

# The News-Review

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## DREAMING DREAMS

By CHARLES V. STANTON

The editorial job on a newspaper has some advantages. For instance, when office work becomes unbearable, it is possible to invent an excuse to get away for a few hours. We can always insist we have to see a man about something. We had one of those spells Thursday. It seemed we couldn't stand another minute cooped up in an office, facing a typewriter. So we played hooky and did something we've been longing to do for months and months. We hopped in the jalopy and took a quick run through Myrtle Creek, Riddle, Canyonville, Glendale, with excursions onto a few side roads. Some of our friends waved or honked at us as we passed and we apologize for not stopping. But we wanted to see as much as we could in the few hours of daylight we had available, so made no stops.

Have you driven around the Glenbrook loop and up the Cow Creek road out of Riddle lately? It is beautiful now. Well kept farms and orchards, fat stock, dogwood blooming in the canyons, Cow Creek inviting the bait fisherman, picnic spots without number—spots we should be preserving for future public use.

If you are around that Myrtle Creek-Tri-City-Riddle-Canyonville area soon, give your imagination a chance for exercise.

First, as a basis for imaginative play, take a look at the possible industrial sites. Plenty of space for spur tracks. Lots of comparatively level land. An abundance of water from the South Umpqua river or Cow Creek. A huge backlog of virgin timber.

Can you see sawmills, remanufacturing plants, furniture factories, wallboard plants, alcohol, molasses, chemical plants, one or two paper mills, plywood factories, etc., in your imaginary crystal ball? Can you see the dusty road you are traveling converted into a busy paved street, lined with modern, neon-lighted business houses? Can you look on the rolling hillsides, where sheep graze and lambs frolic, and see street after street lined with fine homes? Can you see in your mind's eye a continuous city, boasting 25,000, 30,000, maybe 50,000 population?

You can't see those things? Well, maybe our imagination is just playing tricks.

Isn't it strange how we reject old things, build something new, then find that what we rejected was right after all? We have in mind the new highway location through the canyon between Canyonville and Glendale.

When the pioneers came from the south they followed the bed of Canyon creek, lowering their wagons at times with ropes. Then a rough, narrow, winding road was carved through the canyon, still following the water grade.

The state highway department built a new paved road, rejecting most of the old grade. But now a tremendous grading job is in progress to build a new section between Canyonville and Azalea. If our State Historical society is interested, it could flag most of the new location with Oregon Trail signs. The broad highway now being built is right back on the ground stained with pioneer blood. In a few more months you will be speeding along over an ultra modern road, much of it on the same route where Harry Hildeburn of Roseburg, former road contractor, laboriously whittled out one of the first "improved" roads in the canyon for the county many long years ago.

We were ashamed to admit when we reached Glendale that it had been so long since our last visit. But the interval gave better opportunity for pleasure in the growth of that community. The hurried busy appearance is in sharp contrast to the Glendale we knew many years ago when the principal asset was a stopping station for S. P. "helper" crews.

And as we took the upper road to the highway and swung on down to Wolf Creek and back, we couldn't help letting our imagination play around again.

The long stretches of modern highway, the beautiful vistas of mountain, valley, flower-lined streams, the gorgeous scenery of the canyon, the booming prosperity of communities—what will these mean to the tourists who will be streaming over these roads? How many tourists will go back into the crowded cities with determination to move to southern Oregon as soon as possible?

That's the trouble with imagination—we keep dreaming dreams.

## Robots Planned To Track, Destroy Enemy Bombers

WASHINGTON — (AP)—The air force is equipping late model jet fighters with new automatic devices which will track enemy bombers through night skies or bad weather, shoot them down, then bring the pilot home for a landing. Officials said this whole family of robots is being installed in its new interceptors to meet problems posed by the development of high-speed bombers and atomic weapons. The growing speed of the bombers gives defending fighters less time to climb to meet them, and the enormous destructive power of the A-bomb makes it more important than ever to destroy the

bombers before they reach the target. Radar to help fighter pilots find attacking planes at night was incorporated in piston-engine interceptors used during World War II. But the air force says these planes do not have the performance needed today, while faster turbojet fighters do not yet possess the radar essential to all-weather operations. Into the new models, it says, are going provisions for automatic flight, automatic tracking of the enemy, automatic firing, and automatic approach to a landing after the battle. After taking off the pilot will be guarded by a ground radar network to the area where his plane's radar can pick up the enemy. There the automatic devices will take over, putting the interceptor on the correct course to close with the bomber and firing its weapons at the right moment. In case the robots fail, or

## Wouldn't He Be Surprised?



## In the Day's News

(Continued from Page One)

the Florida primary "confirms a trend." He adds: "Voters everywhere are turning toward the principles for which the Republican party has been fighting . . ."

"That leaves me cold. So far, I haven't been able to figure out for myself what the national leadership of the Republican party IS fighting for—other than to get back into office."

"I'm afraid I'm becoming a political maverick."

"I'm talking here about NATIONAL affairs. In Oregon, I'm unhesitatingly a Republican, because I feel that in Oregon the leadership of the Republican party is striving to keep the state solvent, whereas I have the feeling that the leaders of the Oregon Democratic party are striving to make us over into a replica of the state of Washington, which is already bankrupt.)"

"In Washington, Senator O'Connor (Democrat, from Maryland) scolds businessmen for BRINGING SPENDING PRESSURES ON CONGRESS. Addressing the annual meeting of the United States chamber of commerce, he says:

"At a time when taxes are the No. 1 problem of business, businessmen are adding to their own woes by being against federal spending EXCEPT IN THEIR OWN NEIGHBORHOODS. They're all for federal economy—EXCEPT when it comes to closing a military, naval or other federal establishment with which they do business or whose employees are their customers."

He added: "The recent billion and a half dollar rivers and harbors bill is typical. Members of Congress everywhere were unable to resist the pressure from every section of the country for projects whose ultimate cost will run into huge totals."

He concluded: "The only possible way to avoid serious damage to our fiscal structure, and POSSIBLE COMPLETE COLLAPSE, is to cut government spending drastically."

"THAT'S calling a spade a spade. Over and over again, I've heard businessmen say of some proposed government appropriation that would be spent in their community: 'It's boondoggling, of course, BUT IF WE DON'T GET THE MONEY SOMEBODY ELSE WILL.'"

As long as that idea prevails, reckless federal spending will continue.

things happen that they aren't prepared to meet, the pilot will lend a hand. He will have plenty of work to do also in the last stage of the landing approach.

In addition to robots, increased armament is going into the new models to increase their chances of destroying bombers once contact is made.

**ENLISTMENT IN NAVY**  
The enlistment of Roger Allen Rowe, 735 E. Sixth St., was announced today by the local Naval Recruiting station. Rowe, a former student at the junior high school here, enlisted in the Navy through the local recruiting station and is now in San Diego, Calif., where he will receive three months training before further assignment.

## Scrapes from the MENDING BASKET

By Viachett S. Martin

It just goes to show the power-influence the home-town newspaper may be exerting in an area far-away. We were chatting with the J. B. Radars in Kellogg when Mrs. Radar remarked:

"The Roseburg News-Review used to come to a neighbor living near us on the prairie in Nebraska; he would lend it to my father. First thing we knew we were packing up to set out for Roseburg. My father couldn't get over that 'roses in winter' the Roseburg paper would tell about!"

"We left Nebraska on May 18, reached Pocatello on July fourth, and Roseburg on September 12. Four months to make the trip." Our hostess laughed at my question, "Covered wagon? Of course, we came in a covered wagon! Indians? Well, I had always been afraid of Indians, but when I saw my first ones in Pocatello I lost all fear of them. They were peaceful and civilized!"

"The other families who began the trip with us, kept dropping out as they would take a fancy to some place, but they couldn't persuade my father to stop short of Roseburg. He had set out for there, and there he was going!"

"Our camping place is still there in Roseburg, almost like it was in 1893: the little ravine between Neilsen's new market in South Roseburg and the big Parrott house, the one with the tower room. We stayed there three days before renting a house . . ."

"Yes, it was hard for my mother to leave behind so many things she treasured," said our hostess in answer to another question. "She sold some things and gave many away. I never saw my doll again, nor any of her beautiful clothes, but I was a big girl then—thirteen! Mother did bring her organ in one of our three wagons—it was burned, in 1940—and an old dresser which I still have. In our party were 17 people, 7 wagons and our hack tied on behind one of the wagons, and 10 or 12 horses."

"It was the duty of my 10-year old brother and myself, to unhitch, unharness and halter the team my mother drove, and oh, how we hurried to beat my father and older brother with their teams! We tied the horses to the back wagon wheels. To get feed along the way for the horses was the biggest problem—my father had not realized how hard that was going to be!"

Itroyed so that in times of distress it becomes necessary to depend on bounty.

**LETTERS to the Editor**  
ROBERT ALLEN  
Roseburg, Ore.

**Bird Tragedy Poses Food For Human Reasoning**  
ROSEBURG—Conch Island, Florida, has for many years been a shrimp fishing headquarters. The ebb and flow of commercial tides has necessitated, according to recent reports, a change in the itinerary of this journey in the journey of the delicate crustacean on its way from deep to pan. It was here that the shrimp was cleaned as part of the process of getting it ready for the table. Just what change necessitated this move we do not know, but we do know as a result, a tragedy came upon the gull population.

By nature, as a human is taught that he must work for his food, these web-footed, aquatic birds had for ages procured their food with their beaks by diving down on some unsuspecting herring or smelt and captured it in this manner. The Conch island population of gulls, however, had lost their aptitude to satisfy hunger because they learned—only too quickly—that the tidbits from the shrimp which were unsuitable for human consumption were as appetizing as the live fish. Not only that, but this nourishment was available with the expenditure of only a relatively limited amount of energy. Thus they lost their natural ability to hunt; the shrimp fisherman had moved on leaving the gulls devoid of a means of livelihood.

Given the ability to reason, which, of course seagulls lack, we humans should draw a moral from the tragedy of the bird inhabitants of Conch Island. At any rate, we should be honest enough to admit that by becoming free-loaders, and by accepting the means of existence as a right rather than a way of life in which it is our privilege to participate, and to support, to the uttermost limits of our capabilities, tragedy can also descend upon us. We may even lose that distinguishing feature of the human animal, the ability to reason. God-given natural instincts should be preserved for present and future contingencies, not de-

## Meet The CANDIDATE



Photo by Edris Morrison Studio, Portland

The information for the following story was submitted by the candidate in the primary election, May 19, and does not necessarily signify endorsement by the News-Review.

Russell J. Hubbard, nominee for Republican candidate for the Oregon legislature, 15th district, was born at St. Cloud, Minn., in 1883. He was educated at Portland, where he arrived with his parents in 1891.

He has a long background in railroading and public utilities operations. Hubbard is married and has two married children, John K. Hubbard of Portland and Mrs. Thomas D. Stevenson Jr. of Piedmont, Calif. He and Mrs. Hubbard live on their farm at Sutherlin when they are not at their Reedsport home.

In 1915 Hubbard was an officer in the Douglas County Power Co., which was later sold to Copco. He was then with Monarch Mills in Portland and later with the North Portland Lumber Co.

Hubbard next went to Reedsport, where he helped form the Winchester Bay Lumber Co. in 1918. He and his associates sold the company to the E. K. Wood Lumber Co. in 1941. After that, Hubbard went to Sutherlin as a partner in the Sutherlin Timber Products Co. He sold his interest in that company in 1949.

At Reedsport, Hubbard was a member of the city council, one-time president of the chamber of commerce and member of the Port of Umpqua commission, serving as chairman several years. In connection with the work of the commission, he made several trips to Washington, D.C., to appear before congressional committees.

He was an original trustee of the Improvement Road district which built highway 38 from Drain to Reedsport. This district later turned its work over to the county, along with \$45,000 in its treasury. When asked for a platform statement, the candidate said, "I believe I have a pretty good grasp of county and state problems, and I think I know the needs of the 15th district."

Hubbard emphasized that he favors fishing conservation and methods to develop the potential tourist business in Douglas county. He was a candidate to the state senate four years ago.

proceed with our airport and other needed civic improvements with a just and equal tax plan for all.  
R. W. FOYE  
Roseburg, Ore.

**PHONE 100**  
between 6:15 and 7 p. m., if you have not received your News-Review.  
Ask for Harold Mobley

## War Timetable Set By Russians, General Declares

SEATTLE, May 6. — (AP)—The man who commanded American air forces in the Pacific during World War II said here he thinks the Russians have a timetable for war set and are waiting for a display of weakness by the U. S.

"This country is now the number one power in the world," Gen. George C. Kenney said. "So long as we retain that status there is bound to be a cold war. When we become the number two power there will be a hot-war."

Kenney, now commander of the air university, Maxwell air force base, Ala., is visiting the Boeing airplane company plant here "to talk shop."

The general told war industry-littered northwesterners that it would be as easy to defend this segment of the country as any other. No section of the country, he said "is more easily or less easily defended than any other area."

Seattle has been conducting a campaign for some time to prevent removal of major Boeing plant activities to Wichita, Kans., where it presumably would be safer from any foreign air attacks.

## Good Deed Backfires

CHICAGO — (AP)—A gallant police lieutenant helped an elderly woman down a wet stairway and then fell down, suffering a sprained back.

Lt. Thomas McCann, 52, stopped his squad car when he saw the woman hesitate about walking down the wet stairway at a south-side Illinois Central railroad station. With McCann's aid, the unidentified woman reached the sidewalk safely.

McCann slipped on the bottom step and fell backward. He was taken to a doctor's office in the squad car and treated for a sprained back.

## Women's Fellowship Hold Meeting At Sutherlin

The Christian Women's Fellowship met at the First Christian church in Sutherlin April 28. The table decorations were apple blossoms and spring flowers.

Mrs. Marsha Newman led the devotionals. Mrs. Betty Stanford was elected vice-president, replacing Mrs. Laura Webber, who resigned.

The group decided to send birthday and holiday remembrances to two elderly ladies of the Beaverton Old Folks Home.

Attending the meeting were Mrs. Leota Hardesty, Mrs. Effie Dickens, Mrs. Blanche Hecathorne, Mrs. Rilla Johnson, Mrs. Dorothy Longbrake, Mrs. Marsha Newman, Mrs. Grace Pope, Mrs. Bertha Sanders, Mrs. Leta Whitford, Mrs. Eleanor Woollette, Mrs. Irene Webster and Mrs. Betty Stanford.

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