

The News-Review

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CHARLES V. STANTON Editor
EDWIN L. KNAPP Manager
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PLANNING AHEAD

Hal Schiltz, editor of *The Myrtle Creek Mail* expressed the concern of the people of that area because of the recent sale of the Tri-City Airport.

Lying about equidistant from Myrtle Creek, Riddle and Canyonville, the airport was purchased and developed for use by light plane enthusiasts. It has been strictly a private venture. Now the land has been sold. The new purchaser plans to subdivide the property into business and residential lots. Because of local agitation concerning loss of the airport, he is holding plans in abeyance.

Editor Schiltz points out that unless "careful planning is done now, there will be no suitable spot in which an airport convenient to all three communities may be located." He urges a joint planning commission for the area for "affairs of this kind." The community, he says, "is going to need the services of an airport, and the need for same will grow as the years pass by."

The Myrtle Creek editor, in our opinion, is giving wise counsel, not only in the matter of preserving an airport, but more especially in advising joint planning by the three neighboring communities.

Airport Essential Facility

Airports are essential to all communities. We do not know what the future holds, but it is obvious that aviation activity will not diminish.

The Tri-City airport is not large enough to permit development for heavy transportation. It cannot be designed to accommodate large passenger and freight planes as they exist today. Progress is being made, however, in designing planes requiring less operating space. While in one direction we have manufacturers building bigger and heavier planes, requiring miles of runway, we find also that new ships are being produced to land and take off from the proverbial "cow pasture."

A Portland man, for instance, has brought out a light plane in which he has mounted two motors with a system of overlapping propellers. The performance of this ship is creating much excitement. A newly-designed conventional plane, designed for low landing speed and quick takeoff, recently was put on the market.

There is every indication that small fields will be in increasing demand in the years to come, and that planes suitable for use on such fields will be plentiful.

The Tri-City Airport now serves the needs of the local pilots, is available for emergency landing purposes, will serve as a base for planes used in seeding and fertilizing, and is a valuable safeguard for the transient flier. Naturally it is productive of little income at present. But, if it is permitted to be covered with improvements, the community may have regrets in future years.

Planning For Future Needed

Not only for the sake of airport development, but also for the future outlook, we join Editor Schiltz in urging formation of a joint planning committee or commission.

It is our belief that the southern part of Douglas County has barely started its development. The large timber resource of the South Umpqua and Cow Creek districts assures a continually expanding industry. It also is the one section of the county where industrial sites still are easily available. It has recreational and mineral resources relatively untapped.

We anticipate it will not be too many years until Myrtle Creek, Riddle and Canyonville lose their respective identities as they flow together. The intervening area, we feel, will be filled with dwellings, industries and business houses.

Before you start scoffing, just remember that Myrtle Creek, once only a wide place in the road, today is as large, in area population, as was Roseburg prior to the start of the lumber boom.

It would be an exceedingly wise move, we believe, to start planning now for the time when the whole area will be filled in and preserve for that day some of the airports, parks, playgrounds, school sites, etc., that eventually will be needed.

Who knows? Maybe we'll want a helicopter taxi service between Tri-City and the Roseburg Airport before long.



Why is it, do you suppose, that two best sellers, both non-fiction, both about the sea, should have had such wide appeal right now? There was "Kon-Tiki," a book I could hardly bear to put down until I came to the last page, and now "The Sea Around Us," quite different yet absorbingly interesting and about the sea, too, but without the drama of the six men on the balsa raft.

The "Sea Around Us" by Rachel Carson, published 1951 by Oxford University Press, is the result of fifteen years scientific interest in the sea the things therein, and the winds that blow above it. Miss Carson was for many years — maybe she still is — employed by the Division of Fisheries and Wildlife, U. S. Dept. of Interior, as a biologist. She is the author of another book, "Under the Sea Wind"; I don't recall ever hearing of it until now but I mean to read that, too, at first opportunity.

Of course, anything about Oregon delighted me. The author first tells of the terrible surf at Tierra del Fuca, "where, according to report, the breakers roar in upon the coast with a voice that can be heard 20 miles inland on a still night." . . . but, she says, "Others

claim that the Pacific coast of the United States from northern California to the Straits of Juan de Fuca has a surf as heavy as any in the world. . . ."

The part of the book discussing wind and waves is of special interest. How high do waves rise from trough to crest? On February 6, 1933, the U. S. Ramapo, while proceeding from Manila to San Diego, encountered seven days of stormy weather. . . . part of the weather disturbance that extended all the way from Kamchatka in New York and permitted the winds an unbroken fetch of thousands of miles. . . . Winds of 68 miles an hour came in gusts and squalls and the seas reached mountainous heights. . . . One sea was measured exactly by simple mathematical calculations because a sight upon it happened to be possible. "It was 112 feet."

Did you know that "Once a rock weighing 125 pounds was hurled high above the lightkeeper's house on Tillamook Rock, 100 feet above the sea level. In falling it tore a 20-foot hole through the roof." And then "there is the story of the Trinidad Head Light on the Coast of Oregon. . . . which you will find on page 123 of "The

Last Laugh?



Fulton Lewis Jr. WASHINGTON REPORT

WASHINGTON—Wayne Coy, who resigned recently as head of the Federal Communications Commission, is the latest to state that the reason he did so is that he is trotting around in rags, underpaid and unappreciated.

President Truman, who has also made his living off his taxpayers for the past 20 years, chimed in with a loud "yes" as he always does when one of the downed den bureaucrats sings this refrain:

Coy's salary was \$15,000 annually, plus the usual 26 day vacation and sick leave prerogatives of all federal employees. He also could accumulate the \$9-a-day travel pay and was provided with free transportation whenever he went on official trips, which was often. As near as I can determine it is the most money he has ever made in his life. Prior to his job as chairman of the FCC, Coy served as a special assistant to Franklin D. Roosevelt, was an assistant director of the budget and held several other government jobs prior to and during World War Two, after having started his business career as a newspaperman.

Just as in the case of most bureaucrats, however, what Coy was paid as a government official will be small change compared to what he will earn in private business as a former FCC chairman. And he won't be given it because of what he knew before he went to work for us taxpayers, but for what he learned and the people he met while working for us.

The roster of former government officials who "sacrificed" their personal fortunes to work for the government, only to cash in later because they knew their way around administration circles, is long and growing longer daily. In fact, a number have acquired small fortunes simply because they had the brains to remember the White House telephone number.

Mr. Truman bid Coy farewell with this remark:

"You're the ironic story of so many key civil servants whose abilities and special skills must be lost to the government because of the inadequacies of government salaries."

I do not question Coy's capabilities. But he acquired a lot of them while attached to the government payroll. And he is leaving now, at 48 years of age, with lots of years left to earn fat fees representing various organizations before government agencies. So it would seem he should have the decency to admit that his government service has aided and abetted his career, instead of slouching out the side door with the complaint that he didn't make

much.

Common Cold Most Democratic Of All Diseases Of Human Race

By HAL BOYLE
NEW YORK (AP) — What keeps the common man common is the common cold.

Death is the final leveler, but the common cold is the greatest equalizer.

It is the most democratic of diseases, creeping with equal impartiality into the nostrils of the aristocratic and the bronchial tubes of the most lowly.

The common cold links us all in a fine mortality, a brotherhood of susceptibility. Like money it is a medium of exchange.

The Colonel's Lady can give it

Sea Around Us." If your local library doesn't have it, the State Library does.

it can really be cured only by the passage of time.

Thousand "Remedies"
So many wonder drugs have been developed to defeat the common cold it is a wonder one of them doesn't really work.

People happily ply themselves with lozenges, nose drops, cough drops, bromides, salves, unguents, ointments, a pain-duller, gargles, ultra violet rays, antihistamines and probiotics.

There are 1,001 remedies for a cold. But my conviction is that nobody ever really got over a cold until he was tired of it.

When you really get tired of a cold—when it has done all it can for you—it usually leaves you and goes on to help somebody else. Either that or you go into pneumonia.

In all honesty some government ought to strike a medal honoring the "common cold" for service to the human race "above and beyond the call of duty." For it is a beneficial malady, an alarm clock to warn you to put yourself in better health.

Makes Life Worthwhile
A common cold sets a man apart. The first warnings—a watery eye, a rheumy throat, a sneeze—confer upon him distinction, attention, sympathy, pity. These things a man has to have or else life doesn't seem worth while.

Without a cold he is just another nobody, one more cipher amid the official zeros. With a cold he is immediately a person of importance.

The boss tells him kindly to "go home and take it easy." His wife wears a rut in the floor by his sickbed, bringing him pleasant food and wondrous drugs.

During this drama of convalescence the patient escapes all daily cares, catches up on his rest, and returns looking so cheerful the boss decides, "I think I've got a cold, too." So he goes home to bed, and one after the other the rest of the office staff does the same thing.

Needed To Be Human
This is such normal practice in most offices today that a sneak is defined as "somebody who tries to catch a cold before it's his turn."

In the better run offices, winter colds by an unwritten rule are now granted on the principle of seniority, just like vacations.

That, of course, is just what a common cold is—a vacation from reality.

And if any doctor ever discovers a one-day sure cure for a cold he had better keep it to himself, or the race of man will wish the meddling busybody to lie in an unmarked grave.

People just couldn't stay human without the relaxing relief of the good old common cold.

Record Crowd Turns Out At Bible Opening

By MRS. GEORGE BACHER
A record crowd from the Winston-Dillard Community turned out Sunday evening, Feb. 24, to hear the opening service conducted in the new Bible Auditorium, under the auspices of the Seventh Day Adventist Church. The recently constructed auditorium is located directly across from the new Dillard School. It is estimated to have a seating capacity of several hundred. Every seat is reported to have been taken Sunday evening. Included on the evening's pro-

gram was an address by Dr. A. B. Munroe of Roseburg. He chose for his topic, "A Special Message From Heaven to This Troubled World."

Also heard was recorded singing and music by the "Voice of Prophecy" radio singers. Travelogue motion pictures from the heart of Burma, India were shown. A scene of interest was that of four tons of logs being transported by two elephants. This was accomplished by one beast pulling forward, while the other pushed at the cargo from behind with its tusks. So valuable are the animals for this and other purposes, that they are said to sell for as much as \$4,000 each, in Burma. Barman forms of worship were shown on the reel, too. One was the worshipping of the "Snake God." This was accomplished by some worshipper's calling a poisonous cobra out of a cave and charming it so that it won't bite. The mislead worshiper then kisses the cobra on the head. If the worshiper is bitten by the snake, he dies within a matter of minutes.

Other subjects shown were the irrigating of large rice fields by means of a water wheel erected in a river and explorers traveling through Burma jungles on elephants at the pace of 12 miles a day. These treks are guided by natives of the Dark Continent.

The church plans a series of evangelistic meetings for the next ten weeks. The Sunday schedule includes Sunday school at 10:00 a.m. followed by the worship at 11:00 a.m. Services will be held Sunday evening at 8:00 p.m. Special services will also be conducted Wednesday and Friday at 8:00 p.m. These services will be preceded by travelogue motion pictures. The public has been invited to attend.

Navy Belts Slated For Six-Inch Slash
NEW YORK (AP) — The Navy, which until now has made all its enlisted men's belts 45 inches long, said Thursday it will begin saving \$35,000 a year by making half the belts for their dungarees or work clothing six inches shorter.

At the suggestion of a textile technologist, Louis Garbarini, of Brooklyn, the Navy said it discovered that half its men were cutting off and discarding more than six inches of their belts to make them the proper size.

In The Day's News

By FRANK JENKINS

(Continued from Page One)
degree that shocks and humiliates vast numbers of us.

And power is being exercised in an atmosphere of distrust. One of the things worst wrong with us is that fact that we are coming to distrust our leadership.

If we can't trust our leaders, where are we headed for?

I fear there can be only one answer to that question.

If we don't trust our leaders and if we lack the capacity to get together before it is too late and GET LEADERS WE CAN AND DO TRUST WE CAN AND MAY GO the road that Egypt has gone.

Egypt, as you know, was once very great and very rich. It had (and still has) the richest soil on earth — the valley of the Nile. It had (and still has) a strategic location at the crossroads of the commerce of the Old World.

What Egypt has LACKED through these long centuries has been leadership that the people could and did trust. It is this lack which has brought Egypt to its present low estate.

The other day FRANCE threw out a premier — her SEVENTEENTH since World War II. (Under the European system, a premier is the approximate counterpart of our President.) In a nation that had 17 premiers since 1945, leadership must be distrustful. There can be no other satisfactory answer to such a state of affairs.

In sizing up the situation, Paul Reynaud lashed out against deputies (members of France's chamber of deputies, corresponding to our house of representatives) "who want to vote expenditures without accepting the responsibility of raising revenues to pay for them."

He was referring to the action last week of the French chamber, which approved a requested outlay for European defense requirement, and then VOTED DOWN a request for a 15 per cent increase in taxes to meet the outlay.

Question:
How can you have confidence in leaders who vote money and then refuse to accept the responsibility of levying taxes to RAISE THE MONEY?

Well,

For these many years WE

have been voting money and then have been refusing to levy sufficient taxes to RAISE the money. As a result, our national debt has risen to approximately a quarter of a TRILLION dollars.

What is that but poor leadership?

Egypt was once a great nation. France was once a great nation. Both came to their present pass through lack of leadership that the people could and would trust.

It's high time for US to get leadership that the people can and will trust. The lessons of history can not be disregarded without terrible loss to the people.

Surcharge On Postal Cards Knocked Out

WASHINGTON (AP) — A short-lived law which made the 50th postal card purchased cost 12 instead of 2 cents was consigned to the wastebasket by Congress Monday. Without a dissenting vote, the House passed a bill previously approved by the Senate repealing a 10 per cent surcharge on government postal cards purchased in lots of 50 or more.

Fiery Smartering of minor Burns
Quick use of this soothing ointment gives amazing relief. Keep handy. Use also for itchy or sunburned skin, dry eczema.

RESINOL

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INVITATION FOR BIDS

The Housing Authority of Douglas County, Oregon, will receive bids for a 1/2-ton panel delivery truck — Specifications: to include coil front spring suspension, inside load platform length to be not less than 82 1/2 inches, front seating to include driver and passenger seats. Truck is to be equipped with 6-ply tires, double-acting shock absorbers, front and rear, replaceable element oil filter, oil bath air cleaner, dual windshield wipers, dual sun visors, dual tail and stop lights, and left outside rear-vision mirror.

Bids will be received until 10:00 A.M. Pacific Standard Time on the 20th day of March 1952, at the office of the Housing Authority, Room 205, Douglas County State Bank Building, Roseburg, Oregon, at which time and place all bids will be publicly opened.

Time of delivery will be of the essence in determining award. Federal Excise Taxes shall be included in bid price. Bidder shall warrant that price does not exceed OPS Ceiling. Resulting contract is subject to Renegotiation Act of 1951.

HOUSING AUTHORITY OF DOUGLAS COUNTY, OREGON

DATE: March 4, 1952 By: H. L. SCOFIELD Executive Director



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