

The News-Review

Published Daily Except Sunday by the
News-Review Company, Inc.
Entered as second class matter May 7, 1925, at the post office at
Roseburg, Oregon under act of March 3, 1879.
CHARLES V. STANTON Editor and 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, Denver
SUBSCRIPTION RATES—In Oregon—By Mail—Per Year, \$12.00; six months, \$6.50;
three months, \$3.50. Outside Oregon—By Mail—Per Year, \$13.00; six months,
\$7.00; three months, \$3.50.
By News-Review Carrier—Per Year, \$13.00 (in advance), less than one year,
per month, \$1.25.

BAD MEDICINE

Charles V. Stanton

Isn't it amazing how easily politicians reverse policies and opinions when they find it politically expedient to do so?

Some Democratic congressmen are "viewing with alarm" the administration's threat of possible intervention in Indochina. The Eisenhower policy of containing Communism is stimulating a flood of oratory, charging Republicans with warmongering and deliberate efforts to force us into war.

The very same congressmen, who now protest the Eisenhower policy, only a short time ago were voicing lavish praise for the "courage" and "integrity" of President Truman for sending American troops into South Korea.

After Truman and Acheson, by withdrawing American troops and creating a vacuum in South Korea, were forced to take "police action," Republicans were critical and Democrats were full of praise. Truman was lauded for his announced policy of opposing communist aggression anywhere and anytime.

We were committed to a war we couldn't afford to lose and weren't permitted to win. The Eisenhower administration entered into a compromise settlement which, in many respects, particularly in the matter of prestige, was the equivalent of military defeat.

Job Left Unfinished

The very weakness exhibited in Korea has been exploited by the Communists. Aggression in Indochina was stimulated by our failure to achieve a victory in Korea.

Other Asiatic countries naturally are fearful. Those which might be encouraged to fight Communist infiltration and aggression certainly cannot be expected to take sides in the current struggle, when we have exhibited neither the ability nor determination to protect them. While we are long on promises, and are striving to build up an Asiatic defense bloc, we have been extremely weak on performance.

We have our chance in Indochina to gain back some of our lost prestige; to finish the job we left uncompleted. Only by stopping Communist aggression in Asia can we expect to build self-defense unity among Asiatic nations.

We do not want war. The thought of another war is abhorrent. Yet we are committed to fight aggression. Unless we keep our word, we cannot expect to retain the respect and confidence of the small nations who sit helplessly in the path of Communist expansion.

Only a comparatively few months ago this theme was being exploited by Democratic congressmen. Today we find some of those same congressmen blasting the Eisenhower administration for advocating the policies they so admired in the Truman administration.

It just doesn't make sense.

Hard On Our Friends

As citizens of this country we are understanding of the antics of our politicians. We are aware of the facility with which they juggle opinions and policies. But it must be extremely difficult for other nations to understand our methods. We certainly do not build confidence in those looking to us for help when they observe men in the highest levels of our government playing hopscotch on the political pattern.

Yet when Truman was challenging aggression he was blasted by some Republicans, and now when Eisenhower proposes aid to the French he is assailed by some Democrats.

Just how, then can we expect India, the Philippines, Nationalist China, Thailand, or other of the countries which may soon be targets of Communist aggression, to stick their necks out by being overly friendly and cooperative with the United States?

Mixing political expediency and party politics with the medicine with which we're trying to dose a sick world makes a very unsavory concoction.

Hal Boyle

NEW YORK (AP)—Peppi Paunzen, one of the Orient's most celebrated bachelors, is now touring America—and has decided this is the place for any sensible man to spend his life.

Last any single girl think this is heart-warming news for her, however, let me quote Peppi on the advantages of living here:

"A man has such a wonderful feeling of freedom. The little pieces come in cellophane bags. The bread is already sliced. You can get your laundry done by electricity."

"What possible need is there for a man to get married? It is no longer necessary. He already has paradise."

Peppi, who requests prospective fiancées to fill out a printed questionnaire, has been overwhelmed by the beauty of American womanhood.

"The girls here are the most chic in the world," he said. "Also the most independent. But I have great curiosity to see one at 1 o'clock in the morning. How do they look without makeup? Has this ever been found out?"

Who is this brash man who seeks to know about the real face behind the great American female facade?

Well, Peppi is a kind of human question mark himself, one of those rare people whom thousands hail as a friend but who spend their lives trying to discover themselves.

Peppi is a career refugee. He fled his native Austria to get away from Hitler. He spent several years in Shanghai as an involuntary guest of the Japanese army. He was squeezed out of China by the Communists.

For the last four years he has been manager of the Press Club in Hong Kong. There, as a friend wrote, his hospitality, skill at the piano, and sense of humor "endear him to man and beast alike throughout the Orient."

The gentle smile and wryly hopeful outlook of this greying Viennese—his byword is "Be happy, like Peppi"—have made him something of a living legend in the Far East, where many a lone stranger has been made to feel at home by his kindness.

When he finally left Hong Kong, his friends threw so many farewell parties for him that Peppi says for safety's sake he had to write on his forehead: "This side up—handle with care."

Coming to America, where he wants to be a citizen, has been the big adventure of his life. He was held back for years by the small Austria quota.

"I was told I could get in quick," he said, "but the feeling of real freedom was what I wanted—and how can a man ever reach a land of freedom, if he gives up his freedom before he gets there?"

"It is odd about the United States. Everybody seems to like it except the Americans who are away from it."

"In Hong Kong the Americans I met said 'Better don't go, Peppi, stay here.' But I like it over here much better, even though I went to Times Square and did not find it square."

"Now I would like to travel about this country and write a column explaining America to the Americans."

Peppi has spent so much of his life filling out government forms that he has invented his own bachelor questionnaire—form 22330—for prospective fiancées.

"Marriages always have some-

"You, Who Stand on the Threshold—"



Bruce Biossat

WASHINGTON (NEA)—The government is considering first aid to our sorely beset shipping and shipbuilding industries. Proposed are subsidies of approximately \$200 million a year.

In addition, there are numerous incentives of inestimable value. These take the form of speeded-up depreciation tax allowances, trade-in programs and mortgage insurance.

The \$200 million figure is broken down this way: \$85 million for operating differentials to permit U.S. ship lines to compete against foreign-flag carriers. An estimated \$10 million to \$100 million subsidy is to keep U.S. shipyards in operation against low-cost foreign builders.

THESE ARE THE highlights of the Administration's maritime policy just presented to Congress by Undersecretary of Commerce for Transportation Robert B. Murray Jr. It represents no radical departure from the maritime policy of past administrations.

A complete review of maritime policy has been made during the past year, however. Peacetime requirements for maintaining an American merchant marine have been correlated with the present condition of the huge 2000-ship U.S. fleet now in mothballs and the possible future needs for a national defense emergency.

From the general taxpayer's point of view, the most important part of this survey is that it gets the always troublesome question of subsidies right out in the open. The principle of giving "parity" to American shipbuilders and a American shipping line operators on essential trade routes is endorsed. This parity is obtained by giving American shipping interests a subsidy.

IT EQUALS the difference between their own costs of operation and the lower costs of foreign operators whose wage levels are much lower.

The cost of U.S. ship operating subsidies has gone up sharply since the end of the war as maritime wage rates and supply prices have risen. In 1949 the annual subsidy was \$17 million.

This year and next it is estimated at \$85 million. This includes about \$60 million of actual subsidy on current operations, plus \$25 million to help clean up a backlog of bills unpaid by the old Maritime Board during the past two years.

From the passage of the Merchant Marine Act in 1936 through the end of 1952, the U.S. government has paid out \$426 million in subsidies on the construction of 247 ships. The average is over \$1.7 million per ship.

SINCE THE END of the war only three U.S. passenger ships—the America, the Independence and the Constitution—have been built under government subsidy. But the blanket, 50 per cent subsidy paid on these ships—particularly on the last two—has caused so much dispute that shipbuilders are not encouraged. Currently, there are no ships being constructed under subsidy in U.S. yards.

thing to do with governments," he said, "so you not engagements?" His questionnaire contains such queries as: By the way, what is your own form, if any? Do you talk too much? (if yes, say not). Do you eat crackers in bed? Toast Peanuts? Popcorn? Do you giggle? Do you snore? What other musical accomplishments have you? What hours are you free? What games do you play?

Life itself has been a rough game that Peppi always plays with a steady, wistful cheerfulness.

"Sometimes I think I should get married," he said, "because it's true I am too happy."

"The trouble with most girls is they don't realize the importance of food to a man. They try to break his heart instead of trying to break his stomach to a better way of life."

"Good husbands always come some to good cooks."

The new ship construction plan which Maritime Administrator Louis B. Rothschild has now put forward calls for a long-range program of replacing all 20-year-old ships. Since over 1000 of the 1200 U.S. ships now in the active fleet were built during World War II, this would mean that they would all be replaced in 1961-65. This is too much of a load on the U.S. shipyards.

If the ship subsidy could be held down to 25 to 30 per cent of total cost, as now estimated, it would be the lowest figure at which the country has ever obtained an American merchant marine for national defense.

Reader Opinions

Budget Articles Useful, But Not All Necessary

ROSEBURG — As most of you know that the school budget was voted out by about two to one. This wasn't one of the best things to do. I know and most of the students know that some of the articles in the budget weren't very necessary, but most of them were very useful.

I personally think that school studies should come before sports. What I mean about that is part of the money allotted for lighting the football field. But we could have used some of the money to buy equipment for physical education, chemistry, biology, and the shops. I know a lot of people will think I don't like sports, but I like them very much. I just think that I go to school to be able to learn with the most modern equipment instead of seeing all the football games.

What grates me most was the fact that about three of the surviving parts of District No. 4 didn't want the budget. They like to have their children attend the Roseburg High School, but they don't like to have to pay taxes for the privilege.

If a sales tax law was put into effect in Roseburg, then all of the people could pay for part of the school taxes instead of just the property holders. This would lower all of the city taxes a little bit and would have the school paid for.

BRADLEY WILES
Roseburg, Oregon

Statehood Bill Snagged By Alaska's Inclusion

WASHINGTON (AP)—House Speaker Martin (R-Mass.) said Monday "strong efforts" are being made to break the deadlock in Congress over statehood for Hawaii and Alaska, but inclusion of Alaska "apparently does not have support" in the House.

The House has voted to bring Hawaii into the union. So has the Senate, but the bill it approved also calls for admitting Alaska at the same time.

Objections in the House so far have kept the two bills from going to a Senate-House conference to work out a compromise version.

Heart Attack, Mishap Fatal To Farm Leader

DES MOINES (AP)—Raymond Sayre, 61, nationally known Iowa farm leader, died Sunday of a heart attack.

Sayre, a member of the President's recently organized Federal Farm Credit Board, had been injured seriously May 5 when struck by a falling tree on his farm at Ackworth, Iowa. He had been a patient at a hospital since then.

In The Day's News

(Continued from Page One)

are not complete enough to serve as a foundation for speculation. But Klamath county is complete except for three or four small precincts. Klamath county is rather generally regarded among politicians and pollsters as a "grass roots" county. That is to say, it is believed that Klamath county can be depended upon to register ground swells of opinion.

For this primary election, the total registration in Klamath county was 20,163, of which 11,030 were Democrats and 9133 were Republicans. Democratic registrations accounted for 55 per cent of the total and Republican registrations for only 45 per cent.

Cordon received 37 per cent of the registered Republican vote in Klamath county and Neuberger only 23 per cent of the registered Democratic vote. Cordon got 17 per cent of the total registered vote in Klamath county (both Republicans and Democrats) and Neuberger got only 13 per cent of the total registered vote.

That could be significant. Also it could be totally meaningless. We'll see what we'll see come November and the general election.

In the Second congressional district of Oregon (all of the state lying east of the Cascades) a similar situation prevails.

Sam Con, unopposed for the Republican nomination, stands for everything the Eisenhower administration stands for. Albert Ullman, unopposed for the Democratic nomination, will carry with him in the campaign the hopes of the Democrats who aspire to return to power.

In the Klamath county voting, Con got 36 per cent of the registered Republican votes and Ullman got 20 per cent of the registered Democratic votes. Of the total registered vote in Klamath county (both Republicans and Democrats) Con got 16 per cent in the primary and Ullman got 12 per cent.

Again, as in the case of the senatorship, we'll see what we'll see come November. How people may be feeling now may be no indication of how they will be feeling (and voting) next fall.

Traffic Accidents In Oregon Decline

Oregon's 1954 traffic accident record pitted off to a flying start in the first three months of the year with nearly four and one-half thousand fewer accidents reported than at the same time a year ago, Secretary of State Earl T. Newberry reports.

The vastly improved first-quarter accident picture, Newberry said, included a reduction of 853 in the number of persons injured. The number of persons killed, however, remained virtually the same, with 88 deaths as compared to 87 through March of 1953.

The department of state received reports on 13,323 motor vehicle accidents of all types. Through March a year ago, 17,780 street and highway mishaps had been reported. Injuries numbered 2,841 as against 3,696 during the same period in 1953.

March, latest month for which complete records are available, saw accidents drop from 6,087 last year to 3,899, a cut-back safety men regard as near-miraculous. Injuries slumped from 1,295 to 810.

If the trend holds throughout the entire year, officials believe Oregon may post its best all-around traffic record since the end of World War II.

NO FIRE DAMAGE

Two fires were extinguished without damage over the weekend by the Roseburg Fire Dept.

Firemen stood by late Sunday afternoon while sawdust smoldered at the old Roseburg Lumber Co. mill on East Second Avenue. On Saturday night, an overheated oil stove was reported by Res Jones, 1003 Winchester St., and firemen watched until it cooled down.

Spelling Contest Winner Studied

WASHINGTON (AP)—William Cashore, 14, of Center Square, Pa., who says he brushed up on spelling whenever he could find the time, is the 1954 national spelling bee winner.

To win the title, plus \$500 and a trophy, Cashore spelled down 56 other school children from throughout the nation in the 27th annual spelling bee.

Runner-up was William Kelley, 11, of Deering, Mo. He tripped on "incunated," spelling it with an "s" instead of a "c." The word means hooked, or bent at the end. Cashore spelled that word correctly and to clinch the title spelled correctly one more, "transept." That is a term used in church architecture.

Patricia Brown, 14, of Birmingham, Ala., was third. She got \$100 and Kelley received \$500. Cashore, the 1954 champion, tried twice before to make it to

the national bee. He competed in the 1952 and 1953 Norristown Times Herald bee. The nationwide competition is sponsored by the Scripps-Howard and other newspapers.

GET STUDENT POSTS

Two Roseburg students at Southern Oregon College, Ashland, have been elected vice presidents of separate organizations. Lloyd Olson was elected by the junior class, and Larry Burr by Sigma Alpha Sigma, speech organization.

HUDSON OWNERS!

We are now authorized to give HUDSON SERVICE and sell genuine HUDSON PARTS.

- Automotive Motor Rebuilding
- Body Repairing and Painting
- Complete Motor Tune-up Service

CITY DRIVE-IN GARAGE

Located in Old City Drive In Building—
Next Door to the New City Drive In Market
2215 NORTH STEPHENS STREET



CALL US FOR ALL EXCAVATING ROAD BUILDING

Specializing in Construction and Maintenance of Logging Roads

NO TRANSPORTATION CHARGE

JACK E. DARLING TRUCKER

Phones 9-8448 - 3-5240

P. O. Box 208
Roseburg, Ore.

SO MUCH IN SERVICE, SO LITTLE IN COST



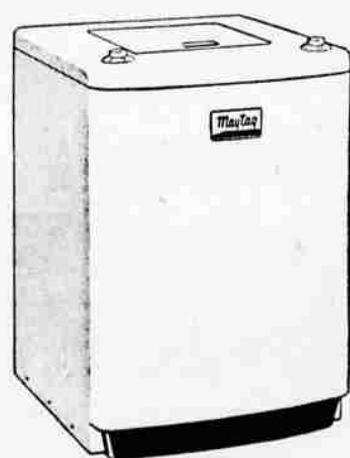
The Chapel of the Roses

ROSEBURG FUNERAL HOME

FUNERALS
Oak & Kane St.

PHONE 3-4455
Roseburg, Oregon

SAVES WATER!



the
Maytag
automatic washer!
with

**AUTOMATIC
WATER LEVEL
CONTROL**

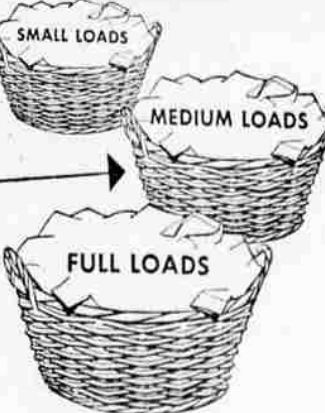
309⁹⁵

adjusts water for

**NEW ECONOMY FEATURE
AT NO EXTRA COST!**

No more wasted suds and hot water! Now you can set your water-thrifty Maytag for exactly the water level you need. Save as much as 9 gallons of water for a small load of clothes!

Completely automatic! Once you set the indicator for the size load to be washed, water level is controlled automatically. Uses only amount of water needed for both wash and rinse. No waiting for tub to fill. Water Level Control automatically adjusts to all water pressures.



Cleaner clothes, too! Thorough Gyro-foam washing action. Exclusive double-spin tubs never let dirty rinse water strain back through clothes. Never any dirt streaks nor half-clean clothes.

See a demonstration today!

Umpqua Valley APPLIANCE

ROSEBURG—114 North Rose St., Dial 3-5574
SUTHERLIN—W. Central St.—Phone 2988