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Why Have a P.U.C.?

According to Charles H. Heltzel, State public utility commissioner, there is some doubt as to whether or not he or his department has jurisdiction in the question of depriving southern Oregon of all railroad passenger service, north and south.

He also believes the Southern Pacific will declare he hasn't. We trust the Southern Pacific position in the matter will not be a determining factor in the public utility commission's final decision, as has been the case all too often with so many of his predecessors.

FOR it is the main job of the position he occupies to protect the interests of the people, not the utilities.

This is especially true where a monopoly is involved as in the case of the S.P.

IN this controversy we have yet to hear anyone deny, —not even some of the SP "press agents"— that if the SP had a competing railroad here the problem would be solved in 24 hours,—in fact there would be no problem.

But because the SP has no competition in rail service, and has been allowed to do much as it pleases, through so many years, there is a fixed opinion in the SP upper brackets that they can commit murder economically speaking—let the public be damned—and get away with it.

IT IS up to the Public Service Commissioner to show they CAN'T! We don't mean it is his job to fight the SP or any other utilities, or have any prejudices against them, nor do we suggest they haven't their legitimate legal rights which should always be upheld.

But we do mean that he is NOT the one to fight the battle FOR the utilities,—they have the best lawyers obtainable to do that for them. He is the one, to see that the people are protected, that the people who have to dig into their pockets to get service, get the sort of service to which they are entitled at a reasonable price and a quality the conditions justify.

WHEN the question of discontinuing all rail passenger service south to Dunsmuir was up for decision, the Mail Tribune appealed to the Oregon public utility commissioner's office for help but was told that office had no jurisdiction. This was because the problem involved interstate commerce and was up to the Interstate Commerce Commission. That was understandable.

But now if in this case which is INTRA state, and does not cross the state lines, the state public utility commissioner also has no jurisdiction, then why have such a commission at all?

Might as well abolish the office and save the money!—R.W.R.

Too Bad You Aren't a Hog

To some of the old timers around here the claims of the S.P. and its journalistic satellites, will come as a surprise,—and considerable comic relief,—if and when a hearing is held.

For according to the Salem Capital Journal the SP apparently does not owe anything to Medford, Medford owes everything to the SP—in fact its very existence.

For had it not been for this big-hearted, public spirited billion dollar corporation the city would never have been "plotted." At least the chivalrous SP did the job for the community when it was started. And, the timber boom of today which it seems supplies "most of our pay rolls," would never have come about, but for the O&C release of timber, which "the SP formerly owned!"

How silly can we get?

IT WAS Mr. Young of the N.Y. Central and formerly of the C&O, who got through passenger service to New York and return via Chicago, without changing cars. He accomplished this by advertising the truth, namely: a hog could get this service but a human being couldn't.

Perhaps someone could get Mr. Young out here to get similar results, for rail service to Portland and San Francisco is available now if you are a hog, but if you belong to the genus homo it isn't—or won't be after August 7, if the SP has its way.

SPEAKING of SP freight service we are indebted to the Ashland Tidings for the following pertinent observation, quote:

(Ashland). Freight car loadings are considered one reliable index of the prosperity and traffic which a railroad enjoys and in this connection, a recent week's figures for car orders on the Southern Pacific lines in Oregon is illuminating.

The orders for freight cars for one week on the Siskiyou line, Ashland to Eugene, reached the astounding total of 2,241 cars and the state public utilities commissioner reports that the SP provided 2,024 cars that week, or 90 per cent of those ordered.

On the Cascade line, between Eugene, Westfir and Oakridge, and we must assume that it also includes as far south as Klamath Falls, cars ordered for the same week were ONLY 281. Percentage-wise, the Cascade line car orders were only a little more than 12 per cent of the total required for the Siskiyou line.

We believe the figures highly pertinent in that they clearly show that a major source of revenue for the Southern Pacific in Oregon is the territory between Eugene and Ashland. Yet the railroad has set August 7th as the termination date for the last passenger service on the Siskiyou route.

Certainly the SP can quote substantial sums as claimed losses for the passenger service, but the passenger loss is a small percentage of the freight revenues enjoyed from this territory. We have heard no suggestion so far that the railroad proposes to reduce freight charges in this area as a result of its planned saving on passenger train curtailment.

And there will be none!—R.W.R.

Russia Still Holding Europeans Prisoners In Slave Labor Camps

By CHARLES M. McCANN, United Press Foreign Analyst

Soviet Russia still is holding men from countries all over Europe as prisoners 10 years after the end of World War II.

These are in addition to the thousands of German, Japanese and Austrian war prisoners still held in Russian slave labor camps.

Italians, Belgians, Dutchmen, Danes and Norwegians are among the prisoners.

Some of these were traitors who fought voluntarily with the Germans against their own countries. But others were impressed into the German army.

All traitors or victims, should of course have been sent back to their own countries. But the Russian Communists make no distinction in their ruthless search for slaves to bolster their economic system.

The United States, for instance, sent notes to the Soviet and Polish Communist governments in April asking about 16 Polish underground leaders whom the Red Army seized during the war.

Norway is trying to win freedom for at least two Norwegian resistance leaders — men who fought the Nazis — whom the Russians hold.

And there was a disturbing report recently that four United States airmen were being held in a slave labor camp in the Karaganda area of Siberia, over by Red China's Sinkiang province.

These airmen might be Air Force or Navy men shot down by Russian fighter planes while on patrol over international waters in the Pacific Ocean or the Baltic Sea.

Or is it possible that they were among the American fliers whose planes were forced down in Siberia during the war when the United States was fighting Japan and Russia was not?

As was mentioned recently, Russia used these planes as models for some of its own military aircraft.

The fact that these Americans were held was disclosed by some of the Austrian prisoners who are being repatriated in batches of hundreds.

As has been reported, the Austrians have told of many Ameri-

cans seized by the Russians since the end of the war.

Some of these had wandered into the Soviet occupation zone of Germany by mistake. Others, it is reported, were kidnaped in West Berlin and sentenced as "spies."

The Russians have played no favorites in seeking slaves — they have imprisoned European and American civilians as well as soldiers, and European women.

A German woman, just released with a batch of Austrians, told how the Russians kidnaped her in Vienna in 1945 and sentenced her to 10 years on the charge of plotting against Soviet occupation troops.

Austrians reported also the death in a prison camp of Austrian archduke, arrested in 1947. His crime was that he fought against the Bolsheviks after the 1947 revolution.

Communications

Letters to the Editor must bear the name and address of the writer although under certain circumstances the use of a pen name or initial for publication is permissible. The Mail Tribune reserves the right to edit all letters with an eye to clarification and condensation. Letters submitted for publication must not exceed 400 words.

Romulo Defended

To the Editor: Carlos P. Romulo does not need, perhaps, this small voice raised in his behalf. However, I am impelled, by his own insistence on the importance of small voices, to register the concern caused by a remark attributed, in Sunday's Mail Tribune, to Mrs. Gage-Colby, before the July 8 meeting of the Medford chapter, Oregon United Nations association. I refer to her stated opinion that General Romulo seemed determined to keep the cold war alive. This may seem an insignificant remark, but it reflects an attitude found too often among the representatives and citizens of the "Great Powers," i.e. a rather embarrassed indifference to the passion for the right to be heard of the world's small nations.

General Romulo himself has warned us against the inherent danger in this attitude. In his "Crusade in Asia" (John Day Co., 1955) he relates the Philippine experience with Communism to the problem of Asia as a whole. The attitudes and policies of the United States play a vital role in the means these people use to search for the better life and self-determination for which they long. This, I feel, is also the basic concern of R.W.R. in his July 7 editorial, "Asia is the Big Problem."

The effort to make this 10th Anniversary Session of the UN one of harmony is understandable and commendable. The United Nations is our strongest human means of attaining peace. It does inspire hope to see the member nations peaceful in conference. Possibly the accounts we received "played down" the harmony that truly existed. The facts suggest, nonetheless, that Dr. Nunez-Portuondo and General Romulo were not the only gentlemen rapped by the presiding officer for "naming names," contrary to the convention ground rules. According to Newsweek, July 4, 1955, Nationalist China's foreign minister, G. K. C. Yeh, received the same treatment when he charged that the Red China regime "is not based on peace but war." It is possible also to suppose that France's Antoine Pinay and John Foster Dulles escaped the gavel simply because they spoke of Red aggression in general, rather than specific, terms.

In her short television appearance while in Medford, Mrs. Gage-Colby seemed sincerely enthusiastic about the possibilities of peace through the United Nations. After his years of unstinting, often frustrated, labor for world peace, it seems impossible to suppose that Carlos P. Romulo is less sincere than Mrs. Gage-Colby. Her reported comment, therefore, seems inconsistent with her humanitarian interests.

(Mrs.) Lenore Zapell, Rt. 1, Box 482, Talent, Oregon

In The Day's News

By FRANK JENKINS

Good times note: Oregon employers paid out a record \$298,000,000 in wages in the first three months of this year. (The figures aren't guesswork. They come from the state unemployment compensation commission.)

It was the largest first-quarter payroll in Oregon's history.

AS OF NOW, and over all the years of the past, Oregon's biggest payroll is that which comes from its timber industry. Historically, the timber industry has tended to be a temporary industry. As the virgin forests have been cut, the industry has moved on.

That causes many people to wonder if Oregon's present prosperity is permanent. This thought has been in people's minds:

What will happen when Oregon's virgin forests have been cut?

WELL—Something new has been added to the forest picture. This new ingredient is TIMBER GROWTH.

OREGON is presently cutting an average of about 8,300,000,000 board feet per year. Current annual growth is estimated to be about 3,300,000,000 feet. On the face of it, that doesn't look too good. We seem to be cutting our timber almost three times as fast as new timber is growing.

But—We seem to have been underestimating our possibilities in the way of timber growth. In a new study of Oregon's forest products industry which has just been issued under the auspices of Lewis and Clark college and Reed college in Portland, this interesting statement occurs:

"A COMPARISON of the estimated current annual growth (3,300,000,000 feet) with an average annual cut of 8,300,000,000 board feet will result in an entirely ERRONEOUS impression. The 3,300,000,000 board feet is calculated on the basis of experience in areas which include a large proportion of mature forests in which there is little NET growth.

"The 3,300,000,000 board feet annual growth does not represent the capacity of Oregon's forest lands to produce wood fiber. Furthermore, growth on timber BELOW 11 INCHES IN DIAMETER has been ignored in

the 3,300,000,000 board foot calculation."

THE REPORT goes on: "The capacity of Oregon's forest lands to produce wood fiber will not become evident until a large proportion of the virgin old-growth material is removed. Loss from fire, insects, disease and windthrow may actually offset or exceed growth within an area of virgin old-growth timber.

"When this mature and over-mature timber is used and replaced with young growing trees of sawtimber size, then the annual growth of wood fiber should EXCEED the present cut of 8,300,000,000 board feet annually."

THE REPORT adds that under proper management, taking into consideration existing economic conditions, a reasonable forecast would indicate an annual growth in the future of 9,450,000,000 board feet.

That would be over a billion feet MORE THAN WE ARE NOW CUTTING.

THAT IS to say: Under intelligent management, Oregon's forest lands will grow every year in the future as much timber as we are now cutting from them. That changes the whole picture, doesn't it?



S & H GREEN STAMPS—ALL DEPTS.

Fancy, Green Peppers 3 for 19¢; Crisp, Field Grown Cucumbers 3 for 19¢

Large Size LEMONS doz. 35¢ Lots of Juice

Golden Ripe BANANAS lb. 19¢

Bumble Bee TUNA Chunk Style—No. 1/2 tin 4 for 95¢

Finer Shortening 3-lb. Tin 79¢

We Now Have a Large Assortment of Fancy Fruits Arriving Fresh Daily. We hope you will come in and see our display.

ACME CLIPPER BROOM \$1.79