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CHARLES V. STANTON
Editor
EDWIN L. KNAPP
Manager

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ROADS FOR DEFENSE

By CHARLES V. STANTON

A proposal that Congress cut \$100,000,000 from the \$500,000,000 now being considered for federal aid to highways, is reviewed in the current issue of *Washington Report*, a publication of the Chamber of Commerce of the United States. The proposal, it is stated, was made by Robert H. Walker, a director in the National Chamber, member of that organization's transportation committee, an attorney, and president of a bus company. He was joined in urging reduced highway aid expenditures by W. Henry Roberts, a director of the Indianapolis Chamber of Commerce.

Congress was urged specifically to cut expenditures for secondary roads, to eliminate all money for purchase of rights of way, and to place more of the highway cost on the respective states.

Among statements credited to Walker were the following:

"The Chamber is vitally concerned with the need for maintaining a strong transportation system. However, recognition of this fact does not imply that the federal government should step up its spending on highways. To the contrary, we feel that the need for defense dollars has reached the point where highway federal aid, along with many other federal spending programs, will have to be cut back.

We believe that states, counties, and cities should take over a greater share of the financing of these roads.

Roads Essential To Defense

Mr. Walker, we feel certain, is overlooking the fact that nothing is more essential to defense than a good transportation system. Nor does a transportation system involve primary highways only.

In time of emergency our secondary roads are as vital to defense as are primary highways — perhaps more so.

The witness testified that federal money is being spent on secondary roads carrying few vehicles. But when those vehicles are log trucks transporting vital materials to sawmills, or farm trucks loaded with produce to feed a rationed nation, every secondary road is an important link in the chain of defense.

One reason this country is defensively strong is that it has a tremendous capacity for production. But it could not produce if it lacked raw materials. To get those materials to factories it must have a transportation system. Railroads are not capable of carrying the full load. Nor do railroads have sufficient equipment to move all of the wartime materials. This was amply proven in the last war. To supplement railroad capacity we must have primary highways. We also must have such a network of highways that bombs cannot halt the flow of traffic.

But feeding into these primary highways we must have secondary roads to supply the raw materials needed to operate the war machine, meet domestic needs, and furnish food for armed forces and civilians.

States Limited In Tax Revenue

We imagine a much larger share of road construction cost could be passed on to the respective states if it were not for the fact that the federal government is demanding so much in taxes that states are unable to levy sufficient money to handle existing roads and highways demands. Not only that, but the federal government has invaded the state province in source of revenue, leaving the states little opportunity to extend levies.

For the 1951-52 fiscal year the federal government will collect \$460,000,000 in taxes, according to an estimate by *Oregon Voter*, while \$135,000,000 federal revenue will be spent in Oregon, including \$11,500,000 for aid to highways. If Oregon had its rightful share of the \$325,000,000 dragged out of the state, we could build a good many miles of both primary and secondary roads. But, so long as the federal government drains off all available tax money, and taps all sources of revenue, it should assume highway responsibility.

Inasmuch as the federal government is collecting taxes on a plea that it needs the money for national defense, while diverting many millions to keep the wheels of its political machine well oiled, there is no good reason why we are not entitled to ample money for highways essential to the defense program.



I wish I could quote every word of the interesting answers to the questions I asked of E. H. McBride C.B.M. U.S.C.G. in his office at the Umpqua Light yesterday. When in town (Winchester Bay) I had heard talk of a distress call from a ship off the coast so I thought I would check the details before putting the story in this column.

However, the "call must have been to some other station," Mr. McBride said. Commenting upon conditions in the Lower Umpqua and the Bay, he said: "Why I wouldn't dare fish from some of the boats used by fishermen in this area for fifteen years. Maybe that's why I have the feeling I want a good sized boat for waters like we have here.

"It isn't always amateurs either who get into trouble. We had one case out here by the jetty," Mr. McBride glanced out the window toward the beach. "We got two of them, but one was tangled in the gear and went down. The other

we saved had been fishing down here for several years. One said he just couldn't think why they ever did what they had done, that they KNEW BETTER! Folks have too much confidence in water that looks safe at the moment. I don't take much of a chop to swamp a boat. Conditions change so quickly, too!

We have no legal jurisdiction over folks in the small boats if they have obeyed the law—which is that an approved life-belt shall be in each boat for each person in it. There's a heavy fine if putting life in jeopardy can be proved. But if we find a small boat out with not enough life preservers, or no oars—"he laughed wryly at my exclamation of amazement—"Yes, they go out with an outboard motor and NO OARS, maybe no life preservers, and in that case we can bring them in."

"The law doesn't demand that the life belts must be worn, but it is my conviction that they should be. I tell you fishermen can't be too careful! Most accidents come

Get Ready, Folks; the Big Parade Is About to Start



Fulton Lewis Jr.

WASHINGTON REPORT

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

WASHINGTON — One of the curious aspects in the State Department's cover-up about the loyalty-security investigation of Oliver Edmund Clubb is Secretary of State Dean Acheson's failure to fire those guilty of the deceit.

Clubb, former director of the Office of Chinese Affairs, was allowed to resign after the State Department's loyalty board found him a questionable security risk. The board was overruled by Acheson and Clubb departed from the State Department after issuing a ringing denunciation of those who have the temerity to question his sincerity as a government employee.

The State Department's public relations spokesmen told the American people that Clubb had been cleared. Senators Homer Ferguson and Joseph R. McCarthy proved this to be strictly a play on words, the word-players in the Department who dreamed up this phony are no less reprehensible than the thieves in the Bureau of Internal Revenue. If Acheson is the man of honor his publicity agents paint him to be, he is derelict in his duty for retaining them on the payroll.

After all, President Truman himself has stated repeatedly that wrong doers will be bounced off the payroll as they are discovered. It's doubly wrong to deal in misrepresentation when the nation's security is involved.

Clubb has been on the State Department payroll since 1931, and is now retired on an annual pension of \$5,600. He served in China during the incubation period of the Communist conquest there. As an expert on the Far East, he should have been of invaluable assistance in the establishment of a U. S. foreign policy for that section of the globe that would insure the protection of our interests.

But let's take a look at what Clubb actually did, what he palmed around with and what he contributed to our foreign policy for Asia that already has cost us the friendship of China.

Just as in the case of the Baltimore Bugle Owen Lattimore, who received a memory-jogging course from the McCarran Internal Security Sub-Committee of the Senate, Clubb had a lot of fancy friends both in China and the U. S. who were and are Communists or Muscovite stooges of a hue only slightly less Red than those possessing politburo passes to the Kremlin.

Clubb is, or was, a buddy of Lattimore, John S. Service, Philip Jaffe, Solomon Adler, Frederick V. Field, Edward C. Carter, Agnes Smedley, Harold Isaacs, Michael Gold, Lawrence T. Dodd, Lawrence Duggan, Frank Glass, Kate Mitchell, Karl August Wittfogel, and a Russian named Skirsky, who was head of the Soviet

from negligence. The time to think about safety is before they start out. Not after they get out there and are in trouble!



stances seemed downright surprised when it was pointed out that a number of his friends had been popping off about the beauties of the Soviet way of life for years.

We find Lattimore running over to the Soviet Embassy to tell the Russian Ambassador the glad tidings that he had been appointed an advisor to Chiang-Kai-hek. Clubb hustled around to break bread with Russians whenever he got home from China, as I say, I don't know yet for sure what the boys were up to, but it seems to me we wouldn't be in quite the fix we are in with China if they had spent more time with Americans and less with the Russians. I don't recall any State Department officials who trotted around with the Nazis, Fascists or the Jap war lords in Washington. Just the Communists—on official business. Why?

Hear Fulton Lewis Daily On KRNR, 9:15 P. M.

Local News

Leaving For South — Mr. and Mrs. W. I. Dixon of Roseburg are leaving this week for points south on a vacation trip.

In Portland — Mr. and Mrs. A. G. Henninger of Roseburg have been spending the last few days in Portland on business.

Home On Furlough — Calvin Baird Jr. spent the weekend in Roseburg visiting his parents, Mr. and Mrs. Calvin Baird. Calvin is stationed with the Air Force at Travis Air Base near San Francisco.

Expected Here — Mr. and Mrs. E. S. McGinn of Portland are expected to come to Roseburg Monday for a short visit at the home of Mr. and Mrs. Fred Lockwood on Overlook. Their son, John, is playing this weekend in the basketball tournament in Eugene. The McGinn family made their home

In The Day's News

By FRANK JENKINS

(Continued from Page One)

takes—that is to say, the CONFIDENCE OF THE PEOPLE.

So they went to work on him. Eventually, he said to them: "Why, yes. If the Republican party wants me to be its candidate, I will accept the job. But I will do NO campaign. I have a job that will keep me very, very busy. If the GOP convention should nominate me, let me know. My address will be SHAPE headquarters in Paris." Just like that.

These politicians, of course, didn't think he meant it. Their political minds couldn't encompass the thought that ANY man, tempted by the possibility of becoming President, wouldn't drop EVERYTHING ELSE and go after it hammer and tongs.

It turned out that Ike did mean it. Having given his answer, he put on his uniform and went to work building an army in Europe. It has been a tough job. Much tougher than expected. One of the toughest ever tackled by any American. It's a long way from fished yet. But Ike did exactly what he said he'd do. He kept his mouth strictly shut and tied into his job in Europe.

The politicians who had climbed upon his band wagon got uneasy. Then they got STILL MORE UNEASY. With the New Hampshire primary in the offing and Ike still sawing wood and saying nothing, they GOT PANICKY.

Politicians know only their ancient shibboleths. One of the ancient and dependable political shibboleths is that you can't BEAT SOMEBODY WITH NOBODY. Taft, rolling up his sleeves and wading into the New Hampshire hustings, was distinctly somebody. Ike, sawing wood in Europe and saying nothing, looked to the politicians like a political nobody.

They were TERRIFIED. They made frantic overtures to Ike for Pete's sake to get home and get busy. He ignored the overtures and stayed on with his job. His political backers, with their futures at stake, HEDGED. They alibied. They said it wasn't true and never had been true that Ike was a cinch—in New Hampshire, or anywhere else. They allowed as how if he got even half the N.H. delegates and barely scraped by in the popularity poll it would be a great victory.

And a lot more political tosh.

Well, they guessed wrong. Ike swept the primary, getting ALL the delegates and winning the popularity contest handsomely.

What happened? Why, the people SPOKE! They said WE LIKE IKE. WE HAVE CONFIDENCE IN HIM. We think he's the kind of man we need for President. They went farther than that. The New Hampshire Democrats trotted on Truman and gave to Kefauver the same kind of vote of confidence their Republican contemporaries gave to Eisenhower.

There the situation stands.

What does New Hampshire mean? I don't know. I'm no prophet. But I think what happened in Little

here when Mr. McClain was manager of the Roseburg Branch of the U.S. National Bank.

At Ryan Home — Mr. and Mrs. Paul K. Ryan have as their house guests on East Lane Street Mr. and Mrs. T. J. Groh of Portland and Mrs. Joe Begets of Carlele, Pa. The latter will leave soon for Stuttgart, Germany, to join her husband.

Obtain Marriage Licenses — Marriage licenses were issued this week in Vancouver, Wash., to Earl B. Bowman, 1816 N.E. Liberty, Portland, and Alma R. Osborne, 21, Sutherland, and to James J. Watts, 34, 1928 S. E. Ladd, Portland, and Mable J. Watts, 21, Yoncalla.

Son Is Born — A son, Douglas Train, was born March 5 in Los Angeles to Mr. and Mrs. Jim Anderson. The baby is a great-grandson of George Weber of Roseburg. Mrs. Anderson, the former Kay Ward of this city, is a daughter of Mrs. Harry Dutton, nee Cora Weber, formerly of this city and now of Long Beach, Calif.



Striking It Rich...

doesn't happen too often nowadays. But many of us are already far richer than we think. Rich in possessions... car, home, furniture, clothing, appliances.

Are you guarding your property dollars with adequate insurance? Better make sure NOW.

ROY O. YOUNG

205 West Cass Street

DIAL 3-6671

Roseburg

Probate Orders Made In Five Estates

Donald S. Kelley, Roseburg attorney, was appointed Thursday to administer three Douglas County estates.

The estates are those of Lyman Edward Stiles, who died at Idleyd April 23, 1951; Rilla F. Hahn, who died at Tennille April 11, 1951, and Fannie Isabelle Rule, who died in Roseburg Aug. 21, 1951.

Evelyn M. Weinhold, Tennille, was appointed to administer the estate of Edward Weinhold, infant son killed in an automobile accident Oct. 21, 1951.

The estate of William J. Graham, who died in Roseburg Sept. 2, 1951, will be administered by a brother, Clarence Graham, Portland. In a will admitted to probate Thursday, William Graham leaves his estate to his brother and to Mrs. Ella Pike, Washougal, Wash.



WRESTLING

SATURDAY NIGHT

AT THE ARMORY

EXTRA SPECIAL ATTRACTION
Midget Wrestler Tag Team Match
Little Beaver and Salie Halasie
vs. Irish Jackie and Fuzzy Cupid

MAIN EVENT
Eric Pederson vs. Gino Nicolini

SEMI-FINAL
Bill Melby vs. Jack Brittain

First Match Starts 8:30 P.M.

ACTION

On Moving
Parts Unless
Lubricated
Causes Wear



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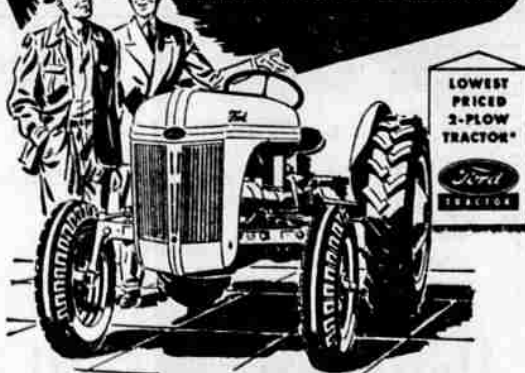
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