

# The News-Review

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## Editorial Comment

From The Oregon Press

### HOW THE AUTOMOBILE CHANGED THE NATION

(Grant Pass Courier)

No one needs to have access to a bunch of statistics to know that the automotive industry has become one of America's giants since the turn of the century.

Even as late as 1910, the owner of an automobile in any community was the exception rather than the rule. The average automobile of that day was more of a mechanically undependable and its life was comparatively short.

What a change in the picture today! Engineering accomplishments and extensive road-building has lengthened the life of the average automobile five fold. And, today, few families are without at least one automobile. The trucking industry, too, has kept pace.

Statistics compiled by the Automobile Manufacturers association reveal the magnitude of the industry. In 1948 there were manufactured slightly under four million automobiles and more than one and one-third million trucks. Car production exceeded the 1941 figure for the first time since the start of World War II.

For the first half of 1949, production is up 20 percent over the same period in 1948. In 1948, the industry provided more than nine million jobs. In Oregon there were 3,214 automotive business concerns employing 23,774 persons.

The association estimates that more than one-fourth of the purchase price of a new automobile goes for taxes. Special taxes alone exceed three billions annually. Fifty-six percent of all automobiles are used for business, including transportation to and from place of employment.

Trucks alone traveled 75 1/2 billion miles. The trucking industry employed 5.6 millions and paid more than a billion dollars in taxes in 1948. Discussing the industry, the AMA says: "Currently, production is proceeding at a record pace. How long it will continue at high levels depends, as always, on customer demand. The industry's planning is based on faith in the future of America."

So much for the physical and business aspects of the comparatively new motor industry. With its phenomenal growth—greater in the United States than elsewhere throughout the entire world—has come both benefits and problems.

The automobile, probably more than any other agency, has made the "Hey, rube" appellation a thing of the past. The rural population participates more in urban activities. It is equally tourist minded with its city neighbors. Touring is an education in itself. The automobile has brought city and country cousins closer together and has brought communities nearer each other. This mixing has eliminated much provincialism.

Invention of the "horseless carriage" has brought its own problems. A major one, no doubt, is an increase in juvenile delinquency. The teen-age urge to drive a car has made automobile thieves out of thousands who might not have been tempted to engage in other types of crime. With the automobile has come a widespread speed urge and its accompanying appalling loss of life and personal injury.

Urban centers have been hard pressed to provide parking facilities for car users. A whole new code of laws has been found necessary to maintain orderly traffic and to control pedestrian habits.

On the economic side, there is still another important consideration. It concerns the family budget.

Rarely is an automobile sale a cash deal. The universal urge to own "a car," and, progressively, always a better car, tends to make many a citizen undertake large periodical payments frequently not justified by his earning capacity.

The automobile, too, has been one of the major causes of population shifts within the nation. In the old days, only the most rugged and venturesome individuals were willing to undertake the hazards of travel to far places. Today, the average man thinks nothing of spinning across the land from coast to coast. What is undertaken merely as a tourist trip frequently becomes a permanent change of residence.

The automobile has played a part in complicating the mere act of living. However, a Gallup poll would no doubt find that most Americans accept that complication and appreciate the benefits the industry has brought with it.

### RESTOCKING THE ROGUE

(Medford Mail-Tribune)

Efforts of sportsmen and businessmen of the lower Rogue river to secure Game commission action toward restocking the stream with salmon are highly commendable, but according to experts on matters piscatorial, the prospects for any considerable success are not bright.

A number of things have contributed to disappearance of the silvery chum from the Rogue and though one of the most del-

erimental items—commercial fishing—has been discontinued, most of the others remain. They remain, and in the very nature of things must not only continue to remain but to increase.

As one long-time Rogue sport fisherman summed it up: "When man moves in, wildlife moves out—and this includes fish."

Irrigation ditches, dams, sewage, more and more anglers, all are taking a growing toll of fish life. The nets were banned but not soon enough to permit nature to rebuild the salmon runs under the increasing handicaps imposed by man.

The Gold Beach people have been somewhat disappointed by the commission's decision to abandon plans for expansion of the Brush creek hatchery in the lower Rogue region. The commission has explained that logging operations are destroying the creek's watershed and making the water supply insufficient to permit further development of the operation.

Hatching and planting of salmon in the lower reaches of the river would have little effect on the number of fish in the upper waters, one expert here points out.

It is also asserted that there are only a limited number and a limited expanse of spawning beds in much of the river and that the waves of running salmon, rooting and fanning among the rocks and pebbles in making their nests, destroy the nests of those who have just preceded them.

It has been urged recently that if general restocking is to be undertaken, the commission should consider a fish that will remain in local waters, unlike the salmon and steelhead, which spend most of their time in the sea. In recent years the banks of the upper river have been liberally dotted with anglers during the "trout" season. Many of these are vacationists from afar, attracted by the Rogue's reputation as a fishing stream. What the anglers are catching—if any—thing—are little six-inch baby steelhead and salmon.

All in all, the salmon and steelhead are fighting a losing battle for existence in the Rogue, and anything the lower river people can do to help them will be all to the good. The Gold Beach sportsmen and businessmen should have the hearty backing of the upper river sportsmen and all interests which cater to the sportsmen.

### In the Day's News

(Continued from Page One)

that even GOVERNMENT socks aren't bottomless.

IN Britain, Sir Stafford Cripps (who in Britain is what we would call the secretary of the treasury) raises Britain's profits tax 20 per cent to offset the inflationary effect of cheapening pound.

At the same time, he repeats his stand that personal incomes, INCLUDING WAGES, must stay at present levels.

He says to business: "If you try to make any more than you are making now, we will take it away from you." To wage earners, he says: "We won't pay you any more wages than you are getting now."

UNDERSTAND Britain's situation, of course. She is in a jam, and has to get out of it. But it seems to me that if Britain is to pull out of her troubles and get back her old place in the world she must somehow provide an INCENTIVE for business men to make more profit and for working men to earn more wages.

THAT'S the trouble with socialism. It is more concerned with dividing up than with producing. So its tendency is to STAND STILL instead of going ahead.

That may be all right for Britain. But we Americans want to GET AHEAD. Did you ever see a town that was satisfied when it was standing still? I never did. We want our towns to GROW. We're unhappy when they don't grow.

That's one reason why I think WE wouldn't be happy with socialism.

SIR Stafford warns British business men that: "If there is any further breaking away from the VOLUNTARY limitation of dividends I shall consider myself at liberty to introduce LEGISLATION to restrict dividends."

That takes a bit of explaining. Last year Britain's Labor gov-



### Scrap from the MENDING BASKET

By Viahnett S. Martin

What would you do if you were preparing dinner, and you unthinkingly picked up a skillet with your bare hand, said skillet having come out of the oven a jiffy before? And there was no one at hand to help out? How would you finish rolling out the pie crust? and how do the usual washing-up? And at the same time keep the badly burned hand out of the flour, and out of the dishwasher? Simple—after the idea came to me.

No, I didn't want to put rubber gloves on; mine are too tight and I have used them for cleaning, etc. Well, I caught sight of one of the transparent bags used for wrapping food for the locker (or deep freeze, if you are fortunate in having one). It had been well washed, and was dry. You guessed: I slipped that on and gathered it in at the wrist loosely. Finished the dinner work with no inconvenience, and the burned hand was kept clean.

Since the bag, after use several times, sometimes leak, when tested with water, I lay the ones with pin-prick leaks aside and use for oh, so many things! I leave some in the suitcases so when I hear "let's put a few things in the suitcases" I don't have to bother with cloth plastic covers for this and that. A middle-sized one takes E.J.'s slippers; others take my extra shoes; one brings home a wet washcloth probably; well, with a number of them right at hand when you open the cases, you find many uses for them. The largest size is a laundry bag!

Then when we intend to "cook the fish" (supposing we catch any and find a cabin equipped for that) we save a lot of space and bother by having bags handy for such things as cornmeal to dip fish in; bread, cookies, vegetables, if any, and so on.

If it's raining, and you are returning a book to the library, one of the bags saves wrapping and bother. One is good for "toe-rubbers" if you want to take off and slip in your handbag.

I wish I had had these handy bags when I was packing lunches!

THAT is one reason why this CVA (Columbia Valley Administration) business bothers me. It will be all sweet and lovely to begin with. Everybody will help everybody else and we'll be better off in the rosy future.

But as the plans fail to work out AS PLANNED this all-powerful board of three men will feel that they are compelled to put the twitch on us to MAKE the plans work out. (Just as Sir Stafford is now compelled to tell the British people that if they don't work together voluntarily to make his plans work he'll have to MAKE THEM WORK TOGETHER.)

That's why I feel that we'll be better off here in the Pacific Northwest if we hoe our own row than if we turn our future over to three planners in far-away Washington.

### Texas Polio Cases Upped By 90 During Week

AUSTIN, Tex., Sept. 29.—(AP)—Ninety new cases of polio were added to the state's total last week.

This week's report brings total cases reported this year to 1,891 compared to 1,456 cases during 1948's comparable period and compared to 1,765 cases for the entire year of 1948, the worst previous year in history.

### Senior High Radio Class Will Start Broadcasts

The first of a series of weekly broadcasts over Radio Station KRNR will be presented by Roseburg senior high school's radio class Friday at 3:15 p.m. under Mrs. Alice Broadus' supervision.

Larry Henninger will be in charge of the program, which will include the following selections: Piano solo, "Deep Purple," Betty Hedge; outstanding personalities of the week, Owen Price and George Erickson, by Betty Hurd; sports news, Bill Summer; school news, Margaret Tucker; solo, "Desert Song," Dick Hoskins, accompanied by Sandra Melba; "Thought for the Day," Carol Morley; duet, "Cool Water," Valerie and Nadine Sparks.

This year the radio class has an unusual amount of talent both in speaking and music, and improved programs can be looked forward to, it is announced.

## Russia Self-Contradictory In Proposing International Control Of Atomic Energy

By EDDY GILMORE MOSCOW, Sept. 29.—(AP)—Informed diplomatic circles here believe that Russia, despite her renewed appeal for international control of atomic energy, is still flatly opposed to the U. S.-backed plan for world regulation.

Certain foreign diplomats here agree that the Soviets still regard the U. S. plan for international control as an invasion of national sovereignty. (The U. S. plan, endorsed by the majority of the United Nations, would set up an all-powerful regulation commission with power to send inspectors into any country in search of possible violations. The Soviet plan has never been fully outlined but Russia thus far has insisted that the U. N. security council—where she has a veto—should supervise all atomic regulation.)

Foreign Minister Vichinsky's appeal for international control in the United Nations at New York last week indicates that Russia is still sticking to her original plans, diplomats here declared.

Foreign diplomats said, however, there might be some possibility of reaching an agreement. They said they held some slight optimism that it might be worthwhile to try again for a compromise now that it has been disclosed that Russia also has an atomic weapon.

Several diplomats have informed their home governments that prospects for agreement are better and not worse since President Truman's statement of an atomic explosion on Russia and the Russian news agency's confirmation that the Soviets have atomic weapons.

Foreign reaction to Russia's announcement that she has an atomic weapon filled the front pages of every morning paper in Moscow yesterday.

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