

# The News-Review

Published Daily Except Sunday by the News-Review Company, Inc.

Entered as second class matter May 7, 1936, at the post office at Roseburg, Oregon, under act of March 3, 1879.

CHARLES V. STANTON Editor EDWIN L. KNAPP Manager

Member of the Associated Press, Oregon Newspaper Publishers Association, the Audit Bureau of Circulations

Represented by WEST-HOLLIDAY CO., INC., offices in New York, Chicago, San Francisco, Los Angeles, Seattle, Portland, Eugene, Astoria, Medford, and other cities.

Subscription Rates—In Oregon—By Mail—Per Year, \$18.00; six months, \$10.00; three months, \$5.75. By News-Review Carrier—Per Year, \$12.00; six months, \$7.00; three months, \$4.00. Outside Oregon—By Mail—Per Year, \$21.00; six months, \$12.50; three months, \$7.00.

## A VALUABLE SERVICE

By CHARLES V. STANTON

Annie Applegate Kruse, a lifelong resident of Yoncalla, has performed a service which will grow in value as time goes on.

For many years she has been compiling Douglas county history, and, more particularly, the history of the northern part of the county. Last year she published the first of her collections under the title "Yoncalla — Home of the Eagles." Newly off the press is a revision of that book.

The new edition, while retaining much of the original manuscript, adds many interesting incidents. Included in new copy is a brief account of the formation of Umpqua county.

Mrs. Kruse has compressed volumes of historical facts, incidents and biography into one small booklet. Just as an artist sketches his scenes with a few lines to serve as guides for the more complete work, she has merely outlined a vast amount of historical information. Each chapter in her interesting booklet could be expanded into one or more large volumes. Yet, as the true artist can make a few lines suffice to convey the impression to be gained from the finished picture, Mrs. Kruse has shown comparable skill in depiction of history. Despite extreme condensation, the reader is made to feel the spirit of the age she describes and to understand the thoughts and impulses of our pioneers and the motivation leading them to accept the hardships which went with the times.

### Historical Records Preserved

Mrs. Kruse has compiled her history from original sources. As she undertook her work, she was given access to many diaries, correspondence files, scrap books and other historical records in the possession of pioneer families. More and more of this valuable store has been made available as people became acquainted with the work in which she has been engaged for many years.

Mrs. Kruse is continuing her research and preparing manuscript for a version which will not be circumscribed in space as were her two current editions. It is to be hoped that she will be able to fill in the sketches she has produced, to preserve for all time the picture of early Douglas county.

We feel that this is a most valuable work — one that has been too long neglected. We have a wealth of historical facts which we are permitting to slip away from us. Historians who capture and retain this information for posterity are performing a service which will grow in importance with the years.

Mrs. Kruse is engaged in a "labor of love," for her booklet is non-profit, written exclusively to preserve as much as possible of our rapidly disappearing history.

### ACCESS ROAD PROGRAM URGED

An access road program in which the sum of \$30 million would be authorized annually for a five-year period, is urged by the National Lumber Manufacturers association. The association, meeting recently in San Francisco, adopted a resolution stressing the importance of an adequate access road program. It was recommended that such roads be designed and located chiefly for the purpose of removing timber; that standards and load limits be sufficiently flexible to take advantage of logging opportunities and operating economies. It also was recommended that federal funds be used only for roads which cannot be quickly and adequately financed by private timber operators as a part of timber sales. The association suggested annual advisory public hearings in connection with state and regional access road programs.

The proposal submitted by the lumber manufacturers dovetails with the project upon which Douglas county timber interests and the Roseburg chamber of commerce are expending much time and energy. Access to timber on the Umpqua national forest is vital to efficient management of our resource. Unless such access is obtained in the very near future, we will soon exhaust our supply of privately owned timber, now being dangerously overcut. At the same time we are suffering annual economic losses amounting to millions of dollars because of the undercut from federally controlled lands.

It is to be hoped that the influence from the lumber manufacturers, together with efforts from local communities, will stimulate Congress to set up a more realistic and efficient timber access program.

Scraps From the



**MENDING BASKET**

Vahnett Martin - P.O. Box 874, Drain, Or.

The other day a voice I like to hear asked over the phone, "Vahnett, do you think you can make three pumpkin pies...?"

When I came out of my shock I said, "The range is in the middle of the livingroom under tarpaulin, with other things piled all around it. Most of my kitchen junk is still unpacked... what do you think?"

Well, the decorators and the carpenters and I had a good laugh afterward, and the other hostess — bless her! — made six pies, her own three and mine, too! I shall always think of that day now when I think of pumpkin pie.

This typewriter is full of white dust despite my efforts to keep it covered up. I guess I uncovered it too soon. It's Ray Farnsworth Jr.'s fault — his uncle and dad, too — because they did too good a job of sanding sheet rock. The sheetrock is a half inch thick. They stuffed every crack with some kind of gooey stuff, and then when it dried, they sanded. Well, not Ray's dad. He had urgent business on another job, and what a good day to pick!

Said Ray the night before, "This place will be dusty tomorrow. Plenty dusty." He knew what he was talking about! And I didn't. But I do now. That dried white stuff had to be satin-smooth, they said, and satin-smooth it is! I can think of lots easier jobs than standing on a platform, holding a heavy sander over my head all day. But Ray took it in stride. Do you suppose four years in the navy sort of conditioned him? Maybe he's holystoned a deck?

Had a note from Mrs. Herman (exec. sec. Red Cross) saying she would drop in for a few minutes on her way by Tuesday. If the Farnsworths are still sanding... well, we can visit in her car maybe? If she looks as if she had gone through a white-dust storm when they see her in Drain... well, you'll know why! Maybe Ray covered us up, too, with one of his tarpaulins.

(But oh, won't it be nice when all this is over and I can clean up and put things in their right places and know they won't go galloping around...)

# Fulton Lewis Jr.

## WASHINGTON REPORT



(Copyright, 1951, King Features Syndicate, Inc.)

WASHINGTON — When Edward C. Carter told the senate internal security subcommittee that the Institute of Pacific Relations is nothing more than a highbrow study group on Asian problems he stuck his foot in his mouth.

Probably the most secret files in the world belong to the Soviet Politburo, yet back in 1940 the secretary of the Institute of Pacific Relations issued an off-hand order that an American should go to Moscow and examine Politburo data. This was at a time when Stalin and Hitler were acting like buddies and almost everybody in this country was sure they'd join in conquering England and Europe, neither dictator, as you'll recall, was friendly to the U. S., so on the surface it appears unlikely that Russian leaders would have allowed an American to inspect their secret files.

Such was not the case, however, in the mind of Edward C. Carter, secretary of the IPR. Carter appeared before the McCarran group recently, blandly asserting that the institute was a scholarly group of intellectuals itching to take part in world affairs for the benefit of this nation. If there ever was a deflated windbag, Carter was it by the time McCarran and his staff got through with him.

The document in question was a letter written by Carter on May 8, 1940, to the director of the American Committee for International Studies, one William W. Lockwood. It reads like a Kremlin directive. Carter had decided that the IPR should scatter around the globe a platoon or two of snoopers as international exchange fellows. This, mind you, at the moment the world was about to blow up in a global war that Carter was convinced was not far off, as you'll see in a moment.

In his directive, Carter orders U. S. and foreign citizens to start traveling, and the thing that strikes my mind—especially in the case of Dr. Philip Jessup—is how Carter was so certain they'd all leave their jobs and do his bidding. Even Jessup must have been doing something to earn a living at that time.

I'm going to give you a few excerpts from Carter's 15-item directive just as he wrote it. Some of the names won't mean much

## In The Day's News

By FRANK JENKINS

(Continued from Page 1)

the Baltic could have been just a case of trigger-happiness. The decoration awarded to the pilots could have been merely the Russian way of saying that their men THOUGHT they were right and should be made to know that their alertness and readiness were not displeasing to their government. But when it happens twice in the same way, it looks like evidence of a deliberate purpose of some sort.

That brings up another question that is not lacking in grimness: How well prepared ARE we?

This is from Washington: "Senator Morse said today THE UNITED STATES STILL LACKS THE AIR POWER NECESSARY TO RISK SPREADING THE KOREAN WAR BY STRIKING AT RED CHINA BASES IN MANCHURIA."

That reminds us of General Vandenberg's statement that other day that red China is now one of the major air powers of the world. Only a little while ago (practically a matter of months) red China had no air power at all. What she has now has come from Russia. Russia's production capacity must be pretty good.

Let's get back to Senator Morse — who is a member of the senate

armed services committee and as such has access to the best information available. He went on:

"Top military advisers have told us for months past that we do not have air supremacy either in Asia or in Europe."

Without air supremacy, how can we use even our atomic strength as effectively as we would need to use it if we were precipitated overnight into all-out war?

Senator Morse added: "I am opposed to expanding the war until we can control the air."

Whether or not one agrees with Senator Morse on ALL issues, it isn't hard to agree with him on that one.

This much is plain: Until we get strong enough to handle any situation that may arise, we'd better proceed with considerable caution. Incidents such as this one in the Sea of Japan and the other one up in the Baltic are hard to swallow.

But if we should let our anger overcome our judgment it might be just what our enemy wants. Above all else, we'd better quit fooling around and buckle down grimly and seriously to the business of GETTING MILITARILY STRONG AS long as there is any doubt about our ability to win a war if one should start, our position in world affairs will be a weak one.

### Damage Suits On Auto Accident Are Dismissed

Two suits against T. C. Doherr asking damages on an auto accident on the Days Creek road were dismissed Friday by Circuit Judge Carl E. Wimberly on motions of the plaintiffs.

John Sutton had asked \$5,000 general and \$80 special damages on the accident occurring Sept. 7, 1950 at a covered bridge 1 1/2 miles east of Days Creek. Lillian W. White, passenger in the Sutton vehicle, had asked \$10,000 damages in the other suit.

A decree quieting title on property in the South Drain addition to Drain was issued Friday by Judge Wimberly to Sherman R. Joy, James L. Ross and others had named defendants.

J. M. and Lenora M. Housley filed suit Friday against Corey R. and Neallagene Mullins for recovery of \$2,250, allegedly owed on a property sale.

The undersigned is of the opinion that a thorough discussion as to the advantages or disadvantages that might accrue from such a move should be had before election date. I, for one, admit complete ignorance on the matter proposed.

SAM J. SHOEMAKER  
Roseburg, Oregon

### Cancer Scientist Given Krebiozen Research Permit

CHICAGO — (AP) — Dr. Andrew C. Ivy, noted medical educator recently suspended by the Chicago Medical Society, is continuing — by order of University of Illinois trustees — his research work to determine the value of Krebiozen for cancer.

The board adopted a report making disposition of the Krebiozen controversy a purely administrative matter to be directed by Dr. George D. Stoddard, university president.

Dr. Ivy, world famous physicist and head of the Chicago professional schools of the university, was suspended Nov. 13 by the society "for methods he employed in promoting" Krebiozen in treatment of cancer.

The board adopted without comment the brief report by Dr. Stoddard, urging Dr. Ivy to continue his research so as "to validate the satisfaction of all concerned the effects of Krebiozen on cancer patients."

Dr. Ivy made Krebiozen public last March. He said 22 cancer patients had been treated with it and 14 showed signs of improvement but eight others died. All patients were in the advanced stages of the disease.

The American Medical Association on Oct. 25 said a study failed to show Krebiozen had beneficial effects. It based its report on case histories of 100 cancer patients treated with Krebiozen.

Dr. Stoddard recommended "as soon as may be feasible, to give the public full information on the outcome of the work."

SAVE at SUITERS' LINOLEUM FLOOR TILE

1720 Walnut Ph. 3-7367

### Scouters' Round Table Scheduled Here Monday

The first scouts' round table and district staff meeting is slated Monday night at 7:30 at the Labor temple, 208 W. Roberts.

District Chairman Cal Baird reports it as a planning council. He says, "This is an important meeting since our work for the coming year will be planned." Scouts and persons interested in scouting in the entire Douglas district are invited.

Another future date for scouts is the Dec. 2 annual meeting of the Oregon Trail council. This will be an afternoon and evening meeting with a banquet and program in the evening. It starts at 2 p.m. at Springfield high school. Tickets are available from Walt Smith, Rollie Quam, Baird and the council office in Eugene. Baird stresses that "The Douglas district must be well represented at this meeting."

LAY-AWAY FOR A MERRY CHRISTMAS LAY-AWAY FOR A MERRY CHRISTMAS

# FOR XMAS

AT THE DOUGLAS COUNTY FLOUR MILL

## XMAS TREE LIGHTS

7, 15, 20 LIGHT STRINGS WITH SAFETY PLUG

### HARDWARE DEPARTMENT

North Pine Street DOUGLAS COUNTY FLOUR MILL Phone 2-2641

LAY-AWAY FOR A MERRY CHRISTMAS LAY-AWAY FOR A MERRY CHRISTMAS

"I'm a Rambler Fan"

SAYS PHIL RIZZUTO

"The more I drive my Rambler Country Club, the better I like it. It's the absolute tops in traffic and the gas mileage is almost unbelievable." The great Yankee shortstop is right again. The Rambler's Flying Scot engine set the all-time Mobilgas Economy Run mileage record—31.05 miles to the gallon with overdrive. See and drive America's newest, smartest "Hardtop"—the Rambler Country Club.



"It's the Nash Ambassador for me"

SAYS HERMAN HICKMAN

"The Ambassador is a GREAT car. I know. I own and drive one, and you can't beat the Jetfire engine for all-round performance." Yale's famous football coach, noted raconteur and TV star is a fine judge of fine cars, too. For only the Ambassador offers scores of luxury features like the Airliner Reclining Seat, Weather Eye Conditioned Air System. Try it with Hydra-Matic Drive or Overdrive.



"The Statesman's the Big Buy"

SAYS BILL FRANCE

"Take it from me as a race official and former driver, there is no stiffer test than N.A.S.C.A.R.'s Grand National Circuit stock car races. On speedways across the nation, the new Nash Airflyte has been proven a winner," says N. A. S. C. A. R.'s president, Bill France. Compare the Nash Statesman. It's the biggest, roomiest car in its price class, yet it delivers more than 25 m.p.g. at average highway speed.



"Before You Decide, Take An Airflyte Ride, in the World's Most Modern Car"

TALK ABOUT ECONOMY!

Rambler 31.05 M.P.G.  
Statesman... 26.12 M.P.G.  
Ambassador 25.92 M.P.G.  
\*with overdrive

1951 MOBILGAS ECONOMY RUN

TED REED MOTORS

Oak & Pine St., Roseburg

Nash Airflyte

The World's Most Modern Cars  
THE AMBASSADOR • THE STATESMAN  
THE RAMBLER

Nash Motors, Division Nash-Kelvinator Corporation, Detroit, Mich.