

The News-Review

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NEW STREET NAMES

By CHARLES V. STANTON

A studied plan for renaming Roseburg's streets is soon to be up for discussion at a public hearing.

The renaming project was placed in the hands of a special committee appointed by the City Planning commission. Tentative approval of the committee's report has been given by the city council, which is to arrange a public hearing.

The committee struggled long and diligently with the street renaming project and produced good suggestions for needed improvements.

We believe, however, that the matter should be given more study; that a better program can be worked out.

We intend no criticism of the committee's work. The problem is extremely difficult and the committee has made excellent progress on major factors. It is deserving of appreciation for its work. But we believe further improvements can be made through more study; that we are trying to go too fast with a job that should be given most thorough consideration until all solutions have been achieved or a stalemate admitted.

It is not an easy task to change identification of streets. Once established, street names should be expected to continue unaltered over a long period of years.

It is our belief that, if the report now awaiting approval is adopted and executed, demand for improved street naming will continue and that further alterations will be required within only a few years.

We believe the committee has made an excellent approach to the problem and is to be commended for the major policies proposed, but the plan still is far from affording a complete pattern permitting easy identification.

Should the proposed report be adopted it would still be almost as difficult as at present for a stranger entering the city to find any particular address without a map or guide.

The committee has worked out a good program for specifying avenues, streets, boulevards, drives, combining various short streets into continuations under one name, etc., but the pressing problem of identification remains as complex as ever.

A method of systematic street titling in Roseburg is uniquely difficult.

The first obstacle is that there is no place to start. Most cities have some geographical boundary—a river, butte, hill, or other topographical landmark—on which a grid system of street names and numbers can be based. But Roseburg sprawls on both sides of rivers and creeks, straggles in and out of valleys and up hillsides.

Another handicap is found in the fact that additions have been platted from time to time without regard to existing street pattern. While one section of town may square with the compass, surrounding sections take off at crazy angles. Streets set off on jogs instead of matching ends. Some streets are straight, others curved. And, instead of profiting from past mistakes, we are permitting the same goofy pattern to be enlarged because of prejudice against annexation. Future generations will wonder just what people of this generation were thinking about when they permitted such unconnected, ridiculous street layouts as we have in some of our adjacent suburban districts. And new plats are being filed daily. Of course, the planning commission now has some measure of control, but, without annexation, we will have a growing hodge-podge for years to come.

We hope the committee report will not be accepted at this time, but that it will be referred for continued study. Perhaps someone will come up with an idea better than simply changing one name for another—an idea that will permit a stranger to find his way around the town and locate an address without employing a guide.

Despite the good work done by the committee, the proposed street pattern still would drive the most ardent puzzle fan into a state of insanity trying to find his way in the maze of Roseburg's cockeyed street system.

Editorial Comment

From The Oregon Press

THE STRIPERS BRING 'EM

(The Coos Bay Times)

During the past week no new factories have opened up on the bay; no great new industries have been announced; no gold mine has suddenly started to put money in circulation—yet there have been a good many thousands of dollars of "new" money put into the cash drawers of local business.

It all came from the striped bass, an asset to which most of us pay far too little attention.

There is one convention here, yet it is not responsible for hotels, motor courts and like accommodations being taxed to capacity and more. The reason for this sudden influx of out-of-town cars (and out-of-state ones, too) is that word has gotten around the striped bass are "in."

Sporting goods stores are telegraphing frantically for more supplies; trailer parking space has been at a premium; hotel rooms have been really scarce; restaurants have been full, and the various docks that rent boats

have been doing an extremely brisk business.

A magazine article on striped bass fishing last month; other feature articles in recent months in papers, word-of-mouth publicity—all these seem to have focused attention on Coos bay. Then with one of the biggest runs of stripers in history here, men have dropped their business affairs, grabbed their tackle and gear, and headed here.

This week cannot be duplicated many times in a year, but all year round there are many people coming and stopping because of bay fishing.

We must realize that this striped bass is an asset of great value; it should be regarded highly by businessmen who don't go fishing and who know nothing about it. The potential of this area as a fishing center has not been reached; the business can be built, and it is a business that will give pleasure and value to the patrons. We have something here, and it is time that all of us realize it.

Welcome To Utopia



Scoops from the MENDING BASKET

By Viahnett S. Martin

There are many associations in my thought with the word Oklahoma. But I like this tribute to the first women of Oklahoma who went into the Cherokee Strip with their men on that utterly mad and memorable day April 22, 1889. Of course there were white women there from the time the first U. S. Indian Agent took his wife with him, but that was, first, in the Indian Nation; then in Indian Territory. Not yet Oklahoma!

I found this tribute in "Then Came Oil" by C. B. Glasscock (Bobbs-Merrill, 1938):

"It has been estimated that 100,000 persons made that historic stampede into the first free lands of Oklahoma. The virgin prairie could not support so many. The first crops brought bitter disappointment and a definite threat of starvation. Many men made their way back to their home states to seek work through the winter.

"Wives and children remained upon the lonely homesteads, caring for livestock, maintaining their claims, upholding their faith in the face of white mar-

auders, begging or stealing Indians, blizzard, sickness and hunger.

"To those valiant women must go much of the credit for the establishment of Oklahoma. Other forces, economically greater forces, have contributed beyond measure, but the loyalty and stamina of the pioneer women came first. . . . The federal census of the next year put the population of the area at 61,384. Nearly 40 per cent of the immigrants had failed."

If you have the slightest interest in oil, especially in the boom days of Oklahoma, you will find "Then Came Oil" interesting. I read it hoping to add to my knowledge of the Osage Indians in the period of their history in which I am especially interested: 1876-1886. That was when my friend, Alice Hopkins Finney, now 93-years young, lived at a trading post in the Osage Nation. Mr. Finney was liked and trusted by the Big Hill band among whom he did business; he spoke their language with ease. He took the trouble to try to understand them. So many—didn't! But "shot first."

Public Roads Administration Has Plan To Reduce Traffic Death Toll

By BRUCE BLOSSAT

Anyone who has ventured far on the nation's highways in recent years has seen how frequently inadequate they are for the needs of today's torrent of traffic.

The country's roads took an unmerciful pounding during World War II from the transport of men and materials. And little has been done since prewar days to repair or modernize them.

On top of this, our battered highways are carrying their heaviest load in history. More passenger vehicles and more trucks and buses are in use than ever before. Most of them are bigger, too.

The Public Roads Administration now has a new plan to do something about it. Over a 20-year span it would spend \$11,266,000,000 to rebuild and extend U. S. highways in the sprawling interstate network.

No spectacular nationwide web of high-speed superhighways is contemplated. What is proposed instead is a painstaking item-by-item improvement of the thousands of weak spots and danger points in the road system.

Some of the flaws the federal agency wants to eliminate: The bad curves which it says occur about once in every two miles of the federal aid interstate system.

The 667 unsafe bridges and 8,185 spans that are too narrow. The 21 dangerous tunnels, including six that engineers think should be by-passed by new main routes.

Some 17,000 miles of rural roads in the interstate system which are less than the proper minimum width of 22 feet. The 21,000 potential death traps where highway visibility is so limited that peril attends any but the most cautious driving maneuvers.

Steady but relentless attack on all these weaknesses would not mean, however, that no attention would be given to wholly new roads or even to some superhighways.

The PRA's plans call for construction of four-lane, divided highways mainly in city and suburban areas where the crush of

In the Day's News

(Continued From Page One)

will be associated in the new treaty?

"So far as I'm concerned, I'd rather have some help. Russia is pretty big."

LET'S turn the situation around. If you were Russia, how would you prefer to go about finishing off your opponents? You'd rather pick them off one at a time, if they were foolish enough to permit that, wouldn't you?

There is an old conqueror's rule that covers that point. It goes like this: DIVIDE AND CONQUER.

Every world conqueror since history began has tried to follow that rule. Split up your opponents and knock them off one at a time. It's easy when it can be done that way.

LET'S not fool ourselves.

Down deep in our hearts, we'd rather stand off to one side and LET OTHER PEOPLE DO THE FIGHTING. But we just don't seem to be constituted that way.

Twice in a row—in World War I and World War II—we've told ourselves that is what we are going to do. But when the pinch came and it looked like our friends were going to be wiped out, we rolled up our sleeves and waded in.

WE'LL DO IT AGAIN. There's no use to kid ourselves. We're just built that way.

HERE'S another point:

If Kaiser Wilhelm had KNOWN, beyond all question or doubt, that America would be against him he might not have started World War I.

If Hitler had been positive, flatly and without any monkey-business, that we would be against him with everything we've got, he might not have started World War II.

SINCE we know by long experience that we'll be in it up to our necks if it comes, we might as well let Russia know NOW that if she starts another world war she'll have us to deal with along with the rest.

By doing so we have everything to gain and nothing to lose, for if war starts we'll be dragged into it anyway.

SO much for the treaty—which, so far as we are concerned, is signed, sealed and delivered. The next step will be the arming of our friends in Europe. The talk in Washington now is a billion and a half to start with.

Personally, I think we'd better be a little cagey on that point. We can be TERRIBLY extravagant when we start giving things away. The time is coming when EVEN WE can't afford too much extravagance.

This much is certain. Our friends in Europe will TAKE EVERYTHING WE OFFER.

What we give them won't have to provide for themselves. Let's do our share, but let's see to it that our friends do their share also. I know that sounds horribly realistic in this day of rampant idealism, but in the big pinches it's the realists who survive.

We want to survive.

Huge Reclamation Program On Slate For Next Month

HELENA, Mont., July 25.—(AP)—Reclamation Commissioner Michael Straus announced his bureau will detail probably the biggest multi-purpose power and reclamation program in history next month.

Reclamation bureau officials from 17 western states will open a week's meeting at Boulder City, Nev., Aug. 1 to plan expenditure of about \$350,000,000 this fiscal year. Exact amount still is up to congress.

At a press conference, Straus explained the long range reclamation program this way: "In 47 years, about half of the nation's available waters have been put to profitable use. That cost the government about \$1,700,000,000."

"Now it appears that we will be called upon to do the same amount of work in the next 12 months that we did in the first 30 years under the reclamation law of 1902."

Congress, "in response to demands of the people, said available waters were not being put to use fast enough, and it is expected to provide the money."

He said it is impossible to estimate the cost of putting the rest of the nation's available waters to use. He indicated it would be many times more than the first half, however, by saying: "We did the East development jobs first. We have the hard ones left—the great cooperative, multiple-purpose, extensive interstate projects."

Russian Harvest Reported Good With Ample Rain

MOSCOW, July 25.—(AP)—Government officials predicted a good Russian harvest this year because of ample June rains and generally favorable growing conditions.

The first official prediction indicated the grain yield might be exceptionally large because of the increased acreage ordered under the present three-year plan to build farm output.

Grain is one of the Soviet Union's chief exports. She already has agreements with Britain and eastern European countries calling for grain shipments and is negotiating with other countries, including France, for similar trade agreements.

A communique issued by the central statistical administration said the grain crop in the vast central and western zones of the country would exceed last year's while other areas reported satisfactory growth.

(The Soviet Union seldom publishes full annual harvest statistics and it is impossible to make comparisons.)

Growth of sugar beets, sunflowers, flax and vegetables has been enhanced by June rains which fell almost everywhere, it was announced.

Sown acreage on state, collective and individual peasant farms was up by 6,000,000 hectares (15,000,000 acres) over last year, according to the government statistics.

The statement said animal culture was improved. It reported the following increases in stock over last year: Large longhorned cattle, 25 per cent, pigs, 79 per cent, goats and sheep, 11 per cent.

Annual Picnic Dated For Ex-Wyoming Residents

Former residents of Wyoming will gather at Benton-Lane park July 31 for the Williamette valley's annual Wyoming picnic and reunion.

The picnic dinner will be served at 1:15 p.m., with those attending requested to bring a picnic dinner and table service. The committee will furnish coffee, cream, sugar and ice cream.

Former residents of the Equality state are asked to bring souvenirs and snapshots.

By KEN BAILEY



QUESTION: My daughter has a saddle horse which is usually taken to a riding club but which we recently kept overnight in our back yard. The horse got out of the yard and damaged a neighbor's yard and garden. We've paid for the damage but I understand there is an insurance policy which would protect us from having to pay damages of this kind in the future. Can you tell me about this policy?

ANSWER: The type of insurance you have in mind is called Comprehensive Personal Liability and it covers the acts of the person insured and those of his family, including all minor children. You are also protected from damages resulting from acts of your dogs, horses or other animals. It is an excellent policy and no one should be without the protection it affords.

If you'll address your own insurance questions to this office, we'll try to give you the correct answers and there will be no charge or obligation of any kind.

KEN BAILEY
INSURANCE AGENCY
315 Pacific Bldg. Phone 398

Lane Housing Authority Maps Federal Aid Plans

EUGENE, July 25.—(AP)—Lane county housing authority, newly created Friday, mapped plans today for possible federal financial aid under the 1949 housing act.

The authority was organized under the state enablement act passed by the legislature 12 years ago.

The five members reported they must also make a decision soon on whether to take over three government projects—at Vmeta, Mapleton and Airport homes—that are expected to be dropped by the federal government within a year. The 120 units would gradually be liquidated if not acquired by a local administration group.

Those selected from thousands received each week by the Fishing and Hunting Club's board of experts: Dave Newell, Roving Editor of "Sports Afield" magazine; Jim Hurley, Outdoors Editor of the New York Daily Mirror; Gall Borden, nationally known hunter and fisherman; and Jeff Bryant, amateur sportsman.

Local Man Wins Prize On Radio Quiz Show

A. W. Drager, Roseburg, had the pleasure of appearing, at least in name, on a national radio program Thursday night.

A question submitted by him was used on "The Fishing and Hunting Club of the Air," a weekly half-hour information service for rod and gun enthusiasts.

The local sportsman had the added pleasure of receiving several valuable articles of outdoors equipment as a reward for his trouble. His question was one of

those selected from thousands received each week by the Fishing and Hunting Club's board of experts: Dave Newell, Roving Editor of "Sports Afield" magazine; Jim Hurley, Outdoors Editor of the New York Daily Mirror; Gall Borden, nationally known hunter and fisherman; and Jeff Bryant, amateur sportsman.

165 Days, Has Operation

SALEM, O., July 25.—(AP)—A seven-year-old girl, unconscious 165 days, underwent an amputation of her leg Saturday in an effort by city hospital doctors to check an infection.

Donna Marie Saunders was struck by a coal truck as she boarded a school bus Feb. 9. A "dimes for Donna" drive by sympathizers has netted \$3,971.15 for the girl.

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