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THE "T-MAN" CAMPAIGN

By CHARLES V. STANTON

Carl Werner, public relations representative for the Oregon Association of Insurance Agents, presented an interesting plan to Douglas County agents at a luncheon meeting in Roseburg Wednesday.

Carl is proposing that Oregon towns adopt and execute the "T-Man" program, originated five years ago in Dallas, Texas. Dallas succeeded in an astonishing reduction of its traffic death toll within a comparatively few weeks, and has been cited for the excellence of its campaign, Werner said.

Under the "T-Man" program, the city's chief of police appoints a civilian chairman. This person is known to the public and serves as the clearing officer for information.

The chairman, in turn, selects a number of secret operatives "T-Men," the "T" designating traffic.

The "T-Men" watch traffic. When they observe an infraction of law, a careless act, or any improper handling of a motor vehicle, they record the license number of the offending car, the nature of the act and the time and place of occurrence. This report is filed with the chief of police.

The police check the license number to ascertain the identity of the owner. They then mail out a form letter calling the owner's attention to the fact that the driver of his car at a specified time and place failed to signal a turn, failed to observe a stop sign, turned from the wrong lane, was driving at excessive speed, passed without sufficient clearance, or performed some other act conflicting with good driving practice. The police point out that the letter is not a formal charge, nor even a police warning. It is simply a report of an infraction. The cooperation of the owner in eliminating future violation of rule is requested.

Bad Driving Habits Eliminated

An immediate effect of this campaign, Werner reports, is an improvement of driving habits. Motorists never know whether or not the following car contains a "T-Man." A few reminders cause drivers to give more attention to motor vehicle operation. The "Chief" of the program prepares news releases telling of the number and nature of infractions reported. Through frequent news items he keeps the campaign before the public. At the same time he is able to discover the most common errors, the infractions chiefly responsible for accidents, the principal danger spots in the city and the program upon which the police should concentrate effort.

The campaign, where previously used, Werner explains, soon revealed a number of "repeaters." Certain drivers continue to show poor driving habits despite the educational campaign.

After a "repeater" has had a certain number of letters, a police officer pays a personal call. He informs the operator that it is not the desire of the police department to make arrests or impose fines, but that the driver's disregard of traffic safety is working against his own best interests.

"Repeater" Becomes Bad Risk

The officer points out that the "repeater," unless he mends his ways, sooner or later is certain to become involved in a serious accident. The numerous reports on record against him would work to his disadvantage in any court case. Furthermore, he would be considered a poor risk by insurance companies. He might even find that he could not comply with the Oregon financial responsibility law because no insurance company would accept his business. He then would be barred from the highways.

Even the most stubborn cases usually yield to such persuasion, Werner reports.

The campaign has some weak spots, the most serious being that of selecting "T-Men." Some of the secret operatives become over-zealous and too technical. One man may have a grudge against others and will use his assignment for personal revenge. Still others are offenders themselves. Selection of agents must be very carefully handled.

Where the plan has been used, however, according to Werner, who is advocating state-wide adoption, it has materially reduced traffic accidents and has promoted better and safer driving habits.

The existing high rate of motor vehicle accidents, Werner says, is of great concern to insurance companies. Those companies feel that the high premium rates now required to meet damage payments are injurious to their business. They could do more business if they could offer lower rates. But they can't charge less for insurance when so many accidents occur. Therefore, they are very interested in safety campaigns.

Ellsworth Asks Probe Of Deals In Indian Land

WASHINGTON (AP)—The disputed sale of Indian-owned timberlands in Oregon may be investigated by still another agency.

That was revealed Tuesday when Rep. Ellsworth (R-Ore.) introduced a resolution calling for a probe of the timberland sale by the House Interior and Insular Affairs Committee.

The sale already is being investigated by the Interior Department and the Justice Department. A civil action contesting the sale also is under way in a Portland probate court.

Ellsworth said the lands, held in trust by the United States, have been sold to "other Indians or non-Indians at a fraction of their reasonable value."

He charged in his resolution that Bureau of Indian Affairs officials "were either grossly negligent in the performance of their duties or knowingly permitted or encouraged transactions violating the trust imposed by the law."

Timber Cut Half Ordered
Meantime in Portland, the Portland Trust Bank, conservator of lands formerly held by two Indians, Jasper Grant and Harold

Thornton, asked that timber cutting be halted on that land until the suit is decided.

Grant and Thornton sold their lands in Curry County, Ore., for \$135,000. The Bureau of Indian Affairs approved the sale. Since then timber buyers have offered \$300,000 for the land.

Following an investigation of the sale by the Department of Interior, two officials of the Portland Indian Affairs Bureau office were put on annual leave.

Later the Justice Department asked the federal district attorney at Portland to bring suit to void the sale.

Nearly a million board feet of timber already has been cut on the disputed lands. Tuesday's action by the Portland Trust Bank, which will be argued Monday in federal court, is an effort to halt further cutting.

Martin C. Claude Dies In Portland Hospital

Martin C. Claude, former resident of Roseburg, died in Portland Veterans Hospital Wednesday.

Funeral services will be held in Pool-Larson Mortuary chapel at 1 p.m. Saturday with Father Bartlam officiating.

At the time of his death, Claude was living in Eugene.

"That's Why We Have Spring Training"



In the days before lumbering this valley must have looked more of a farming district; wool however was even then a staple output.

"My father," Rufus Pfister remarked one day, "shipped as many as twenty carloads of dried prunes, and he was just one shipper here in Drain. Then there was the wool, fifteen or twenty carloads of it. And chittim, bark by the carload. And many carloads of potatoes."

It was interesting to visualize the community as Drain was when B. F. Pfister was buying and shipping so much. There was little or no corn and wheat then. Just over the fence from where we are living there was a vast acreage—over 1000 acres—set out to fruit trees, "Sunnydale Orchards." Hardly a tree is left to be seen. Yet only the other day a man familiar with the soil about here remarked: "This is wonderful soil for trees." Well, there are fewer and fewer woods-trees, too, alas, but perhaps there will be another cycle of change and the woods will once more take over.

Where we used to live on Seelye Creek it was like waging a war against invasion, the way the

woods crept back toward the house after we had a space cleared with a bulldozer. In five years the woods had won quite appreciably. However the present owner has logging equipment and can talk right back to the woods if they crowd too close to his back door. We had to rent a "cat"—and that was a different proposition.

Speaking of wool and sheep: In the history of the (Five) Southern Oregon Counties, published 1982, borrowed again from the Ernest Seaton, there is "an astonishing revelation of the power of the Yankee tongue, cultivated by study and practice, on the susceptible western imagination. The theme of sheep-raising became a bucolic poem in his (Rockwell's) mouth. . . the mesmeric trance of the listening subject generally ended by his finding a ram in his pasture and his note for \$500 in Rockwell's pocket. . . Few were proof against his persuasive powers. . . mechanics, men who had not an ewe to their names, bought his \$500 rams. . . later they sold them to those who had use for the ewes, at a greatly reduced price. . . but merino stock was improved in Douglas County!"

In The Day's News

By FRANK JENKINS

(Continued from Page One)

ple with the rather hopeless acquiescence of the people.

"More and more there is a tendency to turn to the national government for whatever we want done. State and local rights have atrophied. Big government in Washington has collected all the loose tax money until state and local governments are finding it harder and harder to get the cash to carry on adequately the regional and local phases of government."

I'm not so sure about the Democrat - Herald's statement that come November I won't vote for Senator Russell.

Maybe not this November. Tackling first things first, it seems improbable at this moment that Senator Russell, a Southerner, can be nominated by the Democratic party, which is DIVIDED SHARPLY on North-South lines. As of now, at least, the Northern wing of the party holds the edge in voting power.

IT COULD be that—facing loss of power to the Republicans—the Democrats at their convention might COMPROMISE on Senator Russell as a candidate, but it seems utterly impossible to me that they could go so far as to nominate Senator Russell on a STATES RIGHTS platform.

But—IT DOES seem to me that bringing the bulk of our government back to the state houses, the court houses and the city halls is already THE BIGGEST ISSUE THAT FACES THE AMERICAN PEOPLE.

How else are we ever to have economy in government? When government is immense and sprawling and far, far away, how are we EVER to control it? But, if we can get it back so close to us that we can look over its shoulder and blow down its neck, we CAN control it.

Here in Oregon, we have a splendid example of what happens when the bulk of government is moved off into remote outer space. In the 18 years from 1933 to

1951, the federal government COLLECTED in Oregon (in taxes) the astronomical sum of \$2,721,465,204.01. (Approximately two- and three-quarters billions of dollars.) In the same 18 years, it RETURNED to Oregon the sum of \$704,581,166.

That is to say, for each dollar we've sent to Washington in these 18 years, we've got two bits back.

I'm more than a little disappointed that SO FAR no Republican candidate for the presidential nomination has been mentioned in the situation that faces us. I'm impressed by the fact that a Southern Democrat has mentioned it prominently.

Let's look facts frankly in the face. Senator Russell has raised against the issue of states rights. But, as he has raised it, it isn't a SECTIONAL issue. It concerns us ALL—whether we live in the North or in the South. When Jefferson raised the issue of states rights he raised it not as a Southerner but as an American who wanted government kept close enough to the people to enable the people to CONTROL their government.

Nothing seems clearer to me than that the experience of the past two decades has proved to us the RIGHTNESS of Jefferson's doctrine. SOMEHOW we've got to bring the bulk of our government back to the city halls.

Ancient Lamp Post Topples, Pins Youth

BALTIMORE (AP)—Some people have been saying it's about time the city replaced its old street lamps.

Wednesday James Metzger, 12, was leaning against a rusted one when it snapped off. It pinned him underneath and passers-by had to rescue him.

He went to a nearby hospital for treatment of cuts and bruises. It was the same hospital where his mother was having some X-rays taken.

That's how James happened to be leaning on the lamp post. He was waiting for her.

Fulton Lewis Jr. WASHINGTON REPORT

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WASHINGTON—A retired major general of the U.S. army, whose name I'll be happy to furnish any committee of Congress interested in saving money, has just supplied me with an up-to-date account of how Americans in Germany are enduring the "extreme hardship conditions" there.

Back in June, I told you of a letter noting the hazardous conditions under which a State Department employee was living. He had a rent-free house with servants, a maid, butler, gardener, chauffeur, free laundry and cleaning service, free telephone and lots of time for weekend trips to resorts. In addition, the State Department paid him a ten per cent "extreme hardship" bonus. When I visited Germany myself in August, I found all this to be true.

This general with the new information has a long record of faithful service in the U.S. armed forces. He knows whereof he speaks. He goes into the generosity of us taxpayers as it pertains to the subsidization of military personnel in Germany insofar as their daily needs are concerned.

"The cost of living in the United States has hit an all time high," he writes. "The married man with a couple of children is trying desperately to stretch his paycheck over the inflated grocery bill while he is also paying more taxes in order to make up the overhead to provide post exchange and commissary privileges for thousands of unauthorized persons in Germany, including newspapermen."

Then he tells about service personnel in Germany. It makes interesting reading, particularly for civilian housewives here who have to pay the food bills. For instance, in Germany Americans can purchase butter for 46 cents a pound; flour, five cents; sugar, eight cents; coffee, 75 cents; porterhouse steak 66 cents; Swift's Premium turkey, 54 cents a pound; cigarettes, 10 cents a pack.

Haircuts are 25 cents and the man of the house can get a barbershop shave for 20 cents. Mama's shampoo, hair set and manicure is \$1.40.

Gasoline for Americans on official assignment is 16 cents a gallon and automobile tags are \$1.10. The general adds, however, that "Americans can travel on German trains with special luxury cars for one-sixth the price that is charged Germans, and use a special taxicab at special low rates. They can go to famed Bavarian Alps resorts and pay for rooms not to exceed \$1.00 a day with meals at \$1.50."

One of the purposes of occupying Germany is to wean the Germans away from Nazism and Communism and teach them a little democracy. Here is the way the general says we are doing it:

"There are requisitioned swimming pools for Americans only, special fine clubs with German servants in magnificent requisitioned mansions and bars and dining rooms operated in a grand manner with food and drink purchased at the rock bottom commissary and post exchange prices."

The general accuses the Army of breaking the law and circumventing the will of Congress in providing the hordes of State Department officials and other civilians in Germany with a cut rate living. He says that in addition to "paying out billions to bring the standard of living to all European nations up to that of the United States, and rearming nations that don't, in their hearts, want to rearm except as an incidental to getting more money, the U. S. taxpayer has been subsidizing thousands of employees of corporations and other unauthorized persons."

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Reality, Make-Believe Tied In Traffic Case

PASADENA, Calif. (AP)—The defense that Mrs. George Martin Jr., made in Edward S. Underwood's suit for \$135 damage to his automobile, is out of the ordinary, to say the least. The court took the case under advisement after hearing this story:

She said she was driving on a grade and saw "unusual activity" ahead, but when she stopped a policeman waved her on. She wound up right in the thick of a gunfight.

A policeman in a squad car fired across her path and there were bursts of answering fire from the other side of the street.

Mrs. Martin decided to leave the vicinity, pronto. She backed up—and into Underwood's car.

It turned out that all the shooting was by actors in a movie scene.

Streamliner Derailed By Slide; Nobody Hurt

SAN FRANCISCO—An earth and snow slide derailed the engine and three cars of the Western Pacific streamliner California Zephyr 40 miles west of Winnemucca, Nev. Wednesday night. No one was injured, WP officials said.

An estimated 75 passengers were on the two coaches which left the rails. The engine and baggage car also were derailed.



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On KRNR, 9:15 P.M.

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