

The News-Review

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HIGHWAY SAFETY

By CHARLES V. STANTON

Aroused by the mounting highway death toll, the Astorian Budget declares that "We need more severe laws and strict enforcement of them."

Among corrective measures proposed are "grounding" of offenders, particularly after repeated offense; automatic speed governors, and, most drastic of all, making it illegal for anyone under 21 years of age to drive.

Says the Budget's editorial writer:

"Too many accidents are caused by irresponsible kids to whom speed seems to be an intoxicant. We don't consider youngsters ready to vote until they are 21, yet we allow children the responsibility of wheeling these death-dealing juggernauts along the highways when they plainly are irresponsible."

The general public, we believe, is deeply concerned with the problem of highway safety, yet we continue to pile up a daily toll of dead and injured in traffic accidents. We organize safety councils, issue warnings, advice and instructions yet accidents continue.

Certainly the situation calls for some sort of drastic action. But we wonder whether the proposals of the Budget's editor would give us the solution we desire.

Young Learn Quickly

It would be a grave mistake, for many reasons, we believe, to deny young people access to automobiles, principally because they learn much more rapidly and thoroughly at that age in life.

We are known as a nation of mechanics. Mechanical ability of our young men in the last war not only astonished the world but surprised even our own military leaders. Our production lines turned out war materiel at an unbelievable rate. The reason for this accomplishment is found in the fact that we grow up on wheels.

Before a child can walk he is in a wheeled stroller. He has gone through tricycles, scooters and roller skates before he enters school. He starts pleading for a bicycle before he has lost his milk teeth. Before he is old enough for his student permit, he knows the mechanics of an automobile, the various makes and models, and can designate by name and type every airplane overhead.

As a driver, his reactions are faster and surer than those of his father, he has better judgment of distance and speed, and usually knows where to find the trouble when something goes wrong with the machine.

He is, however, often reckless and careless. He is overconfident and lacking in fear. He is unimpressed by the lethal potentialities of the vehicle he is driving. He is easily distracted from strict application to the task of driving.

But if we are to have good drivers and good mechanical knowledge, training should begin during youth.

The suggestion of automatic speed governors also has its drawbacks. Every driver knows that power and pick-up frequently extricate him from what might be a serious accident. To limit flexibility of the power plant can be dangerous.

The idea of "grounding" offenders has much merit.

Safety Training Needed

It is far easier to learn to fly a light airplane than to become good automobile driver.

Any normal person can learn within a few hours to take an airplane off the ground, control its flight in the air, and return it safely to the landing strip. In the air the flier has virtually unlimited space in which to maneuver. He is confined to no narrow ribbon of pavement with its yellow center line. Danger of collision with another aerial vehicle is very remote. There usually is ample space in which to recover from skids, without hitting mail boxes or telephone poles.

The flier is far safer in the air than is the automobile driver on the ground.

But the flier is safer especially because he has been more adequately trained. Despite the fact that handling a light plane is less difficult than driving an automobile, he was required to have a certain number of hours of dual instruction. He passed rigid physical examinations. Even after he was permitted to go aloft unaccompanied, he was made to accumulate many hours of experience before being allowed to take up a passenger. At frequent intervals he was given check flights. He had to master—and thoroughly—all the rules and regulations pertaining to aviation, to learn meteorology, navigation, engine functions and many other pertinent subjects.

Perhaps if automobile drivers were given the same education and the same type of tests, examinations and inspections, we would have fewer accidents.

In The Day's News

By FRANK JENKINS

(Continued from Page 1)
gress APPROPRIATES. If humiliated patrois like Senator Jenner succeed in estopping our government from raising more APPROPRIATED money by taxation the spenders will chorle happily and BORROW THE DOUGH instead.

Any private citizen who thinks he can stop the government from spending by refusing to buy bonds is crazier than a coot. In that event, the spenders will grin and say to him: "OK, bud, if that's the way you feel about it, we'll make the commercial banks buy bonds WITH YOUR MONEY."

If both taxing and bond spending should fail to produce as much money as CONGRESS HAS APPROPRIATED, the spenders will oil up the printing presses and turn them loose printing paper dollars.

The way to stop government spending is congress TO QUIT APPROPRIATING ANY MORE MONEY. As long as congress goes on appropriating it, the spenders will go on spending it and there

won't be any way to stop them. That's something we should all get clear in our minds.

The thing to say to Senator Jenner is this:

"If you're seeking a last ditch to die in, you'd better pick out the APPROPRIATIONS ditch. Only there can you sell your political life effectively."

For that matter, we all ought to say to all of our senators and congressmen:

"Quit stalling. Quit blaming the President for spending us into bankruptcy. Sure, he's a spec-thrift of the first water. Everybody knows that. BUT HE CAN'T SPEND ANY MORE THAN YOU GIVE HIM TO SPEND."

"If you'll quit appropriating money, the President and his administrative assistants will have to quit SPENDING money. That is why the Founding Fathers put the purse string in the hands of CONGRESS."

Personally, I'm fed to the chin with members of congress (both representatives and senators) who

Setting The Style



sell bloody murder about drunken sailor spending but go right on voting for appropriation bills.

As a matter of fact, I'm beginning to wonder if the only way to stop drunken-sailor spending isn't to VOTE ALL THE INCUMBENTS OUT, and make a new start.

Editorial Comment

From The Oregon Press

SCIENTISTS PREFER BLONDES, AMONG OTHER THINGS

The Oregon Statesman

We got nothing against blondes. Some of our best friends are blondes. Never let it be said we discriminate against blondes. Even dumb blondes.

The same with scientists. Scientists are okay. Most of them wouldn't hurt a fly. And often as not their activities are perfectly harmless.

But we just wish scientists would leave blondes alone. Especially dumb blondes.

Ever since Anita Loos observed that Gentlemen Prefer Blondes—a statement immediately and ever since challenged by every self-respecting redhead and bruntie—scientists ogling through their thick lenses and making marks on paper, have tried to find out whether and why. They have made surveys. They have compiled statistics. Some of the experts concurred with Miss Loos. Others said she was all wet. Others qualified and beat around the bush with assertions such as, Yes, gentlemen prefer dumb blondes for fun and frolic but they marry the brunettes who can cook and sew, etc.

Comes now the AP report on the latest study, something cooked up by a couple of jokers with Ph.D.s to prove we ain't figured out what. The American Psychological Assn. convention was told last week that studies of 1700 men and women show, among other things, that dumb blondes have as good a chance to get married as knuckledheaded brunettes and rat-brained redheads. Furthermore, the lightweights of whatever color hair have as good a chance to snag a husband as the gal in hair color mentioned, maybe not "of greater skills and intellectual attainments."

In fact, said the learned men, the tests "show no pattern whatever."

"Oh, what you said!" say we. Their conclusions confirm our suspicions about the value of the whole big flub.

Harken now to the other remarkable findings: Students who go to college did better in high school English than those who don't. Students in engineering schools are sharp in mechanical reasoning. Girls who work as stenographers and secretaries were better spellers than girls who got jobs as clerks but the clerks were better in clerical speed and accuracy. Boys who became medical students usually got good grades all around. In any career group there is a wide variety of talent. Etc.

Thorp's instructions stem both from presidential direction and congressional admonition. By resolution, Congress called for severance of trade ties with Czechoslovakia. While that action lacks the force of law, it is strongly influential.

If the government succeeds in tightening the noose about the Czechs at Geneva, the anguish in Prague should soon be acute.

The most effective step thus far is the Western powers' blockade of the Czech Air Line, which now is barred from flights into France and Britain and over Western Germany. Since the cost of roundabout flights to other western nations is almost prohibitive, this and the returns insufficient, this to all practical intents puts the Czech line out of business internationally.

The Czechs are formally protesting the move as "open discrimination" against their "people." It is indeed that, and no nation involved in the bad makes any pretense to the contrary.

After all, anybody can see that if gentlemen really preferred blondes, the race would be gradually turning towheaded. Instead, scratch a "dumb" blonde and often as not you'll find peroxide. Wish the scientists were as quick.

For that matter, we all ought to say to all of our senators and congressmen:

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Scrap From the MENDING BASKET

Vianett Martin • P.O. Box 874, Drain, Or.

BY BRUCE BLOSSAT

PROBLEMS OF VANDALISM

BY DR. R. YOUNELL

HIS WISCONSIN STATE COLLEGE

BY DR. R. YOUNELL

HIS WISCONSIN