

The News-Review

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ROAD COSTS DROP

Charles V. Stanton

The State of Oregon is engaged in a huge highway construction program. It is rebuilding its major highways with revenue derived from sale of \$72,000,000 worth of highway bonds.

It will be welcome news to taxpayers that during 1953 the State obtained approximately 20 per cent more construction for its dollars than in the preceding year, the best record since 1950.

A statement of comparative highway construction costs made by the State Highway Commission recently shows present costs to be 183.4 above the 1940 index of 100. By 1950 costs had mounted to 170.8. The war in Korea caused a decided uptrend in the cost of highway construction, according to the index, reaching the maximum in the final quarter of 1952. The 1952 average was 202.2 with the high point of 207.2 in the last quarter.

Poor weather conditions and general unemployment resulted in a drop to 176.3 for the first quarter of 1953. But by spring and summer the cost had moved upward to 184.2. It dropped again for the fourth quarter, standing at 183.4 at the end of the year.

Inasmuch as many hundreds of miles are involved in the construction program now in progress, taxpayers can find comfort in the fact that highway construction dollars are building more road.

Contrast In Cost

We frequently hear criticism of the Highway Commission because it builds so many miles of good road in Central and Eastern Oregon compared with Southern Oregon.

There is no denying the fact that Southern Oregon has been sadly neglected in highway programs of past years. Particularly neglected has been Highway 99, the Pacific Highway. This route carries approximately 75 per cent of the state's north-south travel, yet has remained a bottleneck for many years.

It must be taken into consideration, however, that the Highway Commission has had very limited funds with which to work in the past.

In many parts of Central and Eastern Oregon it is possible to build scores of miles of road for the same amount of money needed to construct one mile of comparable highway in sections of Western Oregon. The job now in progress around the base of Mt. Nebo, here in Roseburg, is a good example. The hundreds of thousands of dollars being spent in carving out less than a mile of road from the face of a solid rock cliff would spread many miles of pavement in Lake or Harney County.

One-third of the entire Pacific Highway in Oregon is situated in Douglas County. The Highway Commission now is engaged in rebuilding almost the entire Douglas County section of that highway. It is by far the most costly job ever undertaken in any one county of the state. But completion of the project will benefit every part of Western Oregon and will relieve the great bottleneck that has impaired economy for many years.

Bonds Good Investment

While only a small part of the reconstructed highway within the county now is available to motorists, enough work has been done to show that the new road, when finished, will be of great economic benefit. Both local and through traffic will be speeded. Removal of congestion results in saving in cost of gasoline.

Better alignment and grade saves wear and tear on vehicles and per mile fuel costs. Yet, while fuel costs are less per mile, existence of better highways promotes more travel, thus increasing the state's revenue from fuel taxes.

Oregon should modernize its entire highway system at the earliest possible date. Experience has shown that road improvements are obsolete almost before they are complete. Doubtless this same condition will be experienced on Highway 99. By the time reconstruction is finished, increased flow of traffic will make more construction necessary.

Because investment in good roads actually is a saving rather than an expense, Oregon should not hesitate to assume indebtedness to improve its highway system.

Hal Boyle

NEW YORK (AP)—"Anything you do for kids takes lots of time. And while we are willing to give them everything else, that is the one thing we are reluctant to give them—time."

"And that is probably why we have so much juvenile delinquency. I think that remark pretty well sums up the problem of dealing with children. I wish it were my observation, but it isn't."

It belongs to Frank Blair, who discovered the truth of it by living. Frank, who was a transport pilot in the last war, has seven children and makes more money than a successful counterfeiter—except Frank makes his honestly. He is newscaster of the NBC-TV network show called "Today."

But having and loving seven children—and earning them a good living—Frank found wasn't quite enough. Too much of the burden fell on his pretty wife, Lillian. "With my odd working hours," he said, "I couldn't spend the time with my kids that I felt a dad should."

But Frank, who at 38 looks like a handsome older brother of his children, found the answer—in a family corporation in which each member has a voice in the family decisions. Here's how it came about:

"Lil and I discovered the kids liked to have sessions to discuss where they'd got out of line and done wrong or to talk over family projects. We found they didn't mind being punished if they had a voice in deciding whether the punishment fitted the crime."

"At their own suggestion we started having these 'Let's talk it over sessions,' and they developed into mock trials, and Lil and I

found ourselves on trial, too, sometimes. We found out what the kids thought we were doing wrong, particularly after one of the kids got the idea of keeping minutes of the meetings."

Then Frank decided to create a family corporation to rule on all family questions with each member being allowed one vote for each year of his age.

The current voting status is as follows: Frank, 39; Lil, 37; young Frank, 17; John, 15; Tom, 13; Mary, 7; Theresa, 4; Paul, 2; Bill, 1.

Currently the senior partners are able to outvote the junior partners of the Blair corporation 75 to 50 in a showdown but Frank says it doesn't often come to that.

"The kids don't vote as a bloc against us," he said. "The first thing we found out is that they won't take advantage of a situation if you give them a sense of participation. That is the wonderful thing about children—their real sense of honesty and fair-mindedness."

The family corporation meets every Sunday, and no outsiders are allowed. The members vote fines and penalties and punishments, decide questions like what type of new car to buy and where to spend vacations.

The kids have routine chores they are expected to perform, but are paid for extra duties such as baby sitting. Each member of the family pays a penny a week for each year of his age, and the pot is divided among the kids just before Christmas each year, including as a bonus the money clipped in by dad and mom. Lil acts as treasurer by popular demand.

"I don't know whether it would

Messenger Boy Delivers Two Messages



Bruce Blossat

From Tokyo comes a report that the Japanese will try in 1954 to repair the bad relations they now have with several of their Asiatic neighbors. If true, the news is good.

The Japs are said to be contemplating negotiations with the Philippines, Indonesia and Burma, all countries which their armed forces overran in World War II. These talks would inevitably embrace the topic of Japanese reparations for war damage inflicted.

Up to now the Japanese government has been unwilling to discuss this touchy subject in terms big enough to satisfy the still embittered peoples of these neighbor nations. But evidently a new attitude is developing.

Since the big war ended, Japan has been sustained economically by outright American aid and the heavy expenditures incident to prosecution of the Korean war. But now that aid has dwindled and the Korean conflict is over and seems unlikely to be resumed.

At the same time, the Japanese population has continued to mount at a swift pace. The increase can only be fed through greater imports or by taxing Japan's limited area of cultivable land more severely.

If imports are to be the answer, then Japan must sell more goods abroad to pay for them, and this in turn means further imports of industrial raw materials. So any sound economic future for a growing Japan must be defined in terms of enlarging trade.

The United States and other Western powers appear unwilling to absorb much additional Japanese output. They do not want Japan to deal in volume with Communist China. Consequently, the nations of Southeast Asia of

Airline Protests Rival's Rate Cut

WASHINGTON (AP)—Alaska Airlines has asked the Civil Aeronautics Board to suspend immediately reduced fares which Pan American World Airways plans to introduce Jan. 24 between Seattle and Fairbanks, and Portland, Ore. and Fairbanks.

Alaska also asked the board to reject the existing Pan American fares between those cities—except for Pan-Am's southbound DC4 cargo-plane service. The Alaskan firm complained that since last Oct. 1 Pan American has been offering DC6 service at rates charged all along for slower DC4 service.

Alaska Airlines asked the CAB to reject any DC4 fare that is not higher than the \$90 DC4 fare between Seattle and Fairbanks—again, except for Pan-American's southbound DC4 cargo-type service.

The complaint, filed Monday, said Pan American's proposed fares are below cost and would "destroy the entire U.S.-Alaska tariff structure at substantial cost to the U.S. taxpayer."

work with every family," said Frank. "But this corporation game has helped bring us closer together, and we all have learned a great deal from it."

"It has given us a real insight into our children's minds, really opened a new world to us. You can't push your kids out the front door, tell them to come back in three hours, and then forget them. You have to find a way to give them something to do—and a feeling of responsibility."

When I asked Frank whether the Blair corporation had closed its membership rolls, he laughed and said:

"Well, you never can tell. I haven't been home since breakfast. I don't know what's out there now."

In The Day's News

(Continued from Page One)

ing. Under a flexible support program, government price guarantees would be HIGH in time of shortages to encourage more production and LOW in times of plenty (surpluses) to encourage consumption.

That is to say, freezing from the markets HALF of our present accumulated surpluses would be a stop-gap device to help in stabilizing PRESENT prices, and a shift from fixed high supports to flexible supports would be a longer-range effort to bring supply and demand for farm products more nearly into balance over the long pull.

There are two sound ways to dispose of the foods we grow on our farms. One is to eat them ourselves. The other is to sell them abroad.

There is of course, ANOTHER way. We can go on piling up surpluses under fixed high supports and then we can give them away or destroy them.

That's about the long and the short of it.

There was an interesting reaction on the commodity markets this morning to the President's farm proposals.

Hogs opened active, with prices up 75 cents to \$1 over last week. Cattle were steady to higher and wholesale meats were steady to higher. Grain prices sagged, with sluggish dealing on the Chicago Board of Trade.

There was cause and effect in this situation. When grain prices are too high in relation to prices of livestock, nobody can afford to feed grain to animals. Grain (especially corn and wheat) is in large overproduction and would therefore suffer most in the way of price from a system of flexible supports. If grain prices go down, feeders can afford to pay more for feed animals.

That is another way of saying it is pretty hard to get away from supply and demand as a controlling influence on the markets.

Highway Construction Costs Down In Oregon

SALEM (AP)—Oregon's highway construction costs are down considerably from a year ago, the Highway Commission reported Monday.

Using 1940 as an index of 100, construction costs rated at 183.4 in the last three months of 1953.

The all-time peak of 207.2 was reached in the last quarter of 1952. Construction costs now are at the lowest level since late in 1950.

situations. At present there are no price supports for poultry and eggs.

BOOM TOWN. PA.

Schools, Factories Team To Produce New Workers

By A. ROBERT SMITH
News-Review Correspondent
(Third in a series)

YORK, Pa. — York's educators and industrialists have teamed up to give this manufacturing city what many towns can't offer new industrial prospects—a steady supply of skilled labor.

The educators believe that many boys will and should go from high school directly to a workbench or an assembly line in one of York's several hundred small or large enterprises. So they prepare them for skilled trades while still in high school.

York High School's industrial department has a unique program whereby the student alternately works two weeks in an outside shop or factory as an apprentice earning the going wage and learning his trade, and attends classes at school two weeks to earn his diploma.

He must be 16 to start this cooperative course, but from the time he is 14 he is given basic training in York High's own vocational shop. His specialty will be determined by industrial demands in York at the time and the boy's preference, but his choice is wide open to all trades that are apprenticeshipable.

FOR THE BOY this program offers an early start in his chosen vocation—and a job waiting for him when he leaves high school. The 8,000-hour apprenticeship period is about one quarter completed when he leaves school. He then goes into his employer's shop for a minimum of 5,500 hours after graduation to complete his training.

Although this vocational course does not fit a boy for college, it does contain a sprinkling of academic studies in his last three years of schooling—English, American history, chemistry, algebra, plane geometry, trigonometry, physics are all required courses along with trade mechanics, mechanical drawing and other shop specialties.

York students have received their industrial diplomas in such diverse occupations as jewelry repairman, welder, paper maker, plumber, steel worker, glazier, body builder, ornamental iron worker, pattern maker, sheet metal worker, surveyor, upholsterer, cabinetmaker, machinist, mechanical draftsman, architectural draftsman and carpenter. The city has shops to absorb these and many other trades.

During the last high school semester, 41 different York industrial concerns participated in this program on a cooperative basis with the school and its students.

YORK has operated this program since the Pennsylvania school code was changed in 1911 to allow it, which means it has had it longer than any city in the country, its officials said. In more recent years part of the financial load of shop training has been borne by the federal government through the U.S. Office of Education administration of the George Deen act of 1936 and the George Barden act of 1946.

Not only does this program provide local industry with a steady stream of young men well along on their apprenticeship training by the time they leave high school, but statistics show that about three out of every four graduates of the course stayed and worked in their home town steadily thereafter instead of heading for larger, nearby cities in search of opportunity.

THIS PICTURE seems to appeal to touring industrialists, Yorkers have found. But they have also

learned that one of the things that brought visiting industrialists to York for their first look was that they had heard of and been intrigued by "The York Plan."

"The York Plan" is the antithesis of instances in which a small town's business leaders conspire to keep out new industry for fear of driving up wages. York manufacturers, instead, have a plan for pooling resources and skills in an uncommonly attractive manner which has helped pull in new industry.

(NEXT — The York Plan.)

Pair Suspected In Smuggle Try

MONTREAL (AP)—The Canadian Mounted said early Tuesday they are holding a European and a New York resident in connection with a suspected attempt to smuggle nearly \$200,000 worth of uncut diamonds into the United States.

Neither man was identified but they were expected to be arraigned here later today.

Inspector Rene Belec, head of the Mounted Police's investigation branch here, said the European, a 25-year-old native of Poland, arrived from Europe at Dorval Airport Friday. Police visited him at a midtown hotel several hours later and found a parcel containing "thousands" of uncut diamonds.

The New Yorker was picked up at a Montreal home Sunday. Belec said it was believed his job was to carry the diamonds into the United States.

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ANNOUNCING

That Dr. R. L. Dunn, who formerly conducted a Monday night class in Bible study in Roseburg, will start a special class in the study of the Prophetic Book of Revelation at

7:00 P.M., Wednesday, Jan. 13

Meeting place will be in the adult classroom in the new annex to the Christian Church. Enter the basement door on Kane Street.

ANYONE INTERESTED IN JOINING

THIS CLASS WILL BE HEARTILY

WELCOME