was always cause for a delay. By 1960, Wike said there still was no set date and he was convinced Miss Hackenberger did not love him.

News Analysis:

W. German Allied Officials Expect Worsening Of Berlin Crisis In Fall

By PHIL NEWSOM
UPI Foreign News Analyst

Ranking West German and allied officials in Bonn anticipate a possible worsening of the Berlin situation around Aug. 13, first anniversary of the Berlin wall. They believe Moscow then either will demand the West set a date for a peace treaty with East Germany or set a date itself for signing a separate treaty with the Communist East Germans. It has been learned that the matter already has been discussed by Chancellor Konrad Adenauer and his ministers at a cabinet meeting.

The feeling is echoed in West Berlin, based on hints from the Communist East.

In Geneva, where U.S. Secretary of State Rusk is expected to

meet with Soviet Foreign Secretary Andrei Gromyko this week, some sort of action also is anticipated, but without deadline or ultimatums. However, expectations of any sort of agreement remain slim.

Purge: Observers in Bonn expect a new controversy over Hans Globke, Chancellor Adenauer's state secretary, Globke, who has worked for Adenauer since 1949, once belonged to the Nazi interior ministry and wrote the commentary to the infamous Nuremberg racial laws. The Communists long have attacked him but Adenauer always has rejected the idea of firing him. Now the West German press for the first time has demanded that Globke go. The new cam-

paign follows closely upon the firing of Attorney General Wolfgang Fraenkel who once worked for the Nazi supreme court but never told his Bonn superiors what kind of work he did.

Nuclear Compromise: Despite the vote of confidence his government won in the French National Assembly, President Charles de Gaulle still may be willing to accept some sort of compromise on his controversial nuclear striking force. The compromise might take the form of an invitation to other European nations to join in the cost of the program's development. De Gaulle has indicated clearly he wants to go it alone, but in the past he also has shown that he is not totally opposed to compromise.

The Lighter Side

Truck Drivers Stay In Condition By Playing Game Of Detroit Chess

By DICK WEST
United Press International

WASHINGTON (UPI) — Many Americans feel that vacations are a time for fun and frolic. Many others seek rest and relaxation.

While making an extensive, cross-country automobile trip, I became an involuntary expert on the recreational habits of truck drivers. In fact, I was able to evolve a theory as to how the

drivers amuse themselves during long hauls over the more-or-less open road.

Scholarly conjecture, plus deep draughts of diesel fumes, led me to conclude that they keep their wits sharp and their driving skill at peak condition by playing a variation of the old game of "bumper tag," otherwise known as "Detroit chess."

The rules go something like this:

Each driver receives five points

for every automobile that he can "capture," or force into a queue, while laboring up a steep hill or rounding a blind curve in low gear.

Any Number Play

Any number of trucks can play and a driver may "capture" cars either as a solitary player or while playing in partnership with another player. At times, a partnership offers certain advantages.

For example, if one truck takes a position immediately behind another truck at the bottom of a hill or the beginning of a curve, they are said to be "tailgated." Passing becomes twice as difficult and the scores of both drivers are doubled.

If, however, the second truck cannot maintain the "tailgate" position and drops back in the procession, then each driver only gets credit for half of the automobiles "captured" on that particular hill or curve.

All drivers, whether playing alone or in tandem, lose five points for every car that "escapes," or manages to pass, on a straightaway. Here again, partnership, or "team" play, can be advantageous.

Employ Pass Play

When a straightaway is sighted, the most commonly employed strategy is for the "lead" truck to signal to the second truck to attempt to pass. This blocks both lanes of the highway and prevents the "captured" automobiles from "escaping."

The object is for the two trucks to take turns passing each other until they reach another hill or curve.

On rare occasions, a driver may be unable to find a "partner" on a straightaway and will lose all of the cars that he has "captured." When that happens, he must either forfeit all of his points or go back to the nearest weighing station.

The drivers turn in their score cards at "truck stop" restaurants, where the points are added up by a waitress on the back of a menu.

The driver with the most number of points is declared the winner and, as a prize, receives a life-size portrait of Jimmy Hoffa, autographed by Bobby Kennedy.

The Almanac

By United Press International

Today is Monday, July 16th, the 197th day of 1962 with 168 to follow.

The moon is in its first quarter.

The morning stars are Jupiter, Mars and Saturn.

The evening star is Venus.

On this day in history:

In 1790, Congress established the District of Columbia.

In 1862, David Glasgow Farragut became the first admiral in the United States Navy.

In 1918, the royal family of Russia was murdered by Bolsheviks.

In 1945, the first experimental atom bomb was exploded in New Mexico.

A thought for the day: The journalist, Ambrose Bierce, said: "Woman would be more charming if one could fall into her arms without falling into her hands."

The Cartoonist Saves: Preparation for the November Show



Science Shrinks Piles New Way Without Surgery Stops Itch—Relieves Pain

New York, N. Y. (UPI)—For the first time science has found a new healing substance with the astonishing ability to shrink hemorrhoids, stop itching, and relieve pain—without surgery.

In case after case, while gently relieving pain, actual reduction (shrinkage) took place. Most amazing of all—results were so thorough that sufferers made astonishing statements like "Piles have ceased to be a problem!"

The secret is a new healing substance (Bio-Dyne®)—discovery of a world-famous research institute. This substance is now available in suppository or ointment form under the name Preparation H®. At all drug counters.

September Launching Set For New Submarine

VALEJO, Calif. (UPI) — The Andrew Jackson, a nuclear-powered, Polaris-firing submarine, will be launched from the Mare Island Naval Shipyard Sept. 15, according to a U.S. Navy spokesman.

Shipyard commander Rear Adm. Edward J. Fahy said recently that Mrs. Estes Kefauver, wife of the Tennessee senator, has accepted an invitation to serve as sponsor for the Andrew Jackson.

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