

The News-Review

Published Daily Except Sunday by the
News-Review Company, Inc.
Entered as second class matter May 7, 1950, at the post office at
Roseburg, Oregon, under act of March 3, 1973
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, St. Louis
SUBSCRIPTION RATES—In Oregon—By Mail—Per Year, \$10.00; six months, \$5.50;
three months, \$3.25. By News-Review Carrier—Per Year, \$12.00 (in ad-
vance), less than one year, per month, \$1.25. Outside Oregon—By Mail—
Per Year, \$11.00; six months, \$6.50; three months, \$3.90.

DOLLARS FOR PENNIES

Charles V. Stanton

We're going to stick our neck out today with the assertion that in our opinion the \$40,000,000 bond issue authorized by the last legislature for highway development in Oregon is one of the best investments this state ever made. We'll go still further and express our belief that we could well afford to double the amount at the forthcoming session to keep the good work going.

Our activities took us across the mountains into Central Oregon last weekend. We had opportunity to observe highway construction from Oakland to Bend.

All the way to Goshen we found improvements in progress on Highway 99. The Willamette highway is a mess. Detours and rough road exist around the Meridian dam project. But glimpses are afforded of the fine new highway soon to be opened to the public. Patching crews were busily engaged repairing the frost damage to pavement on the summit section. Heading north on Highway 97 from the junction with the Willamette highway, we observed many miles of new construction which soon will furnish wide superhighways in place of present crooked and rough pavement.

We saw only a very small portion of the state. We know that similar conditions exist everywhere. Oregon's antiquated highways are yielding to modern demands. But we still are far from an adequate transportation system. Funds now available will provide much improvement but are not nearly enough to do the job properly.

Should Keep Program Moving

Available money is being spent by the Highway Commission to remove the worst bottlenecks. But, by the time these new improvements are made, traffic probably will have increased to the point that we will be but little better off than at present.

In years gone by we could herd an old Model T over a narrow, crooked road to Eugene in a couple of hours. Today we have a far better highway between Roseburg and Eugene. We have faster vehicles. But anyone who can drive from Roseburg to Eugene today in less than two hours either has a lot of luck in the amount and spacing of traffic he encounters, or he is doing some reckless driving. Time after time, the driver is held up for miles behind a parade of cars traveling at a 30-mile pace.

Soon we will have a faster road. We can reduce our travel time, but only so long as volume of traffic remains unchanged.

The Willamette route and Highway 97 are not much better in curvature and surface than the Pacific Highway, but a driver can just about set his own pace because there is much less congestion than on Highway 99.

So, even though we build a fine, new road between Roseburg and Eugene, we still will need two hours for the journey because congestion, through increased growth, will match the expanded carrying capacity.

Must Look To Future

The Highway Commission is to be commended for the aggressive manner in which it is attacking the problem. It is endeavoring to spread out its available funds to give the greatest possible relief. A quick glance at even a small part of the huge program now in progress shows that a vast improvement is being made.

But the improvement is only temporary. Population growth is faster than the rate of highway development. Better roads will attract more tourists. The traffic pattern soon will have these new sections of superhighway overcrowded.

The Pacific highway, for instance, carries the heavy north-south load in the state. Not until this route is rebuilt to far more adequate standards than presently available funds permit will it begin to meet even the immediate needs.

The West Coast is continuing to grow at an exceedingly rapid pace. Every new family puts one or two more vehicles on the existing roads. It is freely predicted that many more millions of people are to come to Washington, Oregon and California. They will require road capacity.

We have taken commendable measures to meet the problem but we haven't gone half far enough. We must look to the future and keep our highway reconstruction program rolling just as fast as it is possible for us to engineer and build roads.

We will be very shortsighted, we believe, if we fail to provide our Highway Commission with ample funds to keep up the good work on which it is well started. It is obvious, as one observes the economies of traffic movement, that money is saved when traffic flows with few obstructions. Money spent for roads is returned in many ways. We will be putting dollars into our general economy for every penny we invest in better roads.



All this—and Hell's Canyon, too! Ever since we learned that Hell's Canyon was the "deepest gash in the earth on the American continent, more than a thousand feet deeper than the Grand Canyon of the Colorado," EJ and I have wanted to have a look. It certainly would be a fine time to visit that area, June 8-13, for the 79th Oregon State Grange starts off with a picnic by Wallawalla Lake on Sunday June 8 and then settles down to Convention business in LaGrande with plenty of entertainment besides. Was just reading over the Oregon Grange Bulletin in today's mail, the first issue I have seen. Includes a supplement with views of Union

County, a place of varied scenery, some of it spectacular. In case you are interested, this Bulletin urges that you write Mrs. John Jones, Union County Chamber of Commerce, La Grande, Oregon, and tell her exactly how many in your party, specifying if any are children or juvenile—there is quite a Youth program set up—and if you want motel or hotel, kitchen facilities or not, and exactly when you will arrive, and exactly when you will leave. And enclose \$5. deposit. Oh yes, and say if you will need transportation after arrival: I suppose some are flying in or making the trip by train? transportation to Wallawalla Lake for the picnic will be furnished if

Too Far Out of Balance



Fulton Lewis Jr. WASHINGTON REPORT

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

WASHINGTON—Every time Congress attempts to slice some of the fat from Defense appropriations, Pentagon officials, both military and civilian, walk like banshees that another gun, another tank has been torn from the hands of our fighting men in Korea.

The argument is pure propaganda, as phony as it is immoral, and the admirals, generals and lay-bosses know it.

Pending in the Senate is a proposed \$2,500,000,000 cut in Mr. Truman's request appropriation of \$32,400,000,000 for the 12 months beginning July 1. The proposal does not specify where the pruning is to be done; it merely reduces the overall defense check by that amount and tells the department to apply the scissors where they best fit the cloth.

The "guns for the boys in Korea" aria is, of course, the Pentagon's own propaganda dressing, designed for tawdry capitalization of the emotions of the American people. A goulash business, but we stoop low these days to chisel what we want.

Only 35 per cent of the total defense budget goes for weapon procurement. The rest is for salaries and administrative costs and the intent of Congress is that the savings be sweated out of the obesity in this other 65 per cent.

With profound breast beating about the economies they have achieved in unification of the armed forces, the brass hats themselves told Congress they had cut operating costs by \$1,800,000,000. The budget, however, contains no reflection of such.

Instead, it uses the request for administrative funds by \$900,000,000. To this, the gentlemen of the Senate take exception. The overall discrepancy adds up to \$2,700,000,000. They are willing to settle for \$2,500,000,000, but the Pentagon powers resist even that.

To demonstrate the wantonness of the propaganda pitch, the Congress actually could cut from the military budget more than ten times the proposed \$2,500,000,000 and still not lose or even delay delivery of a single plane, gun, tank or anything else, needed either in Korea or Europe.

And if the Pentagon got every dollar it asks for between now and 1955, not another piece of fighting equipment above current production rates would find its way into the hands of the fighting men.

On the basis of present supplies, needed, 70 miles from LaGrande. Sounds most attractive. When you consider the size of LaGrande, a city of 9,000 persons, it is an ambitious program, too, but like all Grange things seem to be, it will be a success. Wish EJ and I could go. But alas, EJ's work piles up when he leaves the office, until he gets back—the agency-filling station never closes day or night—and that takes the edge off any vacation plans.

I liked the State Chaplain's message in this issue of the Bulletin, referring to Church Day. "Church is a place where you can formulate your dreams and take the first step of prayer toward making them come true. All of us have our dreams as well as ambitions for the future. The Church offers you a method for achieving, for becoming what you want to be, for overcoming defeat and realizing your hopes of a better and richer life. In all thy ways acknowledge Him and He shall direct thy paths. Prov. 3:6"

In the Day's News

(Continued from Page One)

committee still wants to know more about red shenanigans on Kojie Island, despite denials of two brigadier generals and repudiating of a third one-star officer.

(General Dodd, who was captured by the commie prisoners, and General Colson, who bailed him out with promises, have been busted back to their permanent rank of full "chicken" colonel.)

What really is going on over there?

I don't know. But there is food for thought in the recent statement that we have 170,000 prisoners of war in Korea and its adjacent islands.

An American infantry division numbers roughly 18,000 men. That is to say, our prisoners of war in Korea must be approximately equal in numbers of men to about nine American divisions. From all we've been told, it is doubtful if we have much more than nine divisions in Korea.

This is the point: We must have nearly as many prisoners in Korea as we have soldiers. If that is true, it spells possible trouble — for, of course, most of our soldiers are needed to man the lines against the communist armies that face us.

More from Korea: "For the first time in the war, communist MIG's grabbed a five-to-four edge in aerial dogfights. The Fifth Air Force announced the loss of three F-86 Sabrejets and two F-84 Thunderjets in the air against only four confirmed MIG kills. It was a sharp reversal from the usual top-heavy Allied score."

It looks like the Russian-trained pilots must be GETTING BETTER. That isn't good news.

In Washington, General Ridgway said yesterday the communists have now reached a point where their propagandists are reacting "desperately, FURIOUSLY to the growing strength and determination of the free world."

If the commies think our strength and determination are GROWING and if they are desperate and furious about it, they must just take a notion to hit us with all they have BEFORE WE GET TOO STRONG FOR THEM TO HANDLE.

From Europe we're hearing over and over the statement from our side that if the Russkies hit us this year we won't be able to hold them, but if they wait until next year we WILL be able to hold them.

If somebody I cordially disliked and expected to have to fight sooner or later told me something like that, I think I might be tempted to HIT HIM NOW, while I could get away with it.

Why am I talking about these unpleasant possibilities at a time when nobody wants to hear anything unpleasant?

It's like this: NOBODY in Washington is going to do much talking about unpleasant possibilities. Washington's idea is to create the illusion — at least until November 4, which will be the first Tuesday after the first Monday in a year evenly divisible by four — that all is calm and serene and there isn't a cloud in the sky.

The state of mind induced by that kind of thinking could be dangerous in a world period as unsettled as that in which we are now living. Somebody needs to be realistic in these days.

Kefauver Seems To Gain Strength Via Opposition

By The Associated Press

The more opposition Sen. Estes Kefauver gets in his race for the tion, two sources said Thursday, the faster he seems to run. Democratic presidential nominee Two Senate colleagues of the Tennessee, Hubert Humphrey of Minnesota and James Murray of Montana, said any opposition from President Truman would enhance Kefauver's bid.

And Clarence Streit, a member of the Atlantic Union Committee's board of governors, said the Nebraska and Florida primary votes were a rebuke to attacks on Kefauver's advocacy of a federation of free nations.

Humphrey and Murray were interviewed after President Truman was quoted Wednesday as saying he hopes supporters of California Atty. Gen. Edmund G. Brown will win the state's June 3 primary. The Brown ticket is opposed by a slate favoring Kefauver.

Brown made the statement after a White House visit and said it was authorized by Truman. However, the White House said later Truman wished Brown's delegation good luck, but intended no implications about Kefauver.

Thrives On Opposition Humphrey and Murray said they doubt Truman is trying to stop Kefauver.

"It has become pretty obvious that Estes Kefauver thrives on the opposition of Democratic party leaders," Humphrey said. "The President is too smart a politician not to know that."

Murray agreed, adding that such a statement would help Kefauver "win the support of a lot of people who are against the President." Streit told the Atlantic Union Committee in Washington that Kefauver won the Nebraska primary despite statements by Sen. Kerr of Oklahoma that Kefauver advocated a federation of nations which would surrender United States sovereignty.

In Florida, he said, Kefauver won a moral victory although he drew less primary votes than Sen. Richard Russell of Georgia. Streit said Russell had "made the same attack (as Kerr) at the start of his race" against Kefauver in Florida.

The state of Delaware, first to ratify the U. S. Constitution, retains the whipping post as a punishment for criminals.

The trumpeter swan, believed to be the heaviest North American bird, usually weighs around 30 pounds.

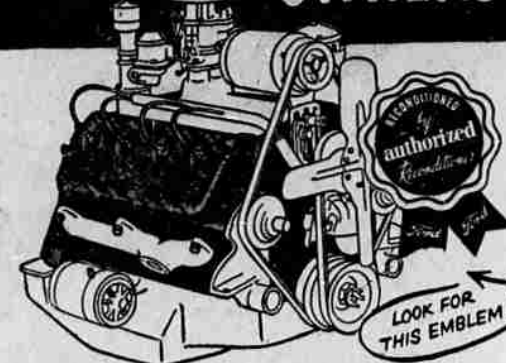
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A. F. & A. M.
Roseburg, Oregon
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Regular Business, Program and Refreshments.
W. M. Durward Owens
Sec. William C. Woods

Giant Cactus Crushes Five-Year-Old Girl

TUCSON, Ariz. (AP)—A five-year-old girl was apparently killed outright Friday night when a giant saguaro cactus, 22 feet in length, and estimated to weigh more than 1½ tons, crashed down on her. Killed was Cindy Lautner, daughter of Mr. and Mrs. Gernat Lautner of Sweetwater Drive, in the Tucson Mountains.

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