

The News-Review

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DESERVING OF SYMPATHY

By CHARLES V. STANTON

If there is any one class of drivers on our highways who needs sympathy it is, in our opinion, the operators of passenger buses and freight trucks. Occasionally we find a bus or truck driver who is road hoggish, but, with very few exceptions, they are the most dependable and courteous drivers on the highway. But they receive extremely little courtesy in return.

A truck driver, crawling along a narrow, crooked upgrade, while holding up passenger cars behind him, in nearly all cases will pull off the road when he can to let cars pass him. He will signal cars around him when traffic permits. He sticks to his own side of the road. He seldom violates the rules of the road. But what does he get in return?

A passenger bus or freight truck trying to make a fixed schedule will get behind a timid driver on a piece of level but crooked road where the heavy vehicles could make time. The t.d., however, hugs the center line, while creeping along at 15 or 20 miles an hour. He could pull off the road and let the commercial vehicles pass, but does he do so? No indeed. He clings stubbornly to the center of the highway while cars pile up for a mile or more behind.

A bus driver, holding responsibility for dozens of lives in his skillful hands, must be constantly alert for the "squirrelly" driver who dodges in and out of traffic, cuts around without sufficient clearance, or who may stop or turn suddenly without signal, or otherwise violate the rules of safe driving.

The bus driver must concentrate on his job while listening to the ever-present squalling baby, the loud-voiced female telling the family secrets to a deaf aunt, the drunken passenger who wants to make friends with everyone, the guy who insists on violating the no-smoking rule, etc., and etc. Installation of air conditioning on buses has given drivers another headache.

Some passengers insist on opening windows. Regardless of how efficiently the air conditioner is working, there always is some fresh air fanatic who must have a window open. The open window destroys the effect of the air conditioner which works like a refrigerator and immediately starts defrosting if a window is open. The air conditioner has a bad habit of flooding the baggage compartment during the defrosting process, so, when a window is open, the driver has no alternative but to shut off the water.

"I usually warn them twice," one driver told us, "then, if they still keep opening windows, I suffer with them."

Why Not Better Visibility From Planes?

Undoubtedly there are good reasons for the structural pattern of airliners but we wish designers would concentrate on the problem of giving better visibility from passenger compartments. Peering through a tiny window, one gets a fine view of the plane's wing but is able to see little else. A beautiful scene is spread out below, but all one can see is a tiny, pie-cut segment of the landscape.

The operating efficiency of the low-wing monoplane is superior to that of the high-wing plane, so the fuselage is placed above the wings. But this structural plan shuts off visibility for the passenger, except for distant scenes, which, even then, he must crane his neck to see.

Perhaps some inventor will find a way of designing a plane affording both operating efficiency and sight-seeing possibilities for the passenger. He would be performing a boon for air-minded humanity.

Speaking of flying brings to mind the statement made by one of our good friends who recently was on a long flight in which the plane encountered considerable turbulence.

"Why should I be scared?" he replied in answer to our question. "It was their plane!"

In the Day's News

(Continued From Page One)

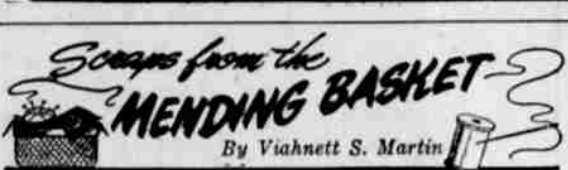
There are twinges. Tension continues in Berlin. The Moscow radio keeps on drumming up hate against the Western democracies and the Marshall plan. The official Russian newspaper asserts that Russia alone has fulfilled the Potsdam agreement and demands that ALL GERMANY BE MODELED AFTER THE RUSSIAN ZONE—that is to say, that all Germany be turned over to the Communists.

(With ALL of industrious, ingenious, gadget-minded Germany turned over to them to do with as they please, the Communists would probably feel strong enough to tackle us. Without Germany, they probably don't feel strong enough.)

THE Germans aren't in a happy, tolerant mood. They STONE Russian police who pursue a black market operator over the line dividing Russian Berlin from British Berlin.

That is serious news. Suppose we lost our nerve and pulled out of Berlin. About the first thing that could happen might be the SHOOTING of these German stone-heavers against a blank wall. The Communists have long memories. They wouldn't be likely to overlook such an incident.

OUT OUR WAY



Speaking of these twisting Oregon roads, as we were yesterday, I wonder some of the drivers don't get in the same predicament that the young cox'n did that E.J. tells about:

It was foggy, miserable, and late at night, the last liberty boat back to the submarine tender. Off Newport, R. I., this was:

The motor launch contained a full load of sailors, and one lieutenant. They chugged around in the fog... two hours... then finally hauled up alongside—a torpedo barge. Getting his bearings from the officer on watch the young cox'n shoved off again, while his passengers made remarks.

It wouldn't be long now; the submarine tender lay a half mile off. They made straight for her—and found themselves alongside the same torpedo barge. The same officer on watch, too, but we'll skip that part of it.

Away the motor launch went again. A half hour passed by. The

Increase in Power Generating For Northwest Urged

SPOKANE, Aug. 6 (AP)—A three-fold increase in the Northwest's power generating capacity was proposed yesterday by Col. Theron D. Weaver, Portland district engineer for the Army Corps of Engineers.

Weaver also disclosed that plans are being considered—with no decision yet—to cut down power production at Grand Coulee Dam somewhat so the massive structure can be used in a flood control program.

Weaver spoke at a meeting of the Bonneville Regional Advisory Council, which opened a two-day session today.

At the Northwest's peak power load last winter, he said, "We produced three and one-half million kilowatts with practically no reserve left."

"Judging from normal development of the northwest, by 1962 we will need to plan for a peak of 10 to 11 million kilowatts. That will include a reserve of approximately one million kilowatts. This will require new generating capacities to be developed between now and 1962."

Weaver said federal agencies "are investigating the use of part of the storage at Grand Coulee dam for flood storage."

He said the structure of the dam could be changed to provide up to 3,500,000 acre feet of additional storage for flood control.

"There has been no decision," Weaver said. "If we do add this additional flood storage then we will have to provide for compensating generating facilities elsewhere to make up for the loss at Coulee."

Bureau of reclamation officials have explained that Coulee Dam was built as a power, navigation and irrigation project. The water level behind the dam cannot be maintained high for maximum power production and at the same time be kept low to absorb the shock of flood waters on the Columbia.

Weaver said true flood control reservoirs should be designed for that purpose specially.

"Our conclusion is that for flood control we must have 14,000,000 acre feet of effective storage," he said.

Murder Charge Faced By Two AWOL Sailors
STEVENS, Wash., Aug. 5.—(AP)—Two AWOL sailors have been charged with first degree murder, robbery and grand larceny in Skamania Superior Court

By J. R. Williams

Dr. J. W. Bradbury To Preach Sunday At Baptist Church

Dr. John W. Bradbury of New York City will preach Sunday morning and evening, Aug. 15, and each evening at 8 o'clock through Aug. 20 at the First Baptist Church of Roseburg. Dr. Bradbury is a Baptist minister who has served several important churches with distinction and success. He is widely traveled, having visited four of the five continents of the world. He served during World War I, spending two years in France and the war zone.

In addition to his pastoral work, Dr. Bradbury has always been in great demand as a speaker for special occasions. He is widely known for his work as a Bible expositor. Many large Bible classes have been developed as a result of this ministry.

Dr. Bradbury is a nationally known writer and commentator on the religious significance of world events. He is the editor of The Watchman-Examiner, the national Baptist weekly, a paper which circulates throughout the United States and Canada, besides other countries throughout the world.

Dr. Bradbury is a member of the Clergy Club of New York, a trustee of the Gordon College of Theology and Missions, Boston, Mass., and the Northern Baptist Theological Seminary, Chicago, Ill. He is a member of the Board of Trustees of the National Reform Federation of Washington, D. C.

While interested in many denominational and national movements, and noted for his literary work, his primary passion in life is to preach the Gospel of Christ and to build up Christians in the most holy faith.

Some of Dr. Bradbury's topics while in Roseburg will be "Prophecy As a Proof of the Inspiration of the Bible," "The Miracle of Fulfilled Prophecy," "The World's History Has Been Foretold," "The Divine Purpose in Prophecy," "The Bible Revelation Regarding Palestine."

High School Type Diploma is Still Available to Vets

It is still possible for Oregon World War II veterans who did not graduate from high school to earn a high school diploma or its equivalent by passing comprehensive examinations designed to measure one's educational maturity, the state Department of Veterans Affairs advises.

Thirteen high school and three colleges in Oregon administer what are known as general educational development tests, to veterans only, who are bona fide Oregon residents and who have honorable discharges or are still in service, according to Henry W. Sorick, supervisor of secondary education for the State Department of Education.

By passing these tests, which cover the fields of grammar, literature, mathematics, social studies and science, the veteran is entitled either to a certificate of equivalency from the state Department of Education or in some cases a diploma from the high school he formerly attended, which is recognized for college entrance, civil service jobs and other employment where secondary education is required, Sorick said.

Since April, 1946, the Department of Education has issued 394 such certificates to veterans whose pre-war high schools do not recognize the GED tests or to those who never attended high school. Many more veterans in Oregon received high school diplomas from their local high schools on the basis of passing the tests. In Portland, for example, more than 1900 veterans who passed the examinations since October of 1945 were recommended for diplomas, including 456 in the past year alone. Salem high has issued 206 such diplomas.

Charges for taking the exams range from \$2.50 to \$7.00. Veterans should apply at the nearest of the following centers, located in the local high school unless otherwise indicated:

Astoria, Baker, Bend, Eugene, Heppner, Klamath Falls, La Grande, Coos Bay, Ontario, Pendleton, Salem, The Dalles and Portland (Guidance and Counseling Center, 220 N. E. Beech St.). Colleges offering the tests are Oregon State, Reed and Southern Oregon College of Education, Ashland.

Philippines Appeal For Rice to End Shortage

MANILA, Aug. 6 (AP)—The Philippines government has sent an urgent appeal to the International Emergency Food Council for 20,000 additional tons of rice. A serious shortage of the prime staple confronted the republic.

Rationing began yesterday in Manila. It will be extended throughout the country later. Each consumer was allowed daily 240 grams of rice at a cost of seven U. S. cents.

The Philippines are obtaining a total of 15,000 tons of rice from Siam, Ecuador and Egypt and expect the early delivery of 14,500 tons from Burma and 8,500 additional tons from Siam.

County Court Gets Bid In Gorse Control Project

Members of the Douglas County Court have been invited to attend a gorse field day, starting at 1:30 p. m. from the Sixes Grange Hall in Curry County.

Gorse, the bush to which the destructive Bandon fire was attributed, is found in large quantities

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Report Filed in Estate Of Late Victor Phipps

Total value of the estate of the late Victor Phipps, former Dillard fruit grower, listed in a report filed by his wife, Dalia E. Phipps, as administratrix, for the purpose of determining state inheritance tax, is given at \$38,777.99.

The report, filed with the County Clerk, lists real property of \$53,340, personal property of \$26,629.39, and property jointly held valued at \$18,808.60. Deductions, covering funeral expense, attorney fees, probate and other costs, totaled \$7,535.62, leaving a net value taxable estate of \$91,242.37. Listed as heirs are Dalia E. Phipps and Helen V. Phipps.

Two Men Slain in Front Of Kentucky Courthouse

HYDEN, Ky., Aug. 6.—(AP)—Two men were shot and killed from ambush early yesterday in front of the Leslie County courthouse.

Sheriff Wiley Joseph identified the men as Burley Sizemore, 25, and John Henry Sizemore, distant relatives. He said they were killed outright.

No motive was established for the shooting.

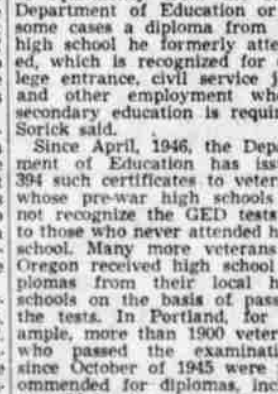
Founded in Faith—Faith in the People and the Future of Douglas County

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SNAPPER

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- Movie Cameras
- Film and Supplies
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- Weddings



Clark's Studio
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