

The News-Review

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HOUSING UNITS NEEDED

By CHARLES V. STANTON

Action by the Douglas county court in petitioning for 100 public housing units should meet general approval, we believe.

Personally we do not favor the principle of public housing. It is our opinion that private interests would provide better quality homes at considerably less expense. Any federally-directed project entails additional cost and lowered efficiency and quality.

But public housing appears to be the current and accepted method of meeting the need for homes. So long as no other system is immediately available, we should take advantage of any opportunity offered to meet one of our most pressing problems.

The housing shortage still remains critical. Although some persons are pessimistic because of the current lumber market situation, major lumber concerns are still expanding their plants, adding equipment, and preparing to turn out a better product, all of which means more jobs, more population and more demand for homes.

At the same time we are losing existing emergency housing, due to the operation of the statute of limitations, plus the fact that some of the installations are beginning to fall apart. We will have urgent need for dwelling facilities to replace the units now being abandoned.

Klamath Falls Editor Taking New Post

Malcolm (Mac) Epley, managing editor of *The Herald and News*, Klamath Falls, is leaving our sister newspaper in the near future to accept an editorial position with the Long Beach, Calif., *Press-Telegram*.

We regret Mac's departure from the field of Oregon editors and will greatly miss his brilliantly handled column in *The Herald and News*.

Epley has had remarkable success in welding unity and cooperation of spirit and effort in the huge Klamath basin. He has worked unceasingly for improvement in every line of activity and has been largely responsible for many important gains in the community served.

And, in addition to missing Epley's charming personality in *The Herald and News*, we'll also miss the opportunity for continued back-and-forth jibes on the relative merits of Highways 97 and 99.

County Race Meet and Fair

The Douglas county fairgrounds will draw race fans from all parts of the state this week and next.

The Umpqua Jockey club, sponsoring the 10-day event, has assumed a most ambitious undertaking, involving great expense. The meet can be a success only if it enjoys near-capacity attendance each night.

Naturally, we are anxious to see the race program entirely successful, not only from an entertainment standpoint, but also because it will mean many visitors and much community revenue.

We cannot expect adequate financial returns if we depend upon attendance from exclusively local population. We will need visitors from outside the county.

Because sponsors have been so busy with the thousands of details connected with the first large scale race program here—construction of facilities, track lighting, etc.—publicity and advertising have been somewhat neglected.

Every resident can be of assistance in helping overcome this publicity and advertising weakness by inviting friends to attend. Write or call friends or relatives living elsewhere in the state. Tell them about the scheduled events, which end with the revival of the annual county fair, Aug. 25, 26 and 27. Invite them to visit with you during the next ten days.

They will enjoy both the visit and the entertainment.

Senator Morse Labels Reply Of Hawaiian Employer To His Criticism As "Vicious Lie"

WASHINGTON, Aug. 17—(AP)—Senator Morse (R-Ore) Tuesday accused Dwight C. Steele, president of the Hawaii Employers council, of "gross misrepresentations."

In a statement, Morse said Steele was resorting to "political smear tactics" in criticizing the Oregon senator's proposal in the Senate for arbitration of the 109-day-old Hawaii dock strike. Steele voiced his criticism in a letter to Morse which was made public in Honolulu yesterday.

Morse said the letter was "full of gross misrepresentations of the Hawaiian employers' record in the dispute and falsification of my motives, intent and purpose in urging arbitration of the dispute."
Morse characterized as "a vicious lie" Steele's charge that Morse's arbitration proposals had been made on the basis of representations by only one party to the dispute, the CIO International Longshoremen and Warehousemen union headed by Harry Bridges.

The Oregon senator said he will answer Steele further in a Senate speech later in the week.
"I repeat to him and to the public of Hawaii and the United States that the proposal of the United States conciliation service that both the employers and union should arbitrate the Ha-

waiian dispute is a proposal which carries out the American principle of government by law," Morse said.
"The resort to economic force by both the union and employers in Hawaii is absolutely inexcusable and Steele cannot fairly lay his way out of the failure of the Hawaiian employers to place the public interest above their desire to break the union."
"Smear Effort Charged"
Morse said that "Hawaiian employers are no more opposed to the left-wing philosophy of Harry Bridges than I am."
"However, there is a great difference between us. I believe the way to handle such left-wingers as Bridges is to bring him before the fair and impartial judicial process of arbitration and answer his demands with facts."
"The Hawaiian employers as evidenced again by Steele's letter show that they would attempt to smear those of us who believe in the law and order of arbitration with the charge of trying to help the communists when what we are trying to do is substitute rules of reason for the settlement of labor disputes rather than economic force which has been resorted to in the Hawaiian dispute."
"Steele's letter is a good illustration of the type of employer who manufactures anti-labor

Giving The Little Girl A Great Big Hand



Scoops from the MENDING BASKET
 By Viahnett S. Martin

Does the word Rayon mean to you "a word with a split personality?" Do you know the difference between "regenerated cellulose fiber and cellulose acetate (really rayon)?" Well, I didn't. And labels didn't help much because both types are likely to be labeled RAYON.

But I recently asked for a 26-page booklet, beautifully printed, and illustrated with double-tests of the two types of man-made fibers, both lumped together by the Federal Trade Commission's ruling in 1937, and never revised, as "rayon."

One material reacts more as cotton does; one more as nylon. Each has its advantages and its limitations; both are fairly given. The reading of the booklet is an educational, really helpful, aid to the housewife. (A request to the Tennessee Eastman Corp., Kingsport, Tenn., will bring it to you.) For instance, one material is much more sensitive to heat than the other, and to many other factors in use in the home or in garment-wear.

The pictures show the reaction of the two materials in moisture absorption, drying, sensitivity to a hot iron, high dimensional stability, ease of spot removal, ability to hold a pressed pleat, tendency to develop static in a dry atmosphere, ability to withstand sea-water, high resistance to mildew and rot. There is a difference in the reaction of the two man-made fibers, a difference which a housewife might like to know when she looks at the label "rayon?"

Of course we can ask the retailer: "Is this fiber cellulose acetate or is it regenerated cellulose?" That will take the 'guess' out of it somewhat, if we ourselves know the difference.

But we can also take advantage of our privilege as a citizen and suggest to the Federal Trade Commission, Washington, D. C., that it would help the housewife very much if the labels were not arbitrarily "rayon" when two such differing types of material are sold with that label. It might be another case of "just one" multiplied by a lot of other "just ones" accomplishing a worthwhile thing.

Editorial Comment

From The Oregon Press

EDITORIAL CORRESPONDENCE
 By ROBERT W. RUHL
 (Medford Mail Tribune)

SAN FRANCISCO, Aug. 8 — Came down this time via the "Friendly S. P."

And we MEAN friendly.

No group could be more courteous, considerate and obliging than the local S. P. force, from Messrs. Holmes and Roberts down to the baggage man, and back again. They do everything for a customer than any common carrier could do—following the example of good old "Rosey" of fragrant and blessed memory.

But we can't say so much for the S. P. engineers that have the night-run from Dunsmuir to the Oakland ferry.

Teddy Roosevelt, when he rode on a train, always shook hands and chatted with the engineer, and sometimes even rode in the cab. This was not entirely a political gesture, although it never cost T. R. any votes with railroad labor.

But Teddy, like so many other young Americans of 30 and more years ago had a great ambition to be a railroad engineer when he grew up, and he never got over it. Which is only another way of saying that T. R. in a certain sense, never did grow up. (The youth of this post-war age feel similarly about piloting airplanes.)

We have ridden the rails many, many times from Dunsmuir to Oakland and have often been tempted to shake hands with the engineer on arrival and compliment him upon his rough-riding abilities. We would ask him, of course, if he had shaken hands with President Roosevelt the last

Seems the engineers on that run are almost invariably close to the pension age, and if they weren't members of T. R.'s Rough Riders, certainly were qualified to be. In all probability they started as cowboys and probably won their spurs—and share of honors at Pendleton "round-up!"

For surely "Whoopie! let her buck!" is the S. P. cab motto on this run. Probably the going isn't quite as rough in the cab—when the train stops and starts, as back in the Pullmans, but we have an idea that unless the engineer puts on the brakes with one hand, and hangs tightly to the "brass rail" with the other, he would give his head—assuming of course he hasn't lost it entirely—a terrific bump and might even land somewhere the other side of the right-of-way. We hate to say it in view of their very pioneer record, but we are very much afraid all the engineers on this tempestuous night run "grab leather" as the saying goes, or they would spend too much time in the company hospital.

And no doubt it is rather good sport—this stopping with a jerk and a crack-of-the-whip, as one envisions all the boys and girls softly luxuriating in their Pullman beds, being brought sharply awake with a slight concussion but usually no serious cranial fractures. And before they can return to the well-known arms of Morpheus, giving them another jolt by starting up with a series of bumps and bangs that may bust a coupling or two but that usually results in nothing more serious than overtime for the brakemen and repair gang.

If S. P. engineers could have a cold beer now and then, or a game of gin rummy, to pass the long nocturnal hours—how tiresome it must be night after night over the same tortuous route—there might be less excuse. But engineers on the night run have no night-life, it's all work, and yet they have to keep awake, so-called.

What if the Pullman patrons are unable to sleep and have to wear football-helmets and knee-

In the Day's News

(Continued From Page One)

ernment in Washington, with our local governmental bodies having very little indeed to say about it, then we are headed for something that is radically different from what we have and have had in the past.

PERSONALLY, I think our good secretary of the navy is mistaken. It is significant to me that he made his statement at a Democratic party picnic. The Democratic party is staking its hope of staying in power on the idea of the welfare state. The welfare state, if it is to work at all, must be the whole show. The people must be brought to the point where they will LOOK TO THE STATE FOR EVERYTHING. If we are to look to the state for everything, the state must CONTROL everything.

Under socialism, the state does control everything. So socialism, in one form or another, lies at the end of the Washington-run-everything road.

MOST of the people I talk to aren't yearning for a CVA. For that matter, most of the people I talk to are as much worried by the present financial policies of our government as I am. Their common sense tells them that if you go on indefinitely spending more than you take in you'll go broke in the course of time. They realize that this applies to governments as well as to individuals.

I think I ought to add here that I don't talk exclusively to big shots. I find that I can't learn much that way. If you are going to find out what is going on in the world, you have to talk to all kinds of people.

This CVA business is big-time stuff. Few of us understand it, and most of us want to know all about it before making up our minds. But I personally find little enthusiasm for it outside the ranks of the professional politicians who want to use it as a device to keep themselves in power.

THE general run of people I talk to are not at all poisonous in their attitude toward the "tired . . . big businesses" of which our navy secretary speaks so contemptuously. Judging by the talk I hear, most of the people in most of the towns of Oregon would be immensely pleased if some big outfit would come in right now and start some big new business venture that would create a lot of new jobs that would swell the population of their town and make it bigger and more important than neighboring towns.

SO far as I am able to learn, the people of Oregon are going to be quite well satisfied if private

pads to keep from being met by a stretcher at the Oakland mole.

All work and no play not only makes Jack a dull boy, but gives a veteran of the gallant charge up San Juan hill with the late Teddy R. a case of acute nostalgia as well as a pain-in-the-neck. Moreover, when one has won the wild-horse breaking contest at Pendleton—or was it Salinas?—what can one expect from his efforts—beauty shop service with a facial thrown in?

Two Changes Made In State Game Personnel

PORTLAND, Aug. 17. — (AP)—Director C. A. Lockwood of the State Game commission announced two administrative changes Tuesday.

John McKeen, formerly chief of operations for the game division, succeeding P. W. Schneider, Schneider will be assistant director of the commission.

Dr. H. J. Rayner, formerly in charge of disease control and nutrition for the fisheries division, was named chief of fisheries operations.

business goes on bringing new development to the state, as has been the case in recent years, and will turn to CVA's and similar experiments in near-socialism ONLY if private business falls down completely on its job.

I think Navy Secretary Matthews, who is of the high command of the Democratic party, which wants to stay in power and hopes that talk of schemes like CVA will help to keep it in power, is doing some wishful thinking about what the people of Oregon want.

News Views

By SHERMAN PLIMPTON

To folks who like to go down to the sea in ships, but can't stand that awful rolling sensation, Gar Wood, the ex-speedboat king, has come up with a ship that is as steady as a statue's gaze. For people who have crossed the ocean by rail this news is as cheerful as the first robin of Spring. Gar Wood's vessel is a twin-hull job that'll go faster, farther and smoother than any other ship in its class. But the most important thing is that it'll keep stomachs where they belong. It'll take about another year to get the ships into full production . . . but from here on it's clear sailing.

STANLEY GLICK, Melrose Rte., wins one first class authorization this week. There's a break for both you and your car Mr. Glick. Come on in anytime.

A Mansfield, Ohio, man sued for \$100 in an accident in which his cow lost its tail. Imagine what a steak would cost you on that basis!

If the high cost of your car up-keep is bothering you . . . it's time to come to CORKRUM MOTORS, INC., 114 N. Rose St. We have a complete repair and service department with latest equipment and factory trained mechanics. Now's the time . . . don't wait. Drive in or phone 408.

No 4th Round Wage Hike, Steel Executive Vows

NEW YORK, Aug. 17. — (AP)—President Arthur B. Homer, president of the Bethlehem Steel Corp., told a presidential fact finding board Tuesday his company "cannot and will not be a party" to a fourth round of wage increases.

"This is no time for further concessions," Homer declared. "The facts do not justify any more wage increases, and, in the national interest, the ruinous inflationary spiral of wages and prices must come to an end."

The head of the nation's second largest steel concern was the opening witness as the industry began its fourth day of testimony before the three-man board.

Phone 100

If you do not receive your News-Review by 6:15 P.M. call Harold Mubley before 7 P.M.

Phone 100

FROM THE NEWS OF 56 YEARS AGO

Lumber Interest — Among the many enterprises of Roseburg should be mentioned the Umpqua Lumber & Manufacturing Company who have a lumber yard and planing mills where all the mill work of Roseburg is now being done. This company also has secured the agency of the Nichols & Shepard's New Threshing machinery who are already too well known among the threshing fraternity to need further comment.

Roseburg Review
January 2, 1893

Who remembers Nichols and Shepards? Does the Umpqua Lumber Manufacturing Co. still exist—perhaps under a different name? Shows how events and names soon fade to the memory, doesn't it? Let us be your memory for your insurance program, won't you?

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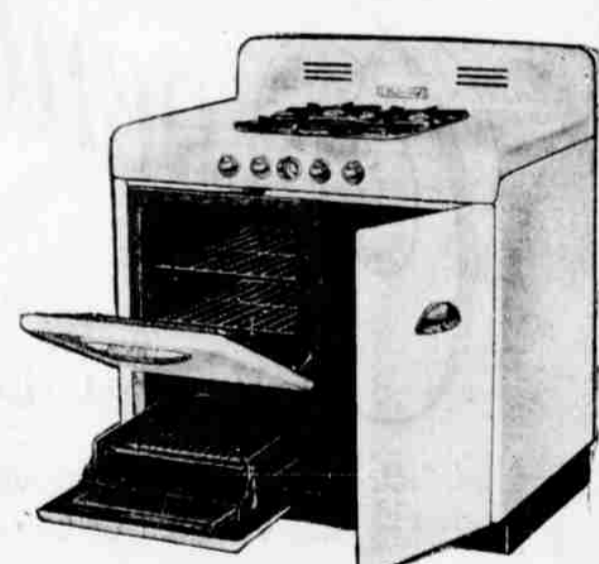
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