

# The News-Review

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## CHURCHES EXPANDING

By CHARLES V. STANTON

Problems of boom growth, requiring expansion of municipal services, school capacity, hospital beds and many other facilities, include also a community's churches. Roseburg's churches are becoming hard pressed for space to accommodate their rapidly growing congregations. Impressive building plans are in the making, but church leaders envision the time—and not too far in the future—when even the enlarged church facilities now in the making will be inadequate.

Congregations represented in Roseburg and vicinity have increased from 14 to 22 during the past few years. Several new buildings have been erected, but still church edifices are, in general, too small to accommodate the number of worshippers attending regularly. On special occasions the inadequacy is particularly evident. Easter Sunday, for instance, will find many churches holding two or more similar services because auditoriums will not be large enough to hold all members and visitors at one service.

The community's various religious groups are making extensive plans for expansion. The First Baptist church soon will have a new sanctuary ready for use. Other churches are working on building plans and building funds.

### Educational Plans Receiving Attention

Most people doubtless are pleased to see our church facilities overpopulated. Church fellowship is an extremely vital part of community life. But, in addition to the program of building to meet membership needs, virtually all of our churches are giving special attention to educational plants. Sunday schools are being planned in connection with each major building program. These educational plants will be built for the future, designed along the most modern lines to facilitate instruction efficiency.

New church buildings and schools will require a large expenditure of time, money and effort. Church financing, being on a voluntary basis, can be very difficult at times. But we have no better insurance for a clean, wholesome community than in live, vigorous churches and establishments where young and old alike may receive instruction and inspiration.

The recent church census, coupled with the increasing birth rate, indicates heavy future demands upon church facilities. When we consider that the influx of new population is expected to continue unabated for many years, the problem of planning church accommodations shows many difficulties.

The various congregations are alert to the situation, however, and are prepared to expand as rapidly as financial support will permit.

### You're Taxed Even While You Ride

Every time you take the old family jalopy out for a spin Uncle Sam's tax collectors feel very happy. Would you like to make an estimate concerning the amount of taxes collected by Uncle Sam from the motoring public? A reader of *The News-Review* has supplied this information in the form of a clipping from *Go*, a publication of the California Motor Transport association. Go reports excise tax collections for 1948 to include the following items: Lubricating oil \$81,883,450.48; gasoline \$498,362,790.23; tires and tubes \$158,943,936.93; trucks and buses \$135,607,898; automobiles and motorcycles \$275,456,328.66; parts and accessories \$129,028,527.12. These items add up to the staggering figure of \$1,279,282,931.61. Those figures represent taxes, not purchase price. Who gets the free ride?

## DIME-A-DOZEN SKETCHES

By PAUL JENKINS

A story I heard a few days ago seemed at first merely ludicrous; but on the second bounce it hit hard on my funny bone. I filed it in a safe place where I keep all my favorite yarns. In the meantime I guess I'll pass it along—perhaps you haven't heard it. Jack came to work one morning with a terrific "shiner." His boss took one look at him and exploded: "Good heavens, Jack! he shouted mirthfully, "how did you get such a beautiful black eye?" "Oh," Jack replied, hesitatingly. "I just couldn't keep my big mouth shut." But his boss wanted particulars. "It was this way," Jack told him. "O'Flaherty and I were talking in Bunny's gin shop last night and I said something about the Pope. Then he hit me."

I really know of the fundamental difference in belief which distinguishes the Protestant churches and which caused them to separate first from the parent Catholic church, then further to separate and divide within themselves until now they number into the hundreds; each rejecting (or protesting) hence the term Protestant) one or more of the fundamental doctrines held by the Catholic church and setting up new tenets of their own devising. I'm afraid that, collectively speaking, we know very little of these matters. I think, however, that if only we would take the trouble to learn, we would become more tolerant each for the other individual and his belief in God. Perhaps not. It may be that we'd detest each other more than ever. In divers ways we are an unrepentable people. But I've learned one thing from Jack, in the story I've been repeating: Any time I find myself talking to someone I know to be a Methodist, shall we say, I'm going to be mighty careful what I say about John Wesley!

### Hunting Season Death Trial Due On April 19

ENTERPRISE, March 29.—(P) Trial of William Gebhardt, Medford cabinet maker charged with involuntary manslaughter in a hunting season fatality, has been continued until April 19. Gebhardt had previously pleaded innocent to the charge, brought in connection with the shooting of Reed Wade, Lostine, last fall. Both were elk hunting.

## The Horns of the Farm Dilemma



## LETTERS to the Editor

### S. P. Railway Service Compared With Status Of Travel By Airlines

PORTLAND — I have closely watched and read your editorials and while they have touched some tender spots, realizing your sincerity, I have refrained from making any comments. However, your editorial as appearing in the News-Review of March 11 concerning the "airport studies" I think is a little bit on the biased side and your comparison a little bit off color. I have particular reference to your next to last paragraph regarding Mr. Frank Taylor, Reedsport hardware merchant, telling of his trip from Reedsport to the Bay City in comparison with another gentleman who left from Eugene by train in that the train was so terribly slow and the price is so terribly high. Railroads do not try to compete with the airlines on a speed basis, but instead we have tried to approach the problem through low cost volume transportation such as the SHASTA DAYLIGHT. This friend could have left Eugene at 10:10 in the morning, arriving at San Francisco at 11:15 p.m. at a cost of only \$13.37 one way, or \$24.44 round trip, which is certainly quite different from the cost reported by you as of \$38.50. We justifiably think the SHASTA DAYLIGHT has many features the airlines are unable to offer. Recent surveys made on the train indicate that our belief is correct. Popularity of this train is steadily increasing and while the railroads do not have any thought of saying the airlines do not have a rightful place in the transportation field, we believe that we have a product to sell which can and does stand on its own two feet. As a matter of information and substantiating our belief in the popularity of the SHASTA DAYLIGHT, a recent five-day survey of the passengers on this train revealed the following in answer to certain questions:

Will you take the SHASTA DAYLIGHT on future trips?  
 Yes — 995 passengers 91.0%  
 No — 37 passengers 3.3%  
 No Answer — 62 passengers 5.7%  
 Totals — 1094 100.0%  
 How did you learn about the SHASTA DAYLIGHT?  
 From some form of advertising — 359 passengers 28.6%  
 From a RR agent or employee — 263 passengers 21.1%  
 A friend recommended it — 372 passengers 29.7%  
 Have used it previously — 196 passengers 15.6%  
 No answer — 62 passengers 5.0%  
 Totals — 1254 100.0%

I am sure you will agree that the answers to these questions are very encouraging and that we are on the right path toward producing safe, economical, comfortable transportation to fit the requirements of our valued patrons and at the same time bringing about a small return on the money invested. Of course, you are quite familiar with land grants. Possibly if they had not been in the offering, the west would not be as well developed today as it is. But I also know that in all fairness you realize the railroads have paid off many times to the Federal Government the value of the land grants. When the railroads were built in the west, the government granted land, then of small value, to some of them. In return the railroads had to carry government traffic at tremendously reduced rates, and the savings to the government compensated for the land and a great deal over. The airlines benefit from a direct subsidy in dollars plus all the other aids such as airports provided by federal, state and local governments. The costly operation of the rail-



"If everyone remembered this," says the U. S. forest service in a national forest circular, "there would be fewer reports of persons lost in the mountains and forests. If you get lost remember a clear head will find itself. Loss of mental control is more serious than lack of food, water, or clothing. The man who keeps his head has the best chance of coming through in safety."

- Five rules follow: First is, STOP, SIT DOWN, and try to figure out where you are. Use your head, not your legs.
2. If caught by night, fog or storm, stop at once and make camp in a sheltered spot. Build a fire in a safe place. Gather plenty of dry fuel.
  3. Don't wander about. Travel only downhill. Follow watercourses or ridges.
  4. If injured, choose a cleared spot on a promontory, if possible, and make a signal smoke. The forest service fire lookouts or observers in airplanes may see your smoke.
  5. Don't yell, don't run, don't worry, and DON'T QUIT.
- The U. S. forest service warns new campers, hikers, or vacationists:

roads and strangulation through various sources of regulations in comparison to the lack of such controls in the airline traffic are amazing. The federal, state, county and city subsidies applying to the airlines have been a source of constant worry to us in the railroad field.

Just for a little resume—during the month of January while the airlines were down, highways were blocked, the Southern Pacific was exerting every ounce of energy toward keeping the rail lines open by the addition of much equipment, man power, et cetera, producing a terrifically high operating cost. I particularly recall on January 19, we had quite a number of passengers on our SHASTA DAYLIGHT which was being held at Oakridge until the line could be cleared by Southern Pacific Railroad employees so that they could proceed to their destination. Unfortunately, a few of these passengers had to make a Matson Line sailing from San Francisco at a certain hour. After learning of their problem, we chartered a bus to pick up these passengers at Oakridge, bring them back to Eugene where the United Air Lines had advised they thought they could get through and would provide a plane from Eugene to San Francisco to arrive in time to make connection with the Matson Line.

I ran across this item in the paper in connection with these passengers: "Although detained at the Mahlon Sweet field for a short time while the CITY STREET DEPARTMENT CLEARED THE RUNWAYS..." It certainly would be nice for us in the railroad field to be able to think that we could call upon the various cities along our tracks to maintain our right-of-way, build new stations for us, underpasses, et cetera.

My railroad has to stand on its own feet financially. It has to meet the costs of operation, earn a profit for security holders so as to maintain its credit and earn a further surplus to cover improvements and betterments if it is to progress and give good service. We, who work for the railroad, are very much concerned in this for our welfare is pretty well tied up with

## In the Day's News

(Continued from Page One)

rivals in Hong Kong asserted today... Starving peasant bands in North Central China are reported luring children into the hills to be eaten."

Do you believe it? Probably not. Personally, I think it is possible but doubt if it is actually happening. There's SO MUCH propaganda in this world.

That brings up something else: How much of the political stuff we get from Washington every day do you believe? Again, I imagine, the answer is "not much."

That is a terrible pity. In times as critical as these, we ought to be able to believe everything our leaders tell us. At the very least, we ought to be able to believe they are SINCERE in what they tell us.

FROM Washington: The government's director of civilian mobilization, Dr. Paul J. Larsen, says: "Ten years and 300 BILLION DOLLARS would probably be needed to make the United States as nearly safe as possible from atomic attack."

He adds: "And in the end we'd wind up with a GARRISON state."

FRANCE turned to that kind of thinking before the last war and bled herself white with taxes to build the fantastic underground Maginot line. When the pinch came, the Maginot line bothered the invading Germans about as much as one fly bothers an elephant.

ONE scheme that has been proposed is to move the federal government into Mammoth cave, in Kentucky, and put most of our war industries underground.

As for me, if trouble comes, I don't think I want to hole up in a damp and gloomy cave for the rest of my life. After all, one can die only once.

proved that sanitation is little affected if the garbage is wrapped and kept in covered metal containers, as is required in Roseburg by local statute.

It is our intention to give service outside the city wherever population and demand make the giving of such service feasible. Because of this policy, we are now giving service to certain areas in which we are hardly realizing more than our costs. However, rather than increase prices, we are expecting eventual increases in population to make the giving of service in these areas profitable.

Also, it is our intention to allow decreases in price whenever population increases and other conditions permit such decreases. Only recently we informed a number of our customers in the Calkins-Keasay road district that we are reducing prices in that district as of April 1st because of increased patronage.

We believe that in the Roseburg area the price of disposal service has little if any effect on the dumping along public roads. Rather, it is our opinion this dumping is done by those who live where regular service is not available and by those who would not take the service regardless of cost. We would like to advise these people in and near Roseburg that the Roseburg dump ground, even though privately owned and maintained, allows the dumping of one or two garbage cans free of charge. Charges on larger quantities range from 25 cents to a maximum of \$1.00 for a full truck load.

It is our opinion that in many areas distant from the city there are no dump grounds available. Surely, in these areas, the county or other public agency should be able to obtain, at nominal yearly cost, the use of some ravine or abandoned quarry which would be readily accessible by car and which the county road crews in each district could maintain in a sanitary condition. We believe that if such dumping grounds were made available in each district and directional signs posted along the public roads as well as advertising to the residents of each district the location of their dumping ground, most of the promiscuous dumping along public roads would be eliminated.

ROSEBURG GARBAGE DISPOSAL COMPANY By NORMAN P. JOHN

Our carefully kept records show that only about forty residences averaged increases of 25 cents to 50 cents per month each since our change in type of service last October, while all others, approximating one thousand residence customers within the former city boundaries, enjoyed a 20 percent decrease in their garbage rates. Also, this change in type of service has permitted us to decrease prices in recently annexed areas through the promise by annexation of better streets, better policing and increased population.

All in all, approximately 1400 residences within the present boundaries of the city of Roseburg have enjoyed reduced garbage disposal rates since last September, while only about forty have had increases.

We reiterate that nearly all western Oregon and Washington cities give only once weekly residence service and it has been

## Willamette University Man Selected By Drew

MADISON, N. J., March 29.—(P) — Drew university's trustees have formally approved selection of Dr. Raymond A. Withy Jr., of Willamette university, Salem, as new dean of the liberal arts college. Dr. Withy, a Harvard graduate with a doctorate from Boston university, will take over on July 1, succeeding Dr. Frank G. Lankard who resigned to become dean of Baldwin-Wallace college.



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## FROM THE NEWS OF 60 YEARS AGO

**AT HUDSON**  
 A Busy, Thriving Town—What The Dorrance Lumber Company is Doing.  
 The Dorrance Lumber & Manufacturing Co. are still making extensive improvements in the Hudson town, putting in new and valuable machinery and getting every thing in the best shape for an intensive lumber business during 1930. They have built an extensive incineratory to load twenty cars of lumber per day.

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 January 23, 1890.  
 The town of Hudson is now Leona, located just north of Drain. The mill referred to, burned in the late 20's but part of the loading platform was saved and we believe it is still in use. We don't know whether the mill was insured or not, we weren't in the insurance business then. Loggers and sawmill owners can prevent such a loss by contacting us for truck and equipment insurance... we also offer "tree" insurance that protects you during loading operations. Your insurance policies are the best worry-preventers ever invented.

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