

U.S. Still Striving For Oatis' Freedom

WASHINGTON (AP)—Secretary of State Acheson said Wednesday the American government will never rest until Associated Press Correspondent William Oatis is released from prison in Communist Czechoslovakia.

Oatis was arrested on April 23 a year ago and later tried and convicted on Red charges of espionage. He was given a ten-year sentence with a possibility of release in five years.

Acheson was asked at a news conference what the United States was doing about Oatis.

He replied that he could not disclose any specific steps which have been taken. Ambassador Ellis Briggs, Acheson went on, has been pressing vigorously to see Oatis and to obtain his freedom.



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Law Violation Found In Most Car Accidents

For almost every Oregon traffic accident there's a traffic law violation, concludes the secretary of state's traffic safety division, and the chances are good the fractured statute involves the right-of-way at an intersection.

The division said 70,147 motor vehicle mishaps reported last year involved a violation on the part of at least one driver, according to a recently-completed analysis of Oregon's 1951 accident records. Most common violation was "did not have right of way," which put the blame on 9,939 accident drivers.

Another 9,053 damaged their cars because they were following another vehicle too closely, directly contrary to Oregon law. One such accident resulted in a fatality. Third violation in order of frequency was driving on the wrong side of the road, committed by another 5,095 motorists.

Intersections not controlled by stop signs or signal lights lead most of the right-of-way arguments, the division said. At such locations, the law gives the right-of-way to the vehicle approaching from the right, "whether such vehicle first enter and reach the intersection or not." This provision on the books since 1935, replaced an earlier law giving the right-of-way to the vehicle entering an intersection first.

Roseburg Rector, Wife Elected As Delegates

At the annual convention of the Diocese of Oregon of the Episcopal Church, held last week in Portland, Mrs. Alfred S. Tyson of Roseburg was elected one of the five delegates to the triennial meeting of the Woman's Auxiliary, which is to be held in Boston next September. This meeting is in conjunction with the meeting of the general convention of the Episcopal Church, which occurs every three years.

The rector of St. George's Church, Roseburg, the Rev. Alfred S. Tyson, was elected an alternate to the general convention and a member of the Diocesan Council of this diocese. The Council has charge of the missionary work of this diocese, under the bishop, as well as the department of religious education.

Delegates elected from this diocese were three priests from Portland, the Rev. G. R. Turney, the Rev. R. F. Lessing, the Rev. L. O. Stone, and the archdeacon, the Ven. Perry Smith, at one time in charge of St. George's Church in Roseburg. Fr. Stone is a negro priest, probably the first such to be elected from this diocese.

Straight Highway Most Dangerous Records Indicate

A straight, level highway as dry as the proverbial bone offers more danger to Oregon traffic than any other road condition, Secretary of State Newberry says.

Despite the fact that most accident drivers tend to blame mishaps on conditions, such as a wet, slippery road, Newberry had the figures to prove his point. In 1951, he said, well over half of all reported smash-ups and almost three-fourths of all fatal accidents occurred when the highway surface was dry.

More than 25,000 accidents took place on a straight, level roadway. Slightly more than 6,000 of these accidents were at rural locations, as compared to 19,196 in urban areas, but 144 fatal accidents on a straight highway were reported in rural areas as against 41 in cities and towns.

While most Oregon accidents happen during daylight hours, Newberry said the chances for fatal involvement are markedly higher after dark.

Last year it took more than 50,000 accidents during daylight hours to produce 167 fatal smash-ups, while only 19,117 after-dark accidents added 201 fatalities to the traffic toll.

M and M Common Stock Divvy At Likely \$1.83

PORTLAND (AP)—Holders of the 1,438,821 shares of M and M Woodworking Company's common stock probably will get a \$1.83 dividend.

In a report Thomas B. Malarkey, president of the plywood firm, said Tuesday net profit for the fiscal year ended Feb. 29 amounted to \$2,638,186. Sales for the same period totaled \$32,899,850—a new high.

The News-Review

SECOND SECTION

ROSEBURG, OREGON — THURSDAY, MAY 1, 1952

★ ★ 103-52

Recreational - Commercial Project Spells Great Winchester Bay Future

Work Plans Carry Outlay Of \$400,000

Dredging, Breakwater, Beaches, Parking Area Embraced In Program

By CHARLES V. STANTON

Work will start soon, if funds can be made available, on the first unit of a proposed \$400,000 commercial and recreational development at Winchester Bay near the mouth of the Umpqua River.

The Douglas County Budget Committee is endeavoring to crowd a \$66,000 item into its budget to match a like sum from the Port of Umpqua. The money would be used to build a breakwater, necessary to stop bank erosion and sand encroachment. The cost will be repaid from charges imposed for recreational and commercial use of installed facilities. Engineers estimate that present use of facilities would provide revenue to repay the initial cost in approximately 10 years. The development, however, would be expected to result in more use and, therefore, faster rate of repayment.

Winchester Bay is extremely shallow except for a channel adjoining the rock bluff at the extreme north end of the bay. All activity presently is centered in that small area.

Erosion Endangers Houses

Since the construction of a training jetty at the mouth of the river, surge action has caused a great deal of damage. Oceanic swells break against the bank of the river opposite the bay, then surge into the bay with considerable force. Much of the bayfront has suffered serious erosion. Several houses are endangered. The county-built parking area and dock have been damaged. The wave action also is pouring more sand into the shallow bay. Construction of the breakwater is deemed of first and immediate importance to prevent further damage.

Two proposals are being studied, one to leave the recreational facilities at the north end of the bay temporarily, and the other to move recreation to the south end. In either case it will be necessary to dredge channels and use the materials in creating parking area. A channel will be provided along the breakwater as it is built. If a parking area is thrown up at the south end, a basin for skiffs and small craft will be provided. A cheaper plan, however, is to deepen the water around the cannery dock, using the material for a fill immediately south of that structure, leaving the existing county dock and small boat channel in their present location between the



WINCHESTER BAY DEVELOPMENT PLANNED—Pictured above is an artist's conception of the Winchester Bay development program as it will appear when finally completed. The drawing, furnished by the firm of Cornell, Howland, Hayes & Merryfield, Corvallis, consulting engineers, was made by sketching from a projected aerial photograph, with the artist's drawing superimposed. The existing bayfront lies at the row of trees shown in the picture. Extending beyond the trees would be new construction, including a 28-acre parking area adjoining the townsite, another large parking area at the south end of the bay,

extreme left in the picture above, and a breakwater to halt further encroachment of sand, and stopping land erosion. The channel of the Umpqua River lies near the far bank pictured above. The County Court and Port of Umpqua Commission are planning to start work this year on the construction of the breakwater, the first unit of the program. The breakwater and contemplated dredging will cost approximately \$132,000. Sponsors are hopeful that the Army Engineers will take over the commercial development projected to follow. Total cost will be in the neighborhood of \$400,000.

cannery dock and the north boundary of the bay. (The county dock is not shown in the picture appearing above, for the artist is portraying the project as it will appear when completed.)

Parking Fee Considered

Building the breakwater and constructing a fill of about 6-8 acres is expected to cost in the neighborhood of \$132,000. The County Court and Port of Umpqua Commission are studying ways and means of doing this job without outside help. If the construction is undertaken, the resort management will be placed under control of the County Parks Department or some other officially designated body. Fees will be charged for parking cars and launching boats. Tie-up fees will be collected from commercial craft. Charter boats will pay a percentage of income. Charges also will be made upon concessionaires using installed facilities. From these sources of income, the county and port district can expect, the engineers report to recover their investment in approximately 10 years, using present traffic at the bay as a base for estimates. Projected improvements, however, are expected to increase traffic, which should hasten the rate of recovery.

Port commissioners are anxious to improve commercial facilities. They point out that Winchester Bay once harbored a large commercial fishing fleet. Sand encroachment, however, has so reduced water depth that only small craft now can use the bay.

The principal fishing banks in that area lie off H e c a t a head. Winchester Bay is the nearest port to those banks. Most of the fleet now is berthed at Coos Bay and Newport because of poor conditions at Winchester Bay. If the boats could berth at Winchester Bay, they could reduce round-trip time to and from the fishing banks by as much as six hours.

Port Commissioners report that the Army Engineers are interested in the proposal, and it is believed that funds could be obtained through rivers and harbors appropriations to complete the project. The amount then spent by the county and the port district would be accepted as the local contributor's share, relieving the county and port of further costs.

Dock May Be Shifted

If development of the commercial potentials of the bay is undertaken by the Army Engineers, they would remove the county dock and deepen the water in the present small boat basin to 12 feet or more. It then would be necessary to move recreational facilities to the south end of the bay and in doing so, dredging would be undertaken to clear the center basin, using the materials in creating a 28-acre parking area in front of the existing shoreline.

Completion of the project upon the plans drawn by the consulting engineers, Cornell, Howland, Hayes & Merryfield, Corvallis, would provide facilities for a large fleet of commercial fishing boats, including boats of the tuna fleet, unlimited room for small craft, charter boats, small inboards and skiffs with parking space for 4,000 or more automobiles and trailers. The plan includes camp grounds, picnic areas, and playgrounds. It is believed that the wave action would build a sand beach between the breakwater and the main river channel. As the sand in the bay is clean, an ideal beach would result.

Sponsors point to the rapid growth of recreational traffic at the bay and its result in expanded business growth in the community. Taxable property valuation has been increasing rapidly. If the ex-

isting rate continues, it is claimed, the increase in tax revenue alone would, within a few years, more than pay the cost of the initial investment sought to start the development program.

Tenmile Meeting Date Is Changed

By JULIA BREITENBUCHER

The meeting of the Southwest Douglas Farm Bureau, Center 7, has been changed to Wednesday evening May 7 instead of the regular date of May 8. It will be held in the Tenmile Community Building in the Ladies clubroom.

Tenmile News Briefs:

The teachers of the Tenmile School have all been rehired for next year. They are Minnie Smith, first grade; Honora Bassett, 2nd grade; Lola Fitzgerald, 3rd grade; Lois Dennis, 5th and 6th grade; Everett Perry, 6th and 7th grade; and Ted Petersen, 8th grade and principal.

Lyle Robertson of Whittier, Calif., drove from California to take his wife back home. She had been visiting her son, Sgt. Keith Christopher, who is home on leave at the home of her parents, Mr. and Mrs. Walter Coats. Mr. and Mrs. Robertson left for their home Saturday.

Mrs. Walter Coats, Mrs. Lyle Robertson and Sgt. Keith Christopher went to Colver, Ore., Tuesday to visit the George Gladwill family. They returned Wednesday.

The eighth grade or 4-H Marketing Club of the Tenmile School attended the county meeting in Roseburg Saturday. Their leader was the principal, Ted Petersen.

Ingrid Bergman To Bear Twins, X-Rays Reveal

ROME (AP)—X-rays have disclosed that Ingrid Bergman is expecting twins in June.

This was disclosed Wednesday by Roberto Rossellini, husband of the film star.

Rossellini said he hopes at least one will be a girl and if so he will name it Isabella. The couple have a son, Roberto, born in February, 1950.

Standard Time Poses Confusion At Eugene

EUGENE (AP)—Eugene is on standard time. When residents are in doubt about it, they can dial for the telephone company's free "what time is it" service.

Trouble is, when they dial they get hooked up with the Portland recording and out comes the answer in daylight time.

Residents have been asked by the local company to subtract one hour from the time they get. That is supposed to do it.

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Primary Election
May 16, 1952

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Amacher is Chairman of the Douglas County Parks Board, member of O & C Advisory Board, Member of Forestry Committee of the Roseburg Chamber of Commerce, Past President Umpqua Basin Conservation Council, Past President Roseburg Rod and Gun Club, Former Vice-President Oregon Wildlife Federation, member Izaak Walton League; Elk, Mason, active Republican worker.

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