

# The News-Review

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## THE HIGHWAY PROBLEM

By CHARLES V. STANTON

State Representative Ralph T. Moore gave us some encouraging news when he reported that the Springfield-Azalea section of the Pacific highway holds top priority in the state road improvement program. Speaking at the weekly forum luncheon of the Roseburg Chamber of Commerce, Moore predicted that reconstruction of Highway 99 would be given first consideration. At the same time he urged abandonment of provincial pressures on the highway commission, contending that an effective road building program will be severely handicapped if each community uses political pressures to obtain correction of local conditions rather than treating the highway problem as a whole.

Mr. Moore's argument is sound. His words are encouraging. But we can't help being a little skeptical and pessimistic.

We don't believe it possible to stop political pressure and we don't believe the highway commission can allocate its funds on basis of need without running into political obstructions.

One-third of the Pacific highway in Oregon is in Douglas county. It would seem reasonable, therefore, to expect one-third of the money available for Highway 99 to be spent in Douglas county, if we consider distance alone. However, population also is a factor bearing upon highway construction. Roads must be built to accommodate traffic in and near large centers of population. Population centers also are centers of political strength and are better able to press demands for needed road building than are sparsely-settled districts.

While the heaviest concentration of population is in the Willamette valley, Southwestern Oregon, percentage-wise, is growing faster than any other section of the state. Industrial usage of roads places a heavy load of lumber and logging trucks, freighters and buses on Southwestern Oregon highways.

These factors of growth and traffic load, in our opinion, offset the heavier population of the Willamette valley in formulating a program for road construction.

Another element to be considered is the per mile-cost of construction. Road building in Southwestern Oregon is far more expensive, because of our rough, rocky terrain, than construction in the Willamette valley. It costs many more dollars per mile to build a stretch of highway south of Eugene than north of Eugene.

We also have the argument that highway construction in the southern part of the state has been long neglected; that while millions were being spent around Portland, Salem, Eugene and elsewhere, to serve population centers, work in Southern Oregon was confined largely to maintenance until the highway commission recently started reconstruction of the south end of the Pacific highway in Oregon—a job that is being well done but too slowly.

Taking into consideration factors of distance, population growth, business and industrial transportation needs, excessively high construction costs, etc., it would seem that Southwestern Oregon would have a moral claim to at least one-half the money available for new construction purposes. But can you imagine the protest that would be made should allocations of funds include one-half new construction appropriations?

The highway commission does not have and cannot raise immediately enough funds to rebuild the Pacific highway as rapidly as it should be reconstructed, unless—or until—we issue bonds for that purpose. Although annual revenues for highway purposes have been increased, those increases probably will be insufficient to meet the traffic demands created by the state's growth in population. In other words, the state is growing so rapidly in population that traffic bottlenecks are forming in and around every major city, Roseburg's critical situation immediately north of town being only one of many like problems in the state. Millions of dollars must be spent to provide thoroughfares ample to clear traffic in the neighborhood of cities and the larger revenues made available to the highway department are not proportionate to the rate of growth. Thus, little money is left for reconstruction of long stretches between towns.

Mr. Moore pointed out economic losses resulting from inadequate highways, showing that they run into many millions of dollars; many more dollars, in fact, than the cost of highway construction.

It would seem to us, therefore, that the resistance to issuance of highway construction bonds is based on a short-sighted policy.

## Air Defense Exercises To Use New Radar Screen

SEATTLE, Oct. 27.—(AP)—The Pacific Northwest's newly established radar screen and fighter defense groups of the area will be employed Nov. 4 to 14 in major air defense exercises.

Details of the large scale maneuvers were disclosed by Gen. Hoyt S. Vandenberg, chief of staff of the Air Force, to Sen. Warren G. Magnuson and Reps. Henry M. Jackson and Hugh B. Mitchell. Mitchell told the Seattle Times that while the exercises will not be an actual test of the defense system, it will simulate the tactics which might be encountered and employed in an attack—meaning that the bombers will be the attackers and the fighters the defenders.

High altitude B-29 and B-40 bombers of the 45th, 12th and 15th Air Force will attempt to penetrate the radar and fighter air

defenses. At least 200 planes and 1,500 officers and men will be sent to the Pacific Northwest from widely scattered fields.

Large formations of jet fighters including F-80s and F-84s, will lead defender groups, which will include regular Army, Air National Guard and Naval reservist units, Vandenberg said.

UTILITY PLANT BLENDED VIKING, Alta., Oct. 27.—(CP)—An explosion which rocked the district for miles around, Tuesday sent one man to a hospital and caused heavy fire loss to the main camp in the Northwestern Utilities Ltd., natural gas field here.

The explosion was believed caused by a defective pipe in one of the main lines from the field. Damage was estimated in thousands of dollars. The lines pipe gas into Edmonton.

## Shine On, Shine On, Harvest Moon



## Scrap from the MENDING BASKET

By Vianett S. Martin

Special days and special weeks crowd so closely upon us that one cannot give due regard to each one. But there are some that have so established a place in one's heart that no reminder is needed. Every day is United Nations day with me. Is it not with you?

During the stirring days when the United Nations was materializing from the thought to the physical body meeting in San Francisco, it was my good fortune to be in a group which met six Saturday mornings to learn more about the United Nations. One speaker in particular was so imbued with the great possibilities of the gathering of the nations in that way, that he imprinted upon the minds of his listeners a clear and workable understanding of the United Nations, both physical set-up of the various divisions and potential power for peace. The speaker, Herbert J. Fenn of the Long Beach City college, was so filled with his subject that he spoke without notes, and so interestingly.

## Don't Return To Gunnysock Period Of 1920's, Fervent Entreaty To Milady

By HAL BOYLE

NEW YORK.—(AP)—Lady, say it isn't so. Please say it isn't so, lady.

Say it isn't true—this report that female fashions are going back to the 1920s for inspiration. No, no, no! Not that! Anything else—not that. What have we done to deserve such eyeball punishment?

Ant it isn't even ourselves we're so worried about. It's you, lady. Why should you do it to yourself again? Don't trade the "new look" for the "gunnysock look." I'll admit there was a lot of foolish male yammering against the "new look" a couple of seasons back just because it was novel. Every man was surprised to see it turn out better than he had feared.

But going back to the 1920s again is another thing. We can't hope for anything but the worst—because we went through that madness before.

Go back to the fig leaf of Eve or the bustle of Victoria's day. Wear anything ever tried in the long-forgotten history of woman's struggle for style—anything but what you clothed yourself in during the mad, mad 1920s.

They call that the period of "the lost generation" and blame it on the disillusionment of the First World War. But it wasn't the men who were lost; it was the women! It was the time when girls would be boys. No wonder the boys refused to grow up and act like men.

Remember? If you don't get out the family album and take a look, I know some families that keep their album on a high shelf for fear the children will turn to the pages pasted in during the 1920s—and be frightened into fits. Never Looked So Awful!

Remember now! Remember how the girls drove men out of their last refuge—the barberhop—to get those close-cropped boyish bobs. Remember the short, shapeless dresses, the hats that fitted like a shield?

It was the fond ambition of every fashionable lass then to look like a soda straw, but natural feminine architecture too often decreed that the result should resemble a gunnysock full of sugar on a still—or piano legs. Never have lovely ladies looked so awful, not even since they

ly that I heard more than one say "how fast that hour went!"

But we had a chance to laugh, too. There was present that day the mother-in-law of one of the Saudi Arabia delegation (her daughter had met him, and was married to him, while they both were students in the University of California). This gave the lady a "front seat" whenever she wished to listen in. She brought to show us one of the exquisitely embroidered caps her son-in-law wore under his burmooze. She also told us of the time two ladies—finding themselves near one of the delegation who was dressed, as they all were, in flowing white robe, discussed him admirably. Their poise was shattered by his suddenly turning, and saying in perfect English:

"But you should see me on a horse, Mesdames!" Then there was the young Arabian prince who discovered chocolate ice-cream soda and kept the others in his hotel in a dither of excitement. "It was sodas—then the doctor—alternately!"

## LETTERS to the Editor

ROSEBURG.—As a resident of West Roseburg, I favor annexation. I am interested in facts. For instance, I read a Letter to the Editor in the News-Review on October 25, in which I understood it was stated that the city tax was about four times the tax paid by those not in the city on the same assessed valuation. I figured my own tax on this basis and it was about the same as my federal income tax. I drove to the city to see if everyone had moved to the country because very few people could afford to live in the city at the tax rate. I found that the city seemed full of several thousand people contentedly living there. There must be some misunderstanding by someone about city tax rates.

Now I expect to pay more taxes in order to be in the city but as I see it the gains will more than exceed the expense. That is what your look for when you make a wise investment, I am told. The savings alone from lower fire insurance rates and from having my street maintained by the city instead of out of my own pocket will just about take care of my increased tax. In addition to that, I can see police protection for my family when I am not at home traffic patrol to protect my family on our streets to prevent death or injury due to reckless driving, street lights for our dark streets and corners and many others I haven't time or space to list.

This sanitary district voted in out here is a good idea, but there is a doubt that it can be financed by our small assessed valuation. You know it takes a lot of money to do a job like this and forming a sanitary district, alone gives no guarantee of fulfillment.

If this sanitary district goes ahead with its plans and then falls short of finances at the last—what happens then? Well, the tax payers will be stuck with a lot of expense and not even a ditch in the ground to look at and no prospects of one for a long time. You don't loan money or spend money without security or insurance that your money will gain you something. I say go in the city and push our sanitary district through then. Financing would then be a certainty with the high assessed valuation of the city back of us, and I feel it would be completed sooner and would be more properly supervised from start to finish. This is not a short term deal. It is a long term public utility, and if you will look around you, you will see that public utilities require a lot of financial backing and must be well planned and well supervised by efficient and skilled personnel, not only now, but in the long years to come, years that you and I will not exist to see.

SAM McGAUGHEY Roseburg, Ore.

Why Not Pass Townsend Bill? Asks Writer

ROSEBURG.—During the month Congress passed bill H.R. 6000, the social security bill, by an overwhelming majority. Why did they not pass the Townsend bill, which is more equitable, more practical, more just, much easier and cheaper to administer and less costly in the long run?

The Townsend plan would collect money immediately and hand it out on a monthly basis to the old people in the nation for them to spend for the necessities of life.

I ask which is better? Which will bring more happiness to more people? Which can spend the money to a better advantage, the federal government or our worthy old people?

In my opinion the social security program as set up and amended in H. R. 6000 is both unsound and dishonest, and many congressmen also think so. Three

## In the Day's News

(Continued from Page One)

popular ones. Among other things, he will have to decide whether or not he will enforce the laws against gambling. Unfortunately, law enforcement officials in Oregon have to do that. It would be far simpler if we expected our officials to see to it that the laws are obeyed and they went ahead and saw to it that this is done.

But, alas, we don't do it that way. So, you see, Terry will have to make his decision. If he decides to ENFORCE the laws, a lot of people will claim he is hurting business. If he decides NOT to enforce them, a lot of people will wonder how much he's letting it.

I SPENT last night in one of Oregon's pleasantest and most plous cities. A part of the evening I spent playing slot machines in the company of thoroughly nice people.

I won a jackpot on a nickel machine. A nickel machine is about my speed as a player of slot machines. I can make a dollar last longer that way and I'm so constituted that I can get as much fun out of winning a nickel-machine jackpot as a dollar one.

I can yell just as loudly with glee and as for the cash involved I'm getting so old that I've learned that gambling money ISN'T MONEY. According to the law of averages, if you win tonight you'll lose tomorrow night, so if you look upon your winnings as money you're just a sap.

I HAD an exceedingly good time and I came away with no feeling of being smirched.

IF I HAD BEEN THE SHERIFF OR THE DISTRICT ATTORNEY OF THAT COUNTY, I WOULD HAVE FELT SMIRCHED.

I would have known that if I didn't close the joint and arrest all the players I would have been violating my oath of office. Also I would have known that everybody thought I was getting money for letting the slot machines run.

It happens that I know the sheriff and the district attorney of the county in which this pleasant and sociable and good-natured wrestling match with the slot machine handits was conducted. I can't believe that either of them would take money for letting the machines run.

Still, YOU CAN'T HELP WONDERING IF THEY DO.

Looking at the picture of this nice young sheriff and his nice little family, I can't help hoping he decides to close all the gambling up and keep it closed as long as the laws of Oregon FORBID GAMBLING.

Here is the way it will work out:

If the slot machines and the other gambling rackets run, his friends will look at him and wonder how much he is getting for LETTING THEM RUN. The time will come when EVEN HIS WIFE will wonder about it.

How would you like to have people thinking things like that about you?

You wouldn't like it, I'm sure.

The fair reputation of the state of Oregon and the good name of a lot of our law enforcement officials are to be protected, we should either enforce the laws against gambling or REPEAL THEM.

At least, that's the way I feel about it.

## RAIL LINE IS LOSER

WASHINGTON.—(AP)—The Oregon Short line and the Union Pacific have asked the Interstate Commerce Commission for permission to abandon a 14 mile branch line railroad between Decio and Denning, Idaho.

The Oregon Short line owns the branch and Union Pacific has been operating over it. The volume of traffic is too low to make continued operation worthwhile, the railroad said.

BOEING CO. FLOURISHES SEATTLE.—(AP)—Boeing Airplane Co. officials report the company had unfilled orders totaling \$302,488,787 on Sept. 30.

The quarterly financial report disclosed third quarter net earnings of \$1,117,826, bringing the ninth month total to \$1,780,175.

of our Oregon congressmen have signed the Townsend petition. Our own congressman has not.

JOSEPH W. Lemmer Roseburg, Ore.

## PHONE 100

between 6.15 and 7

p. m., if you have not received your News-Review.

Ask for Harold Mobley.

## Peacetime Draft Never Required, Solon Declares

WASHINGTON, Oct. 27.—(AP)—Senator Edwin C. Johnson (D-Colo.) said Wednesday that plans of the Army to release its draftees shows the 1948 peacetime draft act never was needed in the first place.

He referred to the disclosure by Secretary of the Army Gray that beginning Dec. 1, the Army will offer discharges to 24,000 draftees and 6,000 21-month enlistees as soon as they have finished 12 months of service.

"That certainly is positive proof that the present draft law never should have been enacted," Johnson told a reporter. "It never was necessary and I was quite convinced of it at the time but could not prove it."

What's more, the blunt spoken Westerner suggested that top military and civilian leaders abandon all plans for extending the peacetime selective service act when it expires next June 24. "I have been and still am opposed to a peacetime draft," Johnson said. "There is no foreseeable need for it in the future."

Secretary Gray, in announcing the discharge plan, said it was proof that the Army would not abuse the possession of a peacetime draft law on the books. He urged that the law be continued, for use if needed.

However, Johnson predicted that the next session of Congress would turn down any extension of the law.

The vast selective service system was on a going-out-of-business basis until the present act was pushed through a reluctant Congress in June, 1948.

It required men from 18 through 25 years old to register, with those from 19 through 25 subject to induction for 21 months service.

Diamonds have been found in meteorites that plunge to earth.



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