

# The News-Review

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## THE FAT AND THE LEAN

Charles V. Stanton

Encouraging news is contained in the monthly report by George T. Foster, manager of the State Employment Service office in Roseburg.

Foster reports that the back-to-work movement is in progress locally and is gaining momentum. Full employment is in prospect within the next 30 days. In fact, Foster says, there is possibility of a labor shortage in the comparatively near future.

Unemployment in Oregon was serious during the winter months. The situation made excellent political propaganda. The political "Fear Dealers" managed to throw a scare into the public—such a scare, in fact, that business, always nervous, was adversely affected.

Actually there were some bright spots in the unemployment picture that need analysis. Throughout the entire state there was a heavy load of unemployment claims. Yet, while these claims set new records in some cases, the percentage increase was in many cases less than the rate of population growth. In other words we maintained jobs for fixed population on the normal pattern, and the larger number of unemployed above the average represented principally newer and as yet unestablished residents of the state.

### Must Plan Seasonal Work

While Oregon's economy remains based on the timber industry we must expect seasonal unemployment. We can't expect logging to continue during bad weather. Construction trades also are affected by winter weather. This problem of seasonal unemployment, must remain with us for many years to come.

It would be possible to improve our economy in great measure by wider diversity of wood utilization. This still, however, would not solve the problem of unemployment in the woods and outdoor construction. If we had more factories it might be possible to absorb a minor fraction of the unemployed load during winter months, but it would be a negligible fraction. Payrolls from year around operations, however, would cushion local economy and would tend to partially level off the peaks and valleys in business.

It might be possible, through advance planning, to arrange some of our public works for the winter season, thus absorbing another fraction of unemployed workers. We should neglect no planning to lighten the load and should endeavor to diversify our industrial operation to the greatest possible extent with a view of stabilizing local economy. But we must prepare for seasonal unemployment so long as jobs are affected by weather.

### Prospects Are Bright

Job opportunities existing during good weather only serve to further complicate matters.

During the summer months the western part of the state is a labor short area. Particularly is this true in Douglas County. Labor shortages results in high wage scales which, in turn, attract workers from out of state. These workers, after a few months of labor, join the ranks of the unemployed during the winter season, adding each year to the percentage figure.

The coming summer, insofar as Douglas County is concerned, promises the bingie that will produce the headache.

While lumber prices remain comparatively low, the market is steadily improving. Many of our mills are behind on orders. It appears they will be able to ship lumber as fast as they can produce it during the coming season. Prices are advancing, giving every indication of one of our best years.

We will, at the same time, have available all the logs we can get to mills and cold decks. In addition to the normal sustained yield quotas from public lands, the Forest Service and BLM will be selling off salvage.

We will have a tremendous amount of highway construction and bridge building, coupled with above average erection of school buildings and business properties.

It looks like a big year in Douglas County. But as we boom during the summer months we should be looking ahead to the prospects of larger unemployed lists next winter, and set aside some of the summer's "fat" for the winter's "lean."

## Hal Boyle

Aboard the Mauretania at Sea (CP) — A ship is a small world and there is no better place to study human nature than a deck chair.

It beats a house by the side of a road because you don't get dust in your face as you watch the race of man go by. "Why do people go on pleasure cruises?" I thought, sprawling out on a deck chair as this 35,000-ton Cunard Liner headed toward the Caribbean.

It wasn't hard to find out. A ship in a warm climate has an air of easy intimacy. Strangers come up and tell you things about themselves they'd never admit to a next door neighbor, confident they can unburden their secrets at sea because they'll probably never see you again ashore.

They all had one reason in common to be together. They were all looking for something. Joy...health...romance...forgetfulness...an escape from boredom...to try to repair a tattered marriage...to buy custom-free scotch whisky in the Virgin Isles at \$2.75 a bottle...or merely to have something to brag about besides their last appendectomy.

One lady is making her 50th cruise, reportedly because she enjoys nothing in life more than laughing at tourists — And because she has developed an allergy to dry land. The crew loves her.

A middle-aged widower told me: "I took my 20-year-old daughter on this trip to cure her of a broken heart. Her boy friend backed out on her. I'm just going along for the ride myself."

Later I noticed his daughter, a pale, thin girl, dancing happily with another passenger. When I remarked on this to the widower,

## "—But Who's Going to Bell Him?"



### Peery Medicals

BY W.K. PEERY

How often we visit a town or locality within our state without learning the historical background that gave the spot its name. One of these is Bonneville Dam on the Columbia river. It was named after one of the most colorful characters in Northwest history, but few people know about the man. Washington Irving, who wrote Rip Van Winkle and other New York legends in his Sleepy Hollow tales found Bonneville such an interesting character that he wrote a book about him—"Adventures of Captain Bonneville".

Captain Bonneville was a French man in the United States army who was lured by the possibilities of a fortune in the fur trade. Under the guise of making explorations for the United States government, he secured a leave of absence from the army and started west in 1832. Within a period of three years he had covered most of the Snake river country and had sent some of his men to Salt Lake and into California, where some of them remained and settled.

There is little evidence that Bonneville contributed much to the development of the Oregon country, beyond a few place names. He was later in command at Fort Vancouver and it was at his orders that regular troops were sent from Port Orford and Vancouver to join Douglas County's General Joe Lane, to meet the Indians at Table Rock, near Medford.

The army impressed the Indians with their equipment, and the howitzers of Bonneville's regiment were special objects of fear. Although the Indians outnumbered the whites seven to one, they called for a pow-wow to discuss terms of peace, but with the stipulation that the white troops remain in the valley.

Officers from both the volunteers and the regulars warned General Lane that it would be foolish to meet the Indian request, but Lane said he would go. NeSmith, a member of the volunteer contingent reminded Lane that the name of Rogue, given these Indians was not by accident. They had gained the reputation of never allowing a white man to get away with his scalp. But Lane said he had promised the Indians he would hold a meeting with them, taking along only a few of his aides, and he would keep his promise.

Things went well enough at the meeting until an excited Indian runner ran into the conference and shouted that a prominent Indian chief had been tied to a tree and shot by the whites. The Indians were immediately in the no-man's-land of playboys, guys and dolls. Those who make it the hard way, the easy way. People. All. But it isn't true that girls run after men on a cruise. I've been watching them. They walk after them at a firm, brisk, ladylike gait. Catch 'em, too. Never saw so many slow, meandering men.

One of the unusual personalities aboard is Watterson Lowe, a chubby, white-mustached gentleman who is billed as "official humorizer and ship cruise lecturer for the Cunard Line."

### American Spirits Family Out Of East Germany

BERLIN (AP)—Peter K. Grimes arranged Friday to fly his family to the United States after spiriting his two German-born step-daughters away from their American-brother grandfather in the Soviet Zone.

Grimes, 32-year-old Harvard graduate of Belmont, Mass., and his German wife, Irmgard, succeeded on their third attempt in bringing Moica, 14, and Evelyn, 11, to West Berlin a week ago. The girls had been living with Mrs. Grimes' father, a life-long Red who sent them to East German Communist school and nearly succeeded in indoctrinating them with his hatred for America.

The grandfathers had blocked all efforts since October, 1952, to get the children to the United States. Grimes and his wife returned to America after a first failure and came back to try again last October.

After convincing the reluctant daughters they should come along to West Berlin to see an American movie, the family now is staying with an uncle of Mrs. Grimes, Will Czech.

The daughters agreed Friday morning they were not satisfied with being here with their parents and are anxious to see America. Grimes married his wife in 1951 when she emigrated to study in New York. Widow of a German army officer who died in a Soviet prison camp, she had left her two daughters by that marriage with her parents in East Germany.

Grimes gave up his job with the American Express Co., in Boston, to accompany his wife last October for a new try at getting custody of the daughters. The couple had a 10-day permit to stay in the Soviet Zone, but they remained until their final victory last week.

### FEDERAL HIGHWAY AID TO STATES

The House has passed by a voice vote and sent to the Senate an administration sponsored highway bill calling for \$1,750,000,000, rejecting all amendments.

The measure would authorize unprecedented federal spending on roads of \$875 millions annually for two years beginning July 1, 1953. The bill calls for \$225 million a year more than existing law.

Personally endorsed by President Eisenhower the measure would give to states matching this money more leeway in some respects in how it is spent. The principal new feature calls for spending \$200 million annually on interstate highways.

Northwestern congressmen predicted during the debate in the House that the federal aid bill would result in "tremendous highway building boom in Pacific coast states as it allows about \$40 million in additional funds for the next two years in Oregon, Washington and California."

Figures prepared by the Bureau of Public Roads show that Oregon will receive a year for two years \$1,685,000 compared with \$5,522,800 under the present law; Washington will receive \$2,865,000 compared with \$9,148,000; California will receive \$45,061,000 compared with \$29,912,000. The federal gasoline tax will

## Peter Edson

WASHINGTON (NEA) — In spite of all the bright-and-smiling early-spring-sunshine optimism that pervades the office of Secretary of Agriculture Erna Taft Benson, doing something about the U.S. farm situation in Washington seems to get more complicated every day.

Sen. George D. Aiken of Vermont, chairman of the Senate agriculture committee, is scheduled to introduce legislation to carry out the Eisenhower administration's new farm program any day now. But it faces an uncertain future. There is so little support for the administration program in the House that it cannot be introduced there.

Rep. Clifford Hope of Kansas, chairman of the House agriculture committee, has his own plan to let farmers decide what kind of a farm program they want by national referendum. He would then introduce into law the most acceptable programs for each commodity.

To top this, the Congressional Joint Committee on the Economic Report has thrown more cold water on the administration's program. "We are doubtful whether any program which seeks to bring about a balance between agricultural production and consumption... through the contraction of acreage can, in the long run, be successful," says this committee.

Price supports without production controls having been proved completely unworkable in the potato program, a removal of acreage limitations on price-supported crops would obviously throw farm economy into dizzy over-production.

Meantime, under the existing programs, the surpluses continue to pile up. Cotton stocks are now estimated at \$90 million, dairy surpluses at \$382 million, vegetable oils at \$235 million, naval stores at \$25 million wool at \$62 million, grains at \$1.91 billion. The grand total is over \$2.7 billion.

### In The Day's News

(Continued from Page One)

liamentary procedure, it consists in cancelling off opposing votes. That is to say, a couple of senators or a couple of representatives who are going to vote on opposite sides get together and agree to abstain from voting on that particular issue. It is then announced that they are "paired."

It is a useful device for more reasons than one. Suppose, for example, you're a senator (or a congressman) and a measure is coming up on which the people of your state or your district are divided and you don't know which side the most votes are on. You hate like the mischief, therefore, to go out on the limb, and YEARN to pussyfoot.

In that event, you hunt up some colleague who is in a similarly delicate situation and the two of you agree to "pair" your votes. There are tricks in all trades and "pairing" is one of the minor tricks of the political trade.

(Pairing, of course, isn't always a shenanigan. There are many times when a member of congress just HAS to be away when the voting takes place but doesn't want to lose his vote. In that event, he can make his vote count by finding somebody on the other side of the fence who will "pair" with him.)

If a deadlock ensues, it may be assumed that Hawaii and Alaska will be "paired" for admission so that either both will get in or neither will get in. But, up to the last minute, the Republicans will be hoping they can sneak Hawaii in and leave Alaska out and the Democrats will cherish the thought that maybe the converse can be brought about.

At the moment, it looks like a toss-up.

Thimble-riggering, you say? Maybe so, but at least it has been going on in our country for a long, long time. There was approximately a century when the slavery issue dominated the admission of new states to the Union. The South wanted more pro-slavery states and the North wanted more anti-slavery states.

The result was a Donnybrook fair every time a territory came up for admission. Eventually the device of admitting them in pairs was adopted and states came in two-by-two or not at all — Indiana and Mississippi, Maine and Missouri, Florida and Iowa. And so on.

The "pair" system at least made it possible for territories to be admitted as states whereas it might not otherwise have been possible.

This whole business of political finagling over the admission of a territory as a state (with the accompanying connotations of political upsets in congress) has a lingering odor of skulduggery. But that isn't necessarily true.

There is the case of Nevada, which was admitted in 1864. There is fair historical authority for the statement that Lincoln wanted Nevada admitted because Nevada's vote was needed for ratification of the 13th amendment, abolishing slavery. Anyway, Nevada got in and the 13th amendment was added to our constitution.

You never can tell. Sometimes the end justifies the means.

## Reader Opinions

### No Sidewalks Along Rose School Deplored

ROSEBURG — We harp so often on the subject of safety—traffic safety. I wonder if we ever think of the place where it should be taught. I would say first at home and then at school.

It seems odd, however, that people would erect a nice school building such as we have on Jackson Street and not think of safety outside the school.

We have two blocks on one side of the street and one on the other without sidewalks. Children must be herded down the middle of the street like sheep or cattle or must go several blocks around.

Can we expect too much respect for traffic regulations when we have these conditions?  
A. C. EDWARDS  
Roseburg, Oregon

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### The Program

Subject: "Your Community Hospital"  
Speaker: Harry V. Sanislo  
Program Chairman: Kenneth W. Ford

The construction and equipment of the hospital was a community wide project in which all types of organizations participated. This program is presented so that the people of this community may learn the important part the hospital plays in our community life.

If you belong to an organization having an important event scheduled you are invited to make use of our "Man On The Street Program" to publicize that event.

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the Oregon state highway commission has adopted two changes in road markings, to go into effect

THE DRIVER AND THE ROAD-SIGN  
Albany Democrat-Herald

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