

# The News-Review

Published Daily Except Sunday by the  
News-Review Company, Inc.

Entered as second class matter May 7, 1926, at the post office at  
Roseburg, Oregon, under act of March 3, 1879

CHARLES V. STANTON Editor EDWIN L. KNAPP Manager

Member of the Associated Press, Oregon Newspaper Publishers  
Association, the Audit Bureau of Circulations  
Represented by WEST-HOLLIDAY CO., INC., offices in New York, Chicago,  
San Francisco, Los Angeles, Seattle, Portland, St. Louis.

SUBSCRIPTION RATES—In Oregon—By Mail—Per Year \$5.00, six months \$2.50,  
three months \$1.50. By City Carrier—Per Year \$4.00, six months \$2.00,  
three months \$1.00. Outside Oregon—By Mail—Per Year \$6.00, six  
months \$3.00, three months \$1.75.

## THE NORTH UMPQUA ROAD

By CHARLES V. STANTON

Older residents will recall the many years of struggle to gain recognition for the North Umpqua Highway. It was not many years ago that A. C. Marsters, Bill Harding, Nap Rice and other stalwart citizens were pounding any official table they could find to pound, while stressing the importance of a modern cross-state highway by way of the North Umpqua. Before these pioneers passed away they had the satisfaction of traveling over a forest road from Roseburg to Diamond Lake, but their visions of a modern highway still lack realization—but not for long.

The changed status of the Umpqua National Forest from a liability to a No. 1 asset also alters the road prospects. Soon, we expect, the dreams of a standard highway along the North Umpqua to a connection with The Dalles-California Highway will be a reality.

During a recent two-day inspection trip into the forest, we traveled over several miles of special logging road, built to highway grade, wide enough for four-lane traffic. Five miles of new road have been added this year on the Diamond Lake section and another eight miles will be built during the fall and winter months, bringing the grade to the west boundary of Fish Creek Desert. This road is being built cooperatively by the Forest Service and the logging contractor, but contractual provision is made for public use. The grade will become a part of the North Umpqua Highway system. At present it is only a dirt road, thick with dust. Studies are being made to determine a suitable type of surfacing. The road material is pumice dust. It packs well when damp, but loosens easily when dry. One test will be made using several lifts of oil impregnated dust. A light layer of fine lava rock also shows some promise in early experiments. It is possible that a test will be made with use of volcanic cinders. These various surfaces are under consideration to keep down dust until the road is finally finished for highway use.

Work now in progress in Roseburg and east to Dixonville is a part of the North Umpqua system. Another six-mile section is being built east from Rock Creek where right of way is being cleared. Construction is in progress for two miles at Hogback, the most difficult section of the six-mile project. The new road will eliminate the narrow, dangerous curves around the point, and will shorten distance by cutting through the rock spur. An 80-foot cut through solid rock is in progress. An appropriation in the sum of \$1,000,000 is anticipated in the near future to complete the six miles of roadway.

Few people, perhaps, are familiar with the Hogback and the reason for its peculiar name. It is a rocky spur over which the old North Umpqua forest trail climbed in a series of steep switchbacks. On top there is a spine of rock only a few feet in width and jutting up in almost perfect resemblance to the backbone of an Arkansas razorback hog—hence the name Hogback.

We can easily recall the dread with which we faced that climb up the Hogback over the old trail, carrying our packs on our backs. It was a gruelling climb. But coming down was easy. Dragging our packs for a brake, we would slide from one switchback to another, making the descent in a few minutes, whereas it took a long time to negotiate the upward climb.

When the present North Umpqua road was built, a narrow lane was blasted from the face of the spur. Although some improvement work has been done, the road still is narrow and dangerous, and at one place the roadbed has slid away and a wooden trestle carries traffic. The new road will be further back from the river, will be higher than the present route, and will eliminate all curves.

From the end of the present project, the road has been surveyed to Steamboat Ranger Station and probably will be built to forest highway specifications as rapidly as money is made available.

Douglas County should be interested in the earliest possible completion of the North Umpqua road. Timber from the Diamond Lake working circle now is going into the Klamath area. It could better be brought to Roseburg if we had a suitable highway. Because of snow conditions, log hauling is possible in the Diamond Lake area only about five months out of the year at present. If the logs could be brought to Roseburg, logging could be continued all year, with only minor interruptions during the infrequent severe storms.

Furthermore, the loaded haul would all be on downhill grade, saving cost of fuel and prolonging life of equipment. At present the haul is uphill to Ramsey Siding, a distance of about 50 miles, where logs are transferred to the S.P. railroad. Haul into Roseburg would be less expensive by eliminating the necessity for transfer.

## Teamsters Union Sets New Election Policy

INDIANAPOLIS, Sept. 8.—(AP)—The million-plus members of the International Brotherhood of Teamsters may support their own choice of "friends of labor" in the November election.

The big AFL union, in the September issue of its magazine announced it has called off its plans for a political action conference. The announcement, published under the name of International President Daniel J. Tobin, urged individual members to support "friends of labor, whether they be Democrats or Republicans."

He asked them to support congressional candidates "who voted for labor and against the Taft-Hartley law—the most vicious of all labor laws."

Tobin suggested members "can contribute" to campaigns as individuals, but warned against such use of any union funds.

MOTHERS CLUB TO MEET

First meeting of the Edenbow-

## Goodness! Aren't Things Complicated Enough?



## Soaps from the MENDING BASKET

By Viannett S. Martin

One may call a pretty young niece "Toodles," along with the rest of the family and all her friends, but after all, one does KNOW her proper name!

So with flowers and trees. Whatever one may call them by way of a "pet-name" it is most satisfying to KNOW the true name, and often helpful to the veriest amateur such as I.

Don't YOU wish sometimes you knew the right name for a plant or flower? Simple—just snip off a leaf-spray, include a blossom or a note of it, and wrap the specimen in wax paper, tuck in an envelope and address it to the HERBARIUM at State College, Corvallis. Don't forget your name and address either on a stamped envelope or a penny postal.

It was a great day for me when I discovered this way of "finding out," and began receiving replies signed "Helen M. Gilkey, Professor of Botany and Curator of the Museum." Dr. Gilkey must be a delightful person for she is so welcoming about even the most stupid inquiry—and from a botanist's point of view some of my queries have been just that, seems to me. I couldn't seem to settle my mind to looking up

things in a book during the remodeling business, the worst of it, I mean, for it is still going on although not at such a feverish pace!

One hectic day I was sitting on a box, trying to keep from freezing by hugging close to the heater (with wind blowing in torn up floors and knocked out windows) and to get my mind off everything else was looking for a flower in my copy of WILD FLOWERS OF THE PACIFIC COAST (Haskin) when right behind me a sudden indescribable racket broke out. I jumped and looked where I had been leaning against the wall. There, slicing through the partition was a knife through butter was the blade of an electric saw! Things like that. But in the midst of the confusion I could always tuck a specimen in an envelope and mail to Dr. Gilkey, and she never fails to identify even the sorriest looking sample. Cheerfully!

So thanks to the Curator of the Herbarium, and some "looking up" in books on my part, my walks take me among friends whose NAMES I know, as well as the quaint and familiar nicknames.

## In the Day's News

(Continued From Page One)

are selling potatoes to the government for \$2.60 per hundredweight and buying 'em back for 30c per hundredweight to feed to livestock.

That's sacked and delivered. If the farmer wants to buy 'em in bulk and haul 'em home himself, he can have 'em for 10c a hundredweight.

The sack is worth 25 cents, and in sacks the government does the delivering—which costs money, no matter who does the hauling. So the farmer would probably rather have 'em delivered to his feedlot, sell the sacks, and get the spuds for a nickel a hundred.

GETTING ON WITH the story, the sacks are marked "not for human consumption," and the Production Marketing Administration (a government bureau) keeps a staff of "investigators" in the field to prevent them from being bootlegged back into the consumption markets.

MEANWHILE, UNDER THE SYSTEM, THE SPOKANE HOUSEWIFE PAYS \$5.00 PER HUNDREDWEIGHT FOR THE SPUDS SHE COOKS IN HER KITCHEN TO FEED HER FAMILY WITH.

SCREWY? Of course it's screwy. But it's PART OF THE PATTERN.

LET'S examine the pattern. By law, we put a floor under wages.

By what we call "fair trade" laws, we put a floor under certain prices.

Here in unusually sane Oregon,

we even have a law forbidding the sale of cream with TOO MUCH butter fat in it.

IF we're going to protect prices of labor by minimum wage laws, if we're going to protect certain commodity prices by "fair trade" laws, etc., we're going to have to protect farm prices in somewhat the same manner. You can put that in your pipe and smoke it. We can't make the farmer the goat for everybody else.

BESIDES, it's less screwy to let farmers sell potatoes to the government for \$2.60 per 100 and then buy 'em back (sacks and all) for 30c per 100 to feed to livestock than to DESTROY THE POTATOES as we did a while back. Destroying any material to keep the price up is a crime against common sense.

ONE word more: In these screwball days, the Republicans and the Democrats are yelling bloody murder at each other over who's responsible for inflation.

Rats! We have inflation because NOBODY WANTS TO BUST THE BOOM.

WE'RE proud of our educational system. We spend willingly about half of our local tax moneys to pay for it. We tell ourselves that without education we're sunk.

Yet our educational system has brought us to the kind of thinking that is responsible for the absurdities by which we are now surrounded—and hobbled.

There are times when to a cynic it looks like we might be going overboard on theory and snooting the kind of education that leads to COMMON SENSE THINKING.

## Greek Regulars Take High Mountain Outpost

ATHENS, Sept. 8.—(AP)—The general staff said today Greek troops have captured the highest peak in the Maimatchalan Mountains, almost on the Yugoslav frontier. Five other peaks of the range, all more than a mile high, were taken also.

The communists said 60 Communist guerrillas were killed in the Vitsi triangle in the extreme north. One unit of rebels struck the army from behind and lost 48 when it retreated. Another counterattack was beaten back on another front and 12 more guerrillas were slain. Newspapers said the motorship blown up by a Greek destroyer Monday off the Peloponnese in Leonidion Bay was loaded with rifles, booty traps, mines and other war material for the Communists. Naval officers maintained silence. They would neither identify the 300-ton ship or its port of origin.

## Doe Deer Pays Visit To Portland Waterfront

PORTLAND, Sept. 7.—(AP)—About the most exciting thing that happened in Portland on Labor Day was the stir that a deer caused when it visited the waterfront.

The doe was sighted swimming the river and climbing onto a log raft. When workmen approached, the creature jumped into the river again and was finally overhauled by the harbor patrol. Officers took the doe to headquarters, wiped the river oil from her hide and later drove to the West hills and released her.

## Coast Guard Searching For Silent Canoe Paddler

SEATTLE, Sept. 8.—(AP)—A fishing boat reported to the coast guard today that it sighted a white man paddling a canoe more than 10 miles off the Washington coast.

The report said the canoe was located northeast of the Quillayute lifeboat station, and was headed south.

The fishman said he tried to ask the man where he was going. The man in the canoe didn't answer, but just kept on paddling.

The coast guard sent a motor lifeboat out to investigate.

## Glendale Man Serving On Destroyer McKean

Benjamin F. Whaley, electrician's mate, first class, USN, of Glendale, Ore., is serving aboard the destroyer USS McKean, which has just been awarded the battle efficiency pennant and "E" for her general excellence throughout the year July 1, 1947, to July 1, 1948.

This qualifies him to wear the battle efficiency "E" badge on his uniform, an old peacetime practice in the navy revived with this recent award.

According to legend the stimulating effect of coffee was accidentally discovered by an Ethiopian priest who noted that a flock of goats ate some of the berries and then neglected their proper sleep.

Suit Yourself at Joe Richards

## Queen for North Douglas Fair To Be Named Thursday

With the opening of a sealed envelope at a program in the Drain High school Thursday night, the name of the queen of the North Douglas County Fair will be revealed. She will be the winner of the penny-a-vote contest held in Drain, Yoncalla, and Elkton in recent weeks.

The two-day fair will open Friday morning at 10 o'clock. Judging of exhibits will begin at 1 o'clock that day. A luncheon for the queen and her court will be held Friday noon at the Poplars cafe, under sponsorship of the Drain Chamber of Commerce, and Friday night the queen and her court will be guests at the Yoncalla theater.

Saturday morning the queen will head the annual parade, being arranged this year by the Yoncalla Saddle Club. Charley Applegate, Red Bragg, W. J. Todd and Blanche Merrill are making arrangements for the parade.

Saturday noon there will be another luncheon for the queen and her court, to be sponsored by the North Douglas County Fair Board. Saturday afternoon the queen will officiate at the sports program to be conducted by the Drain Lions Club.

Conclusion of the fair will be the ball at 9 o'clock Saturday night. Winners of the Lions Club contest will be announced and an award of the Sunnydale Grange prizes will be made.

At the program Thursday, girl contestants for queen and princesses will be led in by an honor guard of Boy Scouts and Sea Scouts of Drain and Yoncalla. Representatives of the clubs sponsoring candidates will act as escorts for the girls. Official representatives of Drain, Yoncalla and Elkton will also be present.

## Sentence of 15 Years Given Jap Commander

GUAM, Sept. 7.—(AP)—Vice-Adm. Seisa Wakabayashi, former commander of the Japanese fourth base force with headquarters at Dublon Island in the Truk

## TOMATOES

Turn off Winston road on south side of Winston Bridge, follow road signs. Bring your own containers. You pick. \$1.50 a bushel.

Jesse James

## WIRING

- INDUSTRIAL
- COMMERCIAL
- RESIDENTIAL

## TROWBRIDGE

### ELECTRIC

136 N. Jackson  
Phone 268



## HOWARD'S HARDWARE

WINSTON, OREGON  
Sherwin Williams Paints  
Builder's Hardware  
Housewares  
Carpenter Tools

With a Friendly Service and a Sincere Appreciation of Your Business

Open 6:30 Evenings 9 'til 3 Sundays

## COEN'S Little PLUMBER

DON'T FORGET TODAY'S YOUR FRIEND -- SO PHONE US WHAT THERE IS TO MEND



COEN SUPPLY CO.  
Phone 121 Roseburg, Oregon

Atol, was sentenced to 15 years against him. The charges specified that he permitted personnel under his command to kill 15 American prisoners and to torture 42 others.

## WELDING

Aluminum and Magnesium Chain Saw Castings

- Heliarc
- Arc
- Oxy-Acetylene

## PASCH WELDING & REPAIR

Hwy. 99 4 Mi. North Roseburg, Ore.  
Residence Next Door

## LOGGERS!

Have Your Boots

Rebuilt

The Way It SHOULD Be Done

by STRINGER SHOE REBUILDING

535 S. Stephens St.

Phone 1261-J

"We've never had a dissatisfied customer"

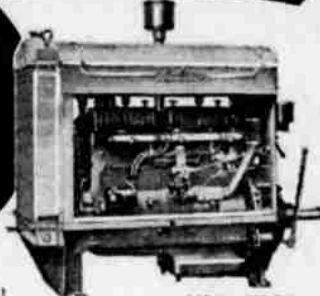
The Roberts Motor Company can offer you

## IMMEDIATE DELIVERY

on famous, economical

Waukesha MOTORS

CONSULT THE ROBERTS MOTOR CO. FOR POWER FOR EVERY INDUSTRY NEED!



- Tractors
- Trucks
- Combinders
- Feed Mills
- Hay Balers
- Pea Vipers
- Portable Saws
- Pumps
- Sprayers
- Silage Cutters
- Logging
- Electric Generators
- Saw Mills

145 h.p. 145 GKW (Gasoline or Diesel)

That's right! Immediate delivery! No waiting when you order a famous Waukesha Motor from Roberts. Waukesha Motors have long been noted for smooth, dependable, low-cost operation. 20 h.p. to 230 h.p. — using standard internal combustion fuels... there's a Waukesha Motor to meet every power requirement. Complete with clutch and power take-off. Comes with radiator and sheet metal enclosure — or can be built into your power equipment. Roberts stock a complete line of parts... have an experienced staff to handle your installation.

WRITE or PHONE EAst 3195

ROBERTS MOTOR COMPANY  
123 N. Pacific Avenue • Portland 14, Oregon



Expert Ford

WHEEL ALIGNMENT TO FACTORY SPECIFICATIONS

SAVES YOUR TIRES AND MAKES YOUR CAR SAFER TO DRIVE

Complete service for



LOCKWOOD MOTORS

Oak and Rose Sts.

Phone 80