

Surplus Controls Possible

It's too late to do away with the price support structure for agricultural products. So the next best thing is to try to at least hold back costs of storing such products because they had to be purchased by the government under the price support program.

One small step in this direction would be taken by the approval of the marketing quota program outlined by the secretary of agriculture.

Douglas County doesn't have to worry much, because it has little wheat acreage to be concerned about and its vote in the coming referendum will be slight. But it can watch the result with interest, because its approval is at least a step in holding the line against surpluses which cost county taxpayers a lot of money just to pay for storage.

The referendum is scheduled Tuesday. As in the last two years, if quotas are approved in the referendum, the wheat program will offer payments for diverting acreages generally used for wheat production to some other conservation use approved by the government.

It would, however, cut back the farm allotments for wheat to about 90 per cent of the 1963 level. The national allotment would be about 49.5 million acres devoted to wheat instead of present minimum allowed of 55 million. It would set the national marketing quota at 1.2 billion bushels. (This is just about the amount the country uses and exports in a normal year.)

It will also give wheat growers an opportunity to voluntarily reduce below allotments and devote more acreage to conservation. This acreage would also be eligible for diversion payments.

The Agriculture Department's reasoning is good and has the support of the Oregon Wheat Growers League. The league says the program will:

1. Maintain farmers' wheat income at about the level of the past two years;
2. Permit an orderly reduction of the tremendous supply of wheat already on hand from previous crops (about 1.2 billion bushels);
3. Provide fair wheat prices to both producer and consumer;
4. Prevent acreage diverted from wheat production from being used to over-produce some other surplus crop;
5. Reduce government costs to a wheat program.

If at least two thirds of the wheat growers voting in the referendum approve marketing quotas, the program will go into effect. In Douglas County it will be administered by the Agricultural Stabilization and Conservation Service.

The approval of the national marketing quota of 1.220 million bushels and a national wheat acreage allotment of 49.5 million acres won't solve the mighty surplus problem, but at least it slows the continuing increase of the surplus. It should be approved.



Delicate Balance
Merger Of Airlines Is Logical Move

By ROBERT C. RUARK

As a fellow who flies more than he walks, and who has come to regard his air travel card as equally valuable as his passport, I cannot for the life of me see where there is legitimate argument against the merger of America's two major internal airlines, Eastern and American. Logic is not generally pertinent to the mental equipment of the Civil Aeronautics Board, which usually flies its decisions by the seat of its pants, but even the CAB ought to be amenable to some of the basic facts of life.

The scuttlebutt is that Eastern is having a hard time with finances—Eastern, which used to rake in the chips on its pared-to-the-bone operation in the old propeller days, American isn't busted, but it's breaking just a little better than even. The reason that Eastern may be short on cash and American ain't filthy rich is that both airlines share duplicate routes, jets have changed the whole concept of air transport, and the government via CAB, gave Eastern a whole flock of fresh competition over the past few years.

Eastern can take the \$50 million annual subsidy to which it's legally entitled, and perhaps limp along a little longer in the kind of nonsensical operation which allows six of the eight airlines which fly out of New York to make the Boston run — limp along, and almost undoubtedly disappear.

Or it can merge with American, eliminate duplication of route, make use of American's jet equipment — and Eastern needs 10 big jets and some 40 smaller 707s to replace its creaky piston fleet. These jets would cost some \$260 million, which Eastern hasn't got, any more than it's got the \$300 million it owes its creditors.

At this writing, the two companies are awaiting a decision from the CAB and the President. Everybody concerned in both companies — management, the stockholders, the moneylenders — are in favor of the merger. Everybody is in favor of the merger, that is, except possibly the CAB, the anti-trust boys, and the airlines which compete with Eastern and American.

The chief stated objection is that a merger would supply a third of America's domestic air transportation, which seems a pretty silly argument. The chief competing lines, such as Delta and National, are doing fine, because they recently have been awarded more or less monopolistic routes, which in the interests of sanity, is as it should be.

There is no point to a duplicative scramble. As to a combined American-Eastern merger providing a third of the transport, who needs about Campbell supplying four-fifths of the nation's soup? What CAB really does not seem to understand is that today's route-system of air travel bears no real resemblance to the fine brave years of the DC-3. The big new jets produce four times as much transportation as a single day's work. The jets inherited the crazy-quilt route structure from the pistons, and chaos — and potential bankruptcy — is the result.

The only thing existing airlines traveling duplicate routes can do to survive is to cut down operating costs. American and Eastern now serve 30 cities in common. Brass of both outfits claim a merger will reduce annual operating costs by \$50 million in three years, and capital expenditure by more than \$100 million.

An example is that Eastern's workload is heaviest in winter-spring, while American's is heaviest in summer-fall. Interswitching of fleets from transcontinental to North-South would make a combined fleet smaller than the separate fleets of today. Dropping more work on American's current jet fleet would eliminate Eastern's need for 10 new big jets and cut requirements for the smaller, tri-jet fleet by six or eight aircraft.

Eastern and American moan piteously that they only want a chance to help themselves by the merger — to cut down on the

empty seats and the duplication of route 5, men, and materiel. In this instance I can't see how allowing them their wish could be anything but healthy for our economy of the air, and the CAB talk of monopoly is sheerest twaddle.

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The Editor's Corner
By Charles V. Stanton

All-Out Community Effort Brought VA Hospital Here

The Veterans Administration Hospital in Roseburg has engaged recently in extensive activities marking its 30th anniversary.

Bids for construction of the facility were opened in Washington, D.C. April 2, 1932, with construction progressing through the remainder of the year and into 1933, at which time the hospital was opened.

During the past few days the anniversary celebration has drawn hundreds of people. Some have participated in tours. A great number have been honored for services.

Few of those people know the "agony" with which Roseburg obtained this fine service, now contributing more than three million dollars annually to the area's economy.

One of the speakers at a public program recently was Harris Ellsworth, former congressman from Oregon's fourth district. Prior to election to Congress he served many years as editor of The News-Review. As editor, and later as congressman, Ellsworth was one of the very few people attending the program who was aware of the struggle — vicious at times — that resulted in final selection of the Roseburg site.

Ellsworth personally aided in the selection. As congressman, when the Veterans Administration decided it didn't need all the land occupied by the facility, he was author of the bill which transferred 163 acres back to the city of Roseburg. That land today is occupied by one of Oregon's unique parks, Stewart Park, a municipal recreation area.

During the 30 years that mark the facility's place in the economy of Roseburg and Douglas county, there has been a vast change in population. The number of people who recall the nationwide controversy over selection of a site are few indeed. Yet, the project deserves a golden star in the community's history, for, born of desperation, it brought a despondent people into a unity achieved only once since, and that was the exhibition of courage and self-help which followed the disastrous explosion and fire in August of 1933.

In 1925, the Southern Pacific Co. moved its terminal from Roseburg to Eugene.

Previous to that date, Roseburg had been a "railroad town." The population was composed largely of people employed by the railroad company and those who lived off the economy of the railroad.

The Southern Pacific's main line passed through Roseburg. Roseburg was the place where train crews were changed between Portland and Ashland. Rolling stock was serviced. Roseburg had a repair track where a large number of mechanics was employed.

The railroad company, however, was building the Natron Cutoff between Eugene and Klamath Falls. Improvements were being made in locomotives and rolling stock. Because equipment was built with longer cruising range, it no longer was necessary to have terminals so close together. Thus, the Southern Pacific, following completion of its line across the Cascades, moved its terminal operations to Eugene.

Eugene abandoned the Eugene-Ashland section of its right-of-way as the main line, and put the arc south of Eugene on what has become a sidetrack. Loss of its main source of revenue, and the removal of a large share of its population, left Roseburg in a very despondent position. The economy showed a big drop. The spirits of the people went down. The town, in modern parlance, might be described by the words "Sad Sack."

Day's News
By Frank Jenkins

Major Gordon Cooper goes 22.9 times around the earth, a distance of slightly more than half a million miles, and comes down only 7,000 yards (about four miles) from the rescue ship that was waiting to pick him up. And... he may have landed deliberately wide of the mark to make sure that the ship hadn't changed its position.

???????

I reckon we can hit with a bomb just about any spot on earth. It gives one a slight attack of the shivers, doesn't it?

The distance he traveled in his 22 and a fraction trips around the earth was just under 600,000 miles. The round trip to the moon is a little less than 500,000 miles. His time was a little less than a day and a half.

So—

It appears—

The time may come when a round trip to the moon will be merely a weekend jaunt.

Listen to this:

In New York a reporter was interviewing people gathered in the huge Grand Central Station, where the commuter trains leave for the suburbs. One of those interviewed was 10-year-old Christine Lewis. Asked what she thought about it all, she replied:

"I feel so happy! I'd LIKE TO VISIT 'THE MOON MYSELF, SOME TIME."

Hmmmmmmmmmm.

On Dec. 17, 1903, only 60 years ago, when Orville and Wilbur Wright made the world's first flight in a power-driven airplane at Kitty Hawk, North Carolina, it is probable that no one who saw it or read of it could have imagined the airliners of today which make it possible to have an early lunch in Paris and late dinner in San Francisco.

On that historic day at Kitty Hawk, Orville Wright piloted the little contraption that by courtesy and with great pride they called an AIRPLANE.

He flew 120 feet and remained in the air for 12 seconds. Only five persons were interested enough to watch the flight, and few newspapers wrote anything about it. Most persons thought the Wright brothers were crazy.

But they weren't dismayed by what happened at Kitty Hawk. They continued to work on their crazy contraption, and in 1905, two years later, they flew 24 miles in 39 minutes.

The next year they received a patent for their invention. They tried to interest people in their flying machine, but no one listened to them. The U. S. government thought it impractical and dangerous.

That was only an average life-time ago. And look what has happened since! So who can predict what will come of space travel?

In Days Gone By

Taken from the files of The News-Review

10 YEARS AGO
May 20, 1953

Final breakdown of the March of Dimes collections in January show that Douglas County topped its 1952 total by nearly \$4,000. County Chairman Robert Bashford said the total raised for the year was \$38,228.23.

Drain High School's Warrior baseball team slipped by Scio, 5-4, to win its state B-school quarterfinal game. Drain will play Verboort in the semifinal game May 22.

35 YEARS AGO
May 20, 1918

Voters went to the polls today to vote on the candidates in the May primaries. Dominating the interest was the gubernatorial battle between Democratic Sen. Henry H. Hess and Gov. Charles Martin on the Douglas County level, the interest was on the county judge's

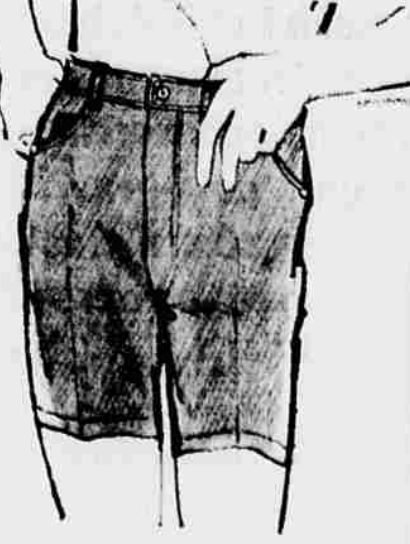
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EDWARDIAN PRINTS

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Sizes 29 to 34 2.98

Walking shorts styled just the way you like 'em... the slim, trim Western way! 11½ ounces of rugged cotton denim tailored in the tradition of Penney's famous Foremost®. Now available in Color Sand.



Our Easy-Care Blouses
Are Great 'Dis-Armers'!

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Classic summer blouses bare arms to the sun... lead an easy life in Dacron® polyester 'n cotton broadcloth! Convertible spread or Bermuda collars! Pink, white, blue beige, maize. 32 to 38.



Join The Jamaica Jag
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Hurray and hallelujah! Don't be late, don't hesitate... come in, stock-up and go home happy! Cotton jamaicas-sailcloths, chinos, poplins, textures in solids, plaids!

The Almanac

By United Press International
Today is Monday, May 20, the 140th day of 1963 with 25 to go.

The moon is approaching its new phase.

The morning stars are Venus, Jupiter and Saturn.

The evening star is Mars.

Those born today are under the sign of Taurus.

On this day in history:
In 1506, Christopher Columbus died in Spain.
In 1862, President Lincoln signed into law the Homestead Act, providing 250-million acres of free land to settlers in the West.

In 1962, Cuba became a republic as an American occupation came to an end.

In 1962, several terrorists were seized in connection with a plot to kill French President Charles de Gaulle.

A thought for the day—Author Anne Morrow Lindbergh said: "Rivers perhaps are the only physical features of the world that are at their best from the air."

Do FALSE TEETH
Rock, Slide or Slip?
PASTEETH, an improved powder to be sprinkled on upper or lower plates, holds false teeth more firmly in place. Do not slide, slip or rock. No gummy, gummy, pasty taste or feeling. PASTEETH is alkaline (non-acid). Does not sour. Checks "plate odor" (denture breath). Get PASTEETH at any drug counter.

NOW YOU KNOW
California leads all states in automobile registrations with 7,229,000 passenger cars registered, according to the Automobile Manufacturers' Association. The second state is New York, with 4,782,000 registrations.

It's our
19th Anniversary

2 FREE RADIOS
FOR GRADUATING SENIORS

FREE \$19.95 Cordless, 6 transistor, high quality, big sound Table Radio will be given to the lucky boy AND girl who are members of any senior high school graduating class anywhere in Douglas County. All you have to do is come in to Trowbridge Electric Co. and register. No strings attached. Names will be drawn Friday night 8 P.M., May 24th, and then announced. You do not have to be present to win.

This radio plays for months on regular flashlight batteries. No tubes to burn out... fully transistorized. Of course, you CAN buy this radio for your graduating senior for only \$19.95. If he wins one in the drawing, we'll gladly refund your money.

Trowbridge ELECTRIC CO.
721 S.E. Oak

OPEN FRIDAY 'til 9:30. CHARGE IT!