

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 a 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 buffooned patroids like Senator Jenner succeed in stopping our government from raising more APPROPRIATED money by taxation, the spenders will chortle 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 fool. 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 selling should fail to produce as much money as CONGRESS HAS APPROPRIATED, the spenders will turn 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 spendthrift 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



Scraps From The MENDING BASKET
by Vlahett Martin, P.O. Box 874, Drain, Or.

Editorial Comment

From The Oregon Press
SCIENTISTS PREFER BLONDES, AMONG OTHER THINGS
The Oregon Salesman
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 Loose observed that Gentlemen Prefer Blondes—a statement immediately and ever since challenged by every self-respecting redhead and brunette—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 Loose. 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 PhDs 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 knuckleheaded brunettes and rattlebrained redheads. Furthermore, the lightweights of whatever color hair have as good a chance to snag a husband as the gal. Other hair color mentioned, maybe no hair? 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.
Now we admit that these earthshaking conclusions represent a great deal of wasted time by the scientists and the 1700 guinea pigs. And we further hold that a little common sense and a little ordinary observation would give you the same conclusions the scientists laboriously ratched, only quicker.
After all, anybody can see that if gentlemen really preferred blondes, the race would be gradually turning towarded. Instead, scratch a "dumb" blonde and often as not you'll find peroxide.
Wish the scientists were a smart.

The modern Olympic Games were first held in Athens, Greece in 1896. They are generally thought to have stemmed from Greek athletic games held during annual festivals around 700 years before Christ.

CZECHS SQUEEZED

Economic Pressure May Force Release Of Oatis

By BRUCE BLOSSAT
Willard Thorp, U. S. assistant secretary of state, is in Geneva, Switzerland, continuing the American government's efforts to put painful pressure on Czechoslovakia in retaliation for the imprisonment of A. P. newsman William Oatis.
Normally this Geneva meeting devoted to tariffs and world trade would be a routine somewhat dull. But Thorp's goal, to isolate the Czechs from the trade benefits of the free world lifts it above that.
Thorp's instructions stem both from presidential direction and congressional admonition. By resolution, Congress called for severing 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 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 public. It is indeed that, and no nation involved in the ban makes any pretense to the contrary.
The Communist puppets in Prague know, of course, that their protests will fall upon deaf ears in the West. They are merely shouting for the record, and to try to stir a little sympathy in those corners of the globe which still pay any attention to Communist words.
Actually they understand that to get rid of the air ban and other restrictions they will have to release Oatis. Publicly they declare this impossible, and Moscow has even joined the refrain.

Defense Demands To Require 35 Percent Plywood

TACOMA—(P)—Defense demands for plywood will probably require at least 35 percent of production during the months ahead, the National Production authority

Washington (P)—Anyone inclined to strike a blow for freedom these days couldn't do better than to send a check to Hiwassee College, Madisonville, Tenn.
Hiwassee is a church-supported college with an enrollment of 300 students who are unable in most cases to finance an education by themselves. It is short on building and living space—two new dormitories are needed—but long on its distaste for Socialism or any form of federal paternalism.
Dr. D. R. Youell, president of Hiwassee, in February, 1950 started Washington bureaucrats when he rejected an offer of free surplus potatoes. Here is what he said:
"Yes, we need potatoes, but even more, we need to preserve our integrity. An economy of waste may be expedient but it is wrong, and we will have no part of it." He went into the open market and bought potatoes for the college cafeteria.
The surplus potatoes, of course, were some salvaged from the mountainous piles the department of agriculture was destroying by covering with kerosene.
Dr. Youell's independence and belief in principles went right over the head of Oscar Ewing, federal security administrator. For some unexplainable reason, Congress gave Ewing \$300,000 to give away to colleges for housing programs. The air already 19 agencies in the government dealing with housing problems, but Ewing got the cash and set up an office of education to handle the hand-outs.
Hiwassee college got a note from Ewing stating that the FSA was ready to cut it a slice of taxpayer's pie. Dr. Youell examined his principles again and told Ewing:
"The government offer to lend us money at something like two and one-half percent over a period of 40 years is quite a miracle. The taxpayers not only will have to provide the \$300,000,000 for the loan, but it will cost them 10 to 20 percent to administer that sort of thing—what with the salaries, paper work, etc., that will be necessary."
"I'm not going to mortgage this college and let the next generation pay the bill."
Needless to say, neither the National Education association nor any other agency dominated by the bureaucrats has asked Dr. Youell to expand his philosophy for the benefit of other college presidents or teachers.
Dr. Youell believes that self-sufficiency and work towards solving the problems of Hiwassee, instead of opening the door for the bureaucrats, will not only keep Socialism off the campus, but is the American way of doing things. He said he needs money but that "a federal loan to a church college would give the government a certain amount of control over the institution." He doesn't think that Hiwassee should sell its liberty and independence even at two and one-half percent.

Fulton Lewis Jr.
WASHINGTON REPORT
WASHINGTON—(P)— Senator McCarthy (R-Wis.) says administration forces "don't have the guts" to press for a showdown Senate vote on whether he should be ousted from Congress.
McCarthy made the statement to a reporter in advance of a closed meeting of a senate rules subcommittee to consider a resolution by Senator Benton (D-Conn) on the other issue.
The resolution calls for a senate investigation to determine whether there are grounds to expel McCarthy. If the matter came before the Senate later it would require a two-thirds majority of those voting to force out the Wisconsin lawmaker.
"The administration people," McCarthy declared, "don't have the guts to push this thing to a showdown vote in the senate."
"What's more, they have no intention of doing so. This Benton resolution is just an excuse to give some of the pinheads a chance to smear."
Benton Contradicts
Benton said in separate interview "there is absolutely not one bit of evidence to support McCarthy's declaration there will be no showdown." He added: "I am convinced that there will be, and before too long. In the meantime, McCarthy is again pre-judging testimony which I haven't even presented yet to the subcommittee. And he is prejudging the subcommittee before it even hears the testimony."
The group also has before it a McCarthy demand that he be permitted to question witnesses at any hearings.
The subcommittee recently issued a unanimous report—signed by three Democrats and two Republicans—which denounced as "despicable" the successful election campaign conducted last year in behalf of Senator John Marshall Butler (R-Md.). The report said McCarthy was "actively interested" in the campaign. Benton's resolution asks a more complete investigation of McCarthy's part in that campaign, and an inquiry "with respect to his other acts since his election to the senate."

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Wouldn't It? **Wouldn't it be nice to practice That fine way of thinking, too? You know something good about me; I know something good about you.**

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