



Ghost Towns?

Once again, I am trying to track down an honest lumber "ghost town." Have you, yourself, personally, ever seen one? If so, where? Can you name one? Well, neither have I, and I've been all over the Lake states, where a ghost town has been rumored to stand in every township of the old pineries.

Such places at Seeley, Mich., must be counted out, for Seeley was never more than a temporary logging headquarters bordered by saloon and dancehall stockades. The real lumber towns of that region—such as Bay City and Muksegon, thriving today—are big and better than they ever had hoped to be in the roaring days of the pine-tops and shanty boys.

The term "ghost town" was first applied to abandoned mining camps. Around a dozen years ago some slicker with words in Washington, D.C., had the bright thought of applying the term "ghost towns" to old logging camps. The thought caught on. The city slicker rigged up a list of "74 Lumber Ghost Towns in the Pacific Northwest." Since then I've heard or read this fanciful quotation hundreds of times.

Some years ago a friend of mine took it upon himself to get the actual names of the "ghost lumber towns" that were claimed to be haunting the Douglas fir region—western Oregon and Washington. He was handed a list of 39 names, with the counties in which the ghost towns were supposed to be situated.

Questionnaires were sent to county clerks and other official custodians of old records. All were answered, most of them thoroughly. Out of all the 39 "ghost towns" there were 22 which were unrecorded either as towns or voting precincts. There were 14 places which the census showed as having great population in 1890, and only 3 had less. The greater number had been simply camps, and carried place names which had been applied to their locations in pioneer times. Often the location was only that of a crossroads. Nothing remotely resembling Virginia City, Nev., or Tombstone, Ariz., was discovered.

The 74 lumber ghost towns of the Pacific Northwest—bunk! Real Ghost Country From the early 1880s until 1905 the Columbia basin was good grass and cattle country. Homesteaders straggled in after the building of the Great Northern in 1890. But it was not until 15 years later that the Basin was generally plowed. Rising wheat prices caused the natural resource of grass to be turned under.

A cycle of rain that did not run out until World War I kept the Basin green and prosperous. But Jim Hill mustard spread in yellow waves through the green. Straw and stubble were burned each fall. The Basin became a dust bowl. When a cycle of drought succeeded the years of rain, the big winds of the region blew devastation over the land. Lakes and water courses dried up. Irrigated orchards, some valued at \$1,500 per acre, died out. The rains did not return. The Columbia basin became a ghost region of ghost towns and ghost farms.

The grass was gone for good. Cattle growing could not be restored. A lifeless land, saving only the tumbling tumbleweeds. So the record of the Columbia basin made all the dreamed up fables about "lumber ghost towns" look trifling and silly. And now it is taking billions of the taxpayers' dollars to lay the Basin's ghosts and bring the land back to life.

On The Side

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Life on the ocean wave agrees with me. I am in the pink although I should be blue. Why should I be blue? Well, sir, ever since I boarded the good ship Nieuw Amsterdam I haven't won a bet. I played the ship's pool daily, bingo, canasta and the horse races. I even lost on the horse races. My system failed me. Horse number four won all six races. That was one of the worst blows to the laws of probability in all history. Tonight they are having live turtle races. As badly as I want to get my money back I am passing that up. Generally speaking I will try anything once. But I am making an exception this time. I am not going to try handicapping turtles.

Asides Everybody knows Henry Hudson discovered the Hudson river. However, a fact not so well known is that Admiral Van Voort, a Hollander, discovered San Francisco bay. . . . When was the airport in your city opened? The Amsterdam airport at Schiphol, was opened in 1920. If that isn't the world's oldest airport, what is?

Summer The Holland summer is usually a delightful period. Best time of the year. However, summers were bad all over Europe this year. Holland was no exception. Our room steward told me he had a 24 day vacation in Holland this summer and it rained for 23 days of that time. Think of having muddy tracks on 23 days out of 24. Makes you shudder.

Briefly The passenger list on this trip of the Nieuw Amsterdam is a very cosmopolitan group. A wide variety of languages are spoken. I think the most beautiful of all European languages is Spanish. . . . The Netherlands was occupied by the Germans for five years in World War Two. The Dutch continue to express their gratitude for the liberation. They seem especially fond of Americans. That is unusual in most foreign countries these days.

Some Prices The Merry Widow cocktail is among the mixed drinks listed on the ship's wine cards. Also the September morn cocktail. Both are priced at 25 cents. A martini costs 35 cents. A champagne cocktail, 65 cents. Holland gin and bitters, very popular with Dutch travelers, costs only 10 cents. Highball of 12-year-old Scotch is priced at 30 cents. Best bourbon is 35.

Please Note In many European places the public drinking water is a menace to health. In the Netherlands it is good anywhere and can be used with confidence. The high grade quality of the native water is one of the reasons that Dutch beer is so good.

Road Watch On the highways of Holland are special traffic policemen who are not there to regulate driving. These policemen, called the wegnacht (road watch), are there to help motorists in trouble. They are equipped to make repairs and also to come to the rescue of motorists who run out of gas. They have blue uniforms and ride on yellow motorcycles. They are employed by the Netherlands Touring club.

Southern Pacific Sees Higher Freight Rates San Francisco — (U.P.) — A Southern Pacific Railroad attorney said that if the company continued to lose money on its passenger service it was "inevitable" that the losses would be "ultimately reflected in higher freight rates."

Democrats Top Umatilla Voter Registrations Pendleton — (U.P.) — Final voter registration figures for Umatilla county as announced Saturday show the Democrats with a slight edge in the county. Of the total 21,545 registered voters, 11,014 are Democrats and 10,215 are Republicans. The figures represent a gain of more than 1,000 over the primary figures for both parties.

Certified Washable Week in Progress

The American Institute of Laundering in cooperation with retailers, manufacturers and professional laundries, is sponsoring Certified Washable week Oct. 14-21.

The institute, as a non-profit organization, has established the Certified Washable Seal program to aid the public in selecting the best in washables and in laundry service, according to a local spokesman. In a recent proclamation, Medford Mayor Earl Miller called attention of citizens to the week, "during which recognition is given to those so dedicated to the manufacture, sale and servicing of better washable merchandise."

Moose meat was almost the complete source of meat for those who cut the first pine of Minnesota. The slogan of the Netherlands National railroads, which are 100 per cent electrified is: "Safe, fast and reasonable" . . . Some people say the game of golf originated in Holland. It was originally called "kolf" . . . The Netherlands has the highest birth rate in Europe. A Holland couple with only four children is considered practically childless.

The Family Council

Editor's note: The Family Council consists of a judge, a psychiatrist, three clergymen, a newspaper editor, a women's editor and two writers. Each article is a summary of an actual report. The Family Council does not give advice; it merely reports on problems that have been dealt with by responsible agencies and counselors.

Hilda — Our "lover's spats" worry me. Peter R. — She's making a mountain out of a molehill.

Hilda T. — My fiance and I are planning to be married in a few months. I am 23. He is 27. We have known one another three years and have been engaged for the past six months. We are considered by everyone to be ideally matched and we really love one another very much.

However, there is something about our relationship that worries me. There are times when by fiance seems to pick on me and criticize me for no reason at all. He will often go into a violent temper tantrum about some trivial thing I said or did. We make up quickly and then we're perfectly happy again, but I worry about this and wonder whether we'll come to fight more when we are husband and wife. Sometimes I think that marriage with Peter would be a mistake, but then our parents and friends say those are just lover's spats and all engaged couples quarrel because it's so much fun to make up. The making up is fine, but our fights make me feel unhappy and frightened.

Peter R. — I think Hilda is making a mountain out of a molehill. She is too much of a perfectionist and insists on correcting all of my faults, but she has some of her own. When I point them out, she becomes very much annoyed. This invariably angers me, and I sometimes even feel like slapping her. But a moment later, I realize how silly our quarrel has been and I want to make up. I flare up and then subside, but Hilda goes into a slow burn and broods.

Everyone says we make a perfect couple, and I am confident that after we are married we will become accustomed to each other's ways and avoid these quarrels. The trouble is that

NROTC Exams Slated Dec. 8 For Senior Boys

Vice Admiral James A. Holloway, Jr., chief of Naval personnel, announced today the 11th annual national competitive examinations for the Navy's reserve officer training corps will be given to high school seniors on Dec. 8.

Application forms are now available and must be received before Nov. 17, he added. Program Explained Designed to supplement the officer output of the Naval academy, the NROTC program makes it possible for a young man to earn a commission while studying at the civilian college of his choice which has an NROTC unit. All tuition, fees and books are furnished by the Navy, and the student receives an annual retainer of \$600 for four years.

During the summers the student goes on training cruises as a midshipman. After completing the usual four-year college course, he is commissioned in the regular Navy or Marine corps and goes on active duty with the Navy's fleets. May Take Test High school seniors and graduates between the ages of 17 and 21 may apply for the NROTC aptitude test. Those who make qualifying scores will be given a physical exam early in 1957. From the pool of qualified young men remaining in competition, approximately 2,000 will be selected to begin their naval careers next September.

Application forms are available at all high schools, colleges,

Warm Water Fishery Abandoned at New Era

Oregon City — (U.P.) — A. V. Meyers of the State Game Commission staff informed officials here yesterday that any plans for development of a warm water fishery at the old mill pond at New Era have been abandoned.

The reluctance of some land owners to sell to the state was one of the major stumbling blocks to the project, Meyers said, but other problems such as possible litigation over water rights, expiration of an easement for a dam in 1971 and ultimate cost of development also were listed as contributing to the decision. The average age of bridegrooms in the United States is 22.7 years. Two generations ago it was 26.1 years.

Mark Hatfield says

"OREGON NEEDS A COMMERCE DEPARTMENT, COMBINING 3 EXISTING STATE GROUPS"

"As a means to realizing our state's best potential for growth in all its areas I would recommend a State Department of Commerce. This department would combine activities now under the State Highway Department, the Secretary of State's office in Salem and the State Development Commission. It is my belief that such a department, working with private concerns and Chambers of Commerce can perform a real service for Oregon and is one small way of increasing efficiency of our state government."



The Ontario Argus Observer (Nov. 21, 1955) said: "Hatfield has progressive, forward looking ideas, with professional training in political science and what is much more important, the practical 'know-how.' . . . People like him and the policies he espouses."

HATFIELD FOR SECRETARY OF STATE

A Nichol's Worth of . . . Comment On This and That

By HARMAN W. NICHOLS United Press Feature Writer

Washington — (U.P.) — The car people pretty up the no-tops, the all-tops, and things with four doors. But what my truck-driving friend wants to know — a Mr. Frank Flossiflossis — is why the car people won't leave his trailer truck alone? "We got it happy the way it is," Frank was saying. "Already they got us a bed where one man can drive and one can sleep. Clean sheets and all. Why do they have to run around and give us seat covers and things like that?"

Frank F had a point there. And he nailed it right down. Pride in Work "The seat cover people say we have a certain pride in our work," Flossiflossis said. "We do. We deliver the lumber and the new cars, and fetch davenport and odd chairs and the like around the country. And we don't break nothin', hardly, and we keep the grease off our pants and we don't sit on new davenport."

"First thing you know, they will have us running around in white ties and black, or maybe tails. Seat covers in trailer trucks! Yambee, yambee!" "All right," Mr. F. said. "Maybe it looks better and sits better. And maybe a guy has a bunch of tools in his hip pocket like pliers, screw drivers and other things that could puncture the upholstery. So he sits down and punctures something real pretty—like a pink seat cover. Is he gonna feel awful? No he's not gonna feel awful. He has a load of goods to take all the way from here to What Cheer, Iowa. And poking a hole in the seat of the cab is none of his business, so long as he gets the load there."

And there you are! The truck people want to keep truck men on the job, and happy. One outfit even fits the seat of the driver to the seat of the driver's seat. With fat men

that takes a good bit of fitting. All of this performance follows the rules of the union. Some of the cross-country trucks work along at something like 180,000 miles a year. That could wear out a lot of the seats of pants, not to mention seat covers, and, of course, one driver never could do all of the wearing out by himself.

But with cleaner, more comfortable trucks, the drivers should be happy drivers. But not my friend Frank Flossiflossis, who complains, as he always does: "Golly, first thing you know they'll be trying a tie around my neck. That'll be the day I climb down." (Ed: The name Flossiflossis is used to protect the guilty).

Charles W. Burkett told the California Public Utilities Commission hearing on Southern Pacific passenger service which opened here yesterday, that "loss on all passenger trains operated by Southern Pacific presently amounts to over \$43 million."

Burkett said "if these passenger losses continue, it is inevitable that they will be ultimately reflected in higher freight rates, which so directly effect the cost of living of all members of the public."

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