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PLANS FOR AN AIRPORT

By CHARLES V. STANTON

Engineering experts from the Civil Aeronautics Authority spent several days last week surveying the Roseburg airport endeavoring to plan improvements making the port acceptable for feeder line service.

If any community in Oregon needs air transportation service it is Roseburg. But the handicaps to be overcome are enormous when one considers the terrain, fog, safety regulations and other factors.

Roseburg is one hour from Portland direct air time; one and one-half to two hours by feeder line with intermediate stops; four to five hours by auto; seven to eight hours by bus; five hours by a GOOD train, and eight and one-half hours by THE one and only train (courtesy Friendly Southern Pacific).

There is little likelihood that the Southern (Friendly) Pacific will break down and give us decent passenger service—they're too busy hauling out our freight. There is good reason to believe that we will have improved highway facilities in the next few years and should be able to reduce travelling time for private cars. Bus service, except for through cars, probably will not gain much speed because increased population will result in more stops for vehicles handling local traffic. Our one chance to gain speed in transportation between Roseburg and Portland and intermediate points is by air. But to get air service we must have an adequate airport.

We are in a particularly tough spot as shown by the fact that flight engineers have been unable to find a single site in all of the central part of Douglas County permitting construction of an airport answering all the requirements for commercial passenger service.

Congress has set up strict safety regulations governing transportation of passengers by air. This is as it should be. The safety margin required, however, makes it extremely difficult to find a spot in such rugged terrain as we have here in the Umpqua Valley to meet minimums set for approach and take-off zones. Too, we have many days when skies are overcast, making it necessary to fly on instruments through a cloud layer, occasionally below the tops of peaks located in comparatively close proximity to an airport.

It is possible that certain alterations of the existing port, or removal to a prospective site in Garden Valley might result in an airport meeting minimum standards. A great deal of expense will be involved, however, and that brings up another problem.

Roseburg's rapid growth has raised demand for large expenditures of funds for public services. Our schools, for instance, are taking around 70 cents from every tax dollar. Our municipalities must enlarge sanitary facilities, improve streets, provide more and better lighting, increase police departments, etc. Growing cities are plagued with insufficient finances to keep pace with growing demands for services. Roseburg definitely is in this classification and urgently needs large sums of money for necessary municipal improvements.

Airport construction will be exceedingly expensive. Despite the fact that federal aid is available, local sources will be required to furnish a good deal more money than Roseburg has in prospect without incurring a large bonded indebtedness.

Voters probably will be called upon at some future date to consider airport bonds. Perhaps we should begin planning now for an all-inclusive bond issue—one that in addition to building an airport will permit us to separate storm and sanitary sewers, widen some of our narrow streets, provide off-street parking, install better street lighting fixtures, and make other improvements.

In the Day's News

By FRANK JENKINS

HERE is an interesting dispatch from Oklahoma City, where the National Reclamation association is assembled for its 17th convention:

"The Democratic election sweep has thrown western reclamation into high gear."

THE dispatch goes on:

"Assistant Secretary of the Interior William E. Warne declared upon his arrival here that 'our whole program in the coming years will be pushed rapidly. . . . We will see dams and transmission lines built faster than has been possible before. . . . The interior department and the reclamation bureau are working on plans for drainage projects as part of the reclamation program. In the past drainage has been only incidental to other efforts.'"

HERE'S more along the same line—this one from Washington:

"Reclamation bureau projects in operation, under construction or authorized, in Washington and Oregon will cost an estimated \$769,901,000 (three-quarters of a billion dollars) when completed."

"This was announced by the reclamation bureau in a seven-

year development program placed before the house public lands committee. . . . Ultimately these projects will irrigate more than two and a half million acres."

HERE'S another one—also from Washington:

"Backers of immediate construction of Chief Joseph dam across the Columbia river in (the state of) Washington say congress will be asked to appropriate between 11 million and 15 million dollars for starting construction in the next fiscal year."

CONSIDER this one (from Portland, Ore.) while you're at it: "A railroad from Alaskan Yukon through Canada to the United States is urged by the Pacific Northwest Trade association. The suggested route would go through British Columbia to Canada's Northwest Territory and to Fairbanks, linking with the Alaska railroad."

Congress, presumably, will be asked to put up the dough.

LET'S hark back here to the annual convention of the National Grange, which has been quoted repeatedly in this column in recent days. One of the convention's committees, a dispatch from Portland, Maine, where the convention is in session, says:

"One of the Grange's committees is struggling for agreement on the issue of a federal health

OUT OUR WAY

By J. R. Williams



WHY MOTHERS GET GRAY



By Viahnett S. Martin

Perhaps you, too, were skeptical about the cows in a recent Scrap?

"You can't," said EJ, looking up from the News-Review, "drive cows backwards—not even in the Mending Basket!"

"No? Well, when the deadline is creeping close, you may be even more surprised at what I can do." The deadline synchronizes with the moment when the jet-propelled RFD hesitates at our box long enough to stuff it with newspapers, magazines, Dear-Mr.-Boxholder, and, buried in the middle, a few letters.

To make room for all this he first removes perhaps: (1) an envelope containing two boxtops and the last line of a jingle from which I never expect to hear further; (2) my 'usual' to Mother who still can't figure out how her Californian chick so suddenly turned into an Oregon duck; (3) a hastily written thanks for the latest picture of the grandson who, as anyone can see, is a most remarkable child for five months; (4) a postal reassurance to which ever of our numerous Texan relatives wrote last to inquire if we are still 'afloat in the land of the living (marriage seems to have given EJ the notion that all family correspondence should be done by proxy) and—(5) oh, joy!—a thanks instead of one more plea to the Highway Commission to do something about that bad curve where there have been 13 accidents.

Thanks, Mr. Lyle; we are getting a fine job of roadwork! (6) A manuscript once more outward bound.

While this exchange of incoming and outgoing mail occurs, I arrive with a hastily sealed (7) something for the Mending Basket.

Sometimes I glance over the script as I walk to the mailbox, accompanied by the cat, the guinea, a dozen red hens, and joined there by Smoky, the neighbors' shepherd, and like as not, the cow-patrol from up the road. I patch up with a pen the places where I haven't said what I thought I said. Must have missed the crablike cows.

One day I took a fresh envelope with me, so I could add a two-line quotation to a Scrap already out in the mailbox. The 'mail' had it and was gone before it occurred to me there was no stamp on the fresh envelope. But it came back the next day. Knowing the human tendency to put off till the last minute, I set my deadline so I could be two jumps ahead of the printer: I put a stamp on and mailed it again, hoping for the best.

EJ read a Scrap I wrote for Newspaper Week and thought it should be 'more serious.' I wrote another—and mailed both of them! The Editor used the not-serious one. So now EJ reads the column when you do—after it is in print.

Don't be surprised: the cows, next time, may be climbing trees!

Editorial Comment

From The Oregon Press

THE 'SPANISH PRISONER' AGAIN

(The Coos Bay Times)

The "Spanish Prisoner" has moved to Mexico City, but he still is imprisoned and is waiting for some good American dollars to come along, according to a new version of a time-worn swindle received today by a Coos Bay professional man.

A letter from Mexico City was referred to the Chamber of Commerce. Postal authorities asked that a report be made by all who received similar letters.

In this new, up-to-date and air-mail version of the "Spanish Prisoner swindle" the writer tells

program. Most of the committee members favor a VOLUNTARY health and medical program over proposed COMPULSORY programs."

That is to say, these members want you to be allowed to go to an individual doctor for individual treatment IF THAT IS WHAT FOR PREFER TO DO.

THIS writer, living in a world that is drifting rapidly toward socialism but still believing in the doctrine of live and let live, willing to go with the majority but wanting protection of the rights and desires of the minority, HOPES that along with all these projects built with public money (which in all probability will increase and multiply) private persons who are willing to submit to the rules and take a chance on their own, in an effort to build up something for themselves and their children, WILL BE PERMITTED TO DO SO.

that he is imprisoned in Mexico City for bankruptcy, but has \$385,000 secreted in the United States "in a custom house." He asks his good American friends to "help him out, paying expenses to 'lift the embargo' on some suitcases, etc., so to get possession of a baggage check by means of which the secreted fortune may be secured.

The writer asks that reply not be sent to him in prison but to an intermediary who will handle the details.

A number of years ago, letters of similar nature were common, but those all came from a prisoner in Spain—and they came by regular mail.

We felt moved to tears when reading the letter that came to our Coos Bay friend today. We felt so sad to think that anyone in Mexico City actually has the crust to believe that he will find anyone in this area 'willing enough to fall for the ancient, bewitched racket.'

But in case anyone here is interested, we have a better deal. . . . come in and we'll talk about some nice, gilt-edged stock certificates we happen to know about—hph.

CARELESSNESS TO BLAME (The Coos Bay Times)

If your car is stolen, the chances are that it is because you are careless and make it easy for the thieves. Ninety per cent or more of all car thefts, according to the American Automobile association, are made possible by motorists who are careless about leaving keys in their cars or leaving car doors unlocked after quitting their vehicles.

articles may have been left in it, and the lack of an ignition key will not deter one determined to take a car if he knows about wiring. The AAA also points out that under some circumstances a car owner can be held responsible when his stolen car injures a pedestrian or causes other damage.

Add it all up, it's a case where a little more caution and a slight inconvenience taken each time you leave your car may save much inconvenience and trouble both for yourself and others. Locking your car is a good practice to adopt if you haven't already done so.—wjc.

Driver Examinations Slated on Friday Only

Drivers' license examinations will be held in Roseburg next Friday, Nov. 26, only, at the City Hall. The usual Thursday schedule will be cancelled next week because of the Thanksgiving holiday, according to an announcement from the office of the secretary of state.

Examinations Friday will be held between the hours of 9 a. m. and 5 p. m. All original applications for licenses should be made before 4 p. m., in order to assure completion of applications with a minimum of delay.

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State Workers Ask 5-Day Week, Other Benefits

PORTLAND, Nov. 22.—(AP)—Oregon state workers want a speed-up of pay check deliveries, a 40-hour five-day week and revision of rules for appointment of the Civil Service Commission.

In other action yesterday at the close of the State Employees Association Council, a vote on the question of loyalty tests for civil employees held the tests unnecessary.

The council voted to cooperate in riding the state payroll of any workers who may engage in subversive activities, but pointed out it knew of no such problem involving its members.

Loren R. White, Salem, was elected president. He is an employee of the State Industrial Accident Commission. Others: Bjorne Erickson, Salem, junior vice president; P. M. Brandt, Corvallis, vice president; Mary Laughlin, Salem, secretary-treasurer; U. G. O'Neill, Salem, director of public relations; Floyd Query, Salem, director of laws and legislation committee.

District directors include: Le Roy Boldt, Astoria; David A. Cameron, Salem; J. W. Vaughn, Idlevold Park; S. P. Jones, Bend; C. F. Erbe, La Grande and L. A. McCoskie, Corvallis.

Resolutions approved would provide for extension of present preference on entrance examinations to apply also on first civil service promotional examinations; increase of funds for more efficient administration by the Civil Service Commission; monthly pay rate basis for all

state employees; a probe of working conditions considered harmful to efficiency of public service. Nutritionists estimate that nine-tenths of the human race lives and dies in food poverty.

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