The News-Review

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DREAMS COMING TRUE

Charles V. Stanton

Huge bulldozers and earthmovers are at work on one of the biggest road grading jobs ever contracted in Oregon. The section is that of the new route between Shady Point and the Booth ranch, a distance of six and two-thirds miles. Contractors will move more than two million yards of dirt. Of particular interest is the cut at the top of Roberts Mountain, where a pass 175 feet deep will be excavated, one of the deepest highway cuts on the Pacific Coast.

Old-timers recall with shudders the old Roberts Mountain route, original site of the Pacific Highway. In the early days of automobile travel this was one of the most dangerous sections. Accidents were of almost daily occurrence. There were many fatalities.

An optical illusion was chiefly responsible for the bad reputation given the old Roberts Mountain road. While the road was on a very steep grade, the manner in which adjacent ground sloped gave an illusion of level road. The motorist unfamiliar with the deceptive appearance relaxed, thinking he was on level ground, and, before he could realize his error, the car was out of control. Automobiles in those days lacked the efficient brakes found on vehicles today.

The high accident rate on Roberts Mountain possibly was one reason for moving the highway to its present location across the river. The more practical reason, however, was that we didn't have machinery and equipment for heavy construction as we have today. Most of the work was done by hand.

Work Being Speeded

The old highway over Roberts Mountain was built by men who labored with picks, shovels and wheelbarrows. Hand drills were used to prepare holes for blasting. Horses and fresno scrapers moved heavy material. Moving more than two million yards of dirt by such methods was virtually an impossibility.

Today's contractors working on Roberts Mountain, however, are tearing out a roadway with huge machines moving 20 cubic yards of dirt at a load—more in one load than a hand laborer could move in a day.

The job is scheduled for completion in September of 1955. To take advantage of good weather, double shifts will be employed during the summer months. Soon we will be travelling in comparative safety on a modern, limited-access highway replacing an old route known from one end of the coast to the other as a spot to be avoided if at all possible.

While the Shady-Booth section is one of the interesting parts of the highway relocation and reconstruction job, we are all eagerly awaiting the day when work now in progress from the north end of the county to the south is complete and we will have the experience of looking at new scenery along almost the entire road, revealing more of the beauty of this favored part of Oregon.

Pushing East And West

But while we are witnessing one of our old dreams coming true, that of an improved north-south highway, we also are plugging for earliest possible extension of an east-west route.

This year will see the opening of the North Umpqua highway on the new grade between Roseburg and Steamboat. Contracts have been let for production of rock to be used in surfacing. It is possible a "skin coat" of light gravel and oil will be applied this year. Paving, however, will not be attempted until new grades have had a chance to settle. Crushers will be kept busy throughout the summer producing rock in preparation for paving at a later date, probably next year.

It also is expected that a contract will be let in July or August, after the start of the new fiscal year, for grading an additional five miles beyond Steamboat, a job expected to cost around $640,000. Rock production contracts this year will include material for surfacing the Steamboat-Apple Creek section.

And while all this is going on, the Inland Umpqua Basin Association has started putting on pressure for an industrial road between Roseburg and the coast.

We've waited a long time for the road system so badly needed in this huge county. It now appears that development of that system may not be too many years away.

Hal Boyle

NEW YORK (AP) — Somewhere in the world there is the kind of dog I kind of like to dream about.

He's a 3-year-old, offhand, carelessly dressed dog with an easy going air. He has no particular color or weight and wouldn't fight another dog to protect his master or defend his own honor.

When other dogs brag about their blueblood ancestry, he only yaps, "I'm a mongrel and a bum. I enjoy biting the hand that feeds me, and if anybody wants to loot the joint I am supposed to be guarding, I will help him by carrying out the television set in my own mouth — saying . . shushsh . . shushsh . . on the way."

The kind of dog I dream about is the dog who, if he discovers gold, will throw dirt over it so his master won't find it. He is the gay, carefree dog who sneers at the tint of his license tag, gnaws thoughtfully at every passing child. If he digs up the vegetable garden to bury a bone and finds himself in a uranium patch, he would die rather than report it to his owner and make the man rich.

That's old Bowser, my dream dog.

A funny old unaffectionate kind of a beast, but mine. You throw him the remains of a sirloin steak, and after nosing it once he checks the current prices of beef at the local supermarket before deciding it is up to his gulping standard.

The reason that I yearn for Bowser is that I am sure he is a sweet old-fashioned dog who would splash water on me if I were drowning, and play patty-cake with his paws in applause as I went down for the third time.

Yes, I want a dog like that, a con-dog with a sense of humor who cons the human race for food and laughs, and is content with a tailwagging servile sense of superiority, such as an astute Greek slave showed to his ignorant but muscular Roman conqueror.

With this kind of dog I feel safe, because I know he is a normal, sensible, uninhibited dog who would rather scratch a flea than save mankind.

It is the new, ambitious dog that worries me. This is the go-getter, win-recognition-at-any-price dog.

The canine desire for fame has been whetted by the Quaker Oats which manufactures Ken-L Ration. I have eaten this and found it tastier and more sustaining than some U. S. Army food. It is particularly more nourishing in hilly terrain, where a man naturally spends more time in thought on four legs.

I am not joking in the least when I say that a combat man would not only thrive on canned dog food in the field, but would welcome it as a change — if they would but issue it once a month and make the label read "Dough-boy Victory Dessert."

My quarrel with the manufacturers is that next Aug. 18 they are going to honor "America's Top Hero Dog" by giving him $1,000 in government bonds, a gold plaque, leash, collar and tag, and a year's supply of canned food.

This lucky dog will be flown to Chicago for the award, put up at a fancy hotel for three days, have a limousine at his disposal. Naturally the Windy City's plushest night club hounds will have the latchstring hospitably handy.

What does this mean? As I see it, this is the heyday of the opportunistic dog. No human being will be safe from rescue, whether he needs it or not.

Dogs will be hurling people from subway platforms into the path of advancing trains and leaping down and poling them back by the skin of their teeth. Dogs will sneak up behind you, butt you sprawling headlong in front of taxicabs, then carry you proudly off in their jaws to the nearest hospital. Dogs will be lighting matches and setting fires, just to save somebody.

It is too great a temptation. Frankly, if the offer were reversed, wouldn't you go all out to rescue a dog for $1,000, a gold leash and a year's free food, plus three days on the cuff in Chicago?

Yet I still say, give me an old-fashioned, sourpuss, disgruntled dog like daddy used to have. At least if Bowser ever accidentally did a fellow a favor he never boasted about being man's best friend — or turned around to look for a photographer.

Tale of Two Cities

Peter Edson

WASHINGTON — (NEA)—Sniping at the Eisenhower administration on the unemployment situation goes on constantly. This is in spite of optimistic predictions by Secretary of Labor James P. Mitchell and other leaders.

Both American Federation of Labor and Congress of Industrial Organizations have held unemployment conferences in Washington. Their basic complaint is the rise in unemployment from a census survey estimate of 1.5 million last October to 3.5 million in April.

It doesn't help the additional two million out of work much to brush this aside with statistics about the 60 million plus who are employed and prospects for a rosier future next fall.

TO THOSE ACTUALLY unemployed there must now be added another 10 million not fully employed workers whose noses are now being officially counted in sample surveys made for the newly combined Department of Labor-Department of Commerce monthly report.

Another half million or more new workers will come into the labor market at the end of the school year. Agricultural employment has not risen as much as it usually does in this season. The coal industry is really sick. There is still much genuine concern on the employment outlook. In the background are several related factors.

One is a build-up of hoopla as the United Steelworkers, CIO, go into their bargaining demands for a guaranteed annual wage. This is the trial balloon on similar demands for the big labor unions.

The second and more important background factor is political. Results of this fall's elections may depend largely on whether voters have more money in their pockets and are better off than they were two years ago.

INABILITY OF THE Republican administration to put through any Taft-Hartley labor law revisions in two years may be a campaign talking point, though not too significant. Senate action in recommitting the Republican amendments was largely the work of Democratic senators. The play now is to work for a Democratic Congress next year to put through broader changes.

The Republican Congress is also open to attack on the labor front because of its failure to take action on more basic labor laws. For instance, the original Eisenhower plan to increase the minimum wage level has been dropped.

A bill to return to the states all federal employment tax collections in excess of administrative costs and a reserve of $200 million has passed the House but is stalled in the Senate. This is part of the larger effort to decentralize all federal government operations and return everything possible to the states.

Chairman Dan Reed (R., N. Y.) of the House Ways and Means Committee has introduced the Administration program for unemployment insurance expansion, but there have been no hearings on it this year.

IT WOULD TAKE in an estimated 3.4 million more workers in small business establishments. It would bring all of the 2.5 million federal employes in the unemployment insurance systems of the states in which they work.

It would also take in 500,000 workers by changing the definition of what an "employe" is, and another 189,000 food-processing workers now excluded.

Finally, the Reed bill would reduce the payroll tax on new employers after one year's experience, instead of after three years as at present.

In The Day's News

(Continued from Page One)

on the tales. So she paid him a visit to see what he was like.

She came, she said, to "prove" him with hard questions," and apparently she sailed in promptly with her cross examination. Solomon stood up under her fire quite effectively. The story goes that when she had seen all his glory and heard all his wisdom "there was no more spirit in her."

Solomon appears to have been pretty much impressed with Sheba's queen and is said to have proposed to her on the spot when she had finished her grilling. She accepted, became his wife and bore him a son who became the founder of the Ethiopian dynasty.

The name of Ethiopia comes from two Greek words meaning "sunburned faces" and clearly refers to the dark skins of the natives.

But—

Despite their dark skins and despite the historical record of what has happened to most of the dark-skinned peoples ETHIOPIA THROUGHOUT MOST OF ITS HISTORY HAS BEEN RULED BY ITS NATIVE PEOPLE. It is still free and self-governed after the shocking interlude of Mussolini's conquest of it, which was a curtain-raiser to World War II.

You will remember that when Mussolini moved in with all the modern weapons of war the spear-and-shield-armed Ethiopians didn't run for their lives in panic. They stood up against Il Duce's modernly armed legions and died in their tracks.

One of the everlastingly creditable achievements of our side during World War II was our taking away of Ethiopia from Mussolini and our giving it back to the the Ethiopians.

I'm as certain as I can be of anything that if, at the end of World War II, the British and the French and the Dutch had given Southeast Asia back to the native peoples there would be no communist crisis in Southeast Asia now.

I'm pretty sure of something else. At the end of World War II, we SHOULD have said to our French and British and Dutch allies:

"Gentlemen, we've now paid all of our hereditary debts—the debt to Lafayette, the debt to our British blood. TWICE we've saved you from defeat at the hands of your enemies. You are imperialists. You are colonialists. We were the first nation to throw off the yoke of colonial imperialism. Hereafter, throughout the world, we're on the side of those who WANT TO RULE THEMSELVES. It's nice to have known you, but this is the parting of the ways."

If we had done that, we wouldn't be in the mess we're in now.

"Of all sad words of tongue or pen, the saddest of these are, 'It might have been.'"

At any rate—

Listening to little Hailie Selassie's bold words, one can't help thinking that if we had more Hailie Selassies and more Ethopias, large and small, collective security would be a more workable device for peace. As it is, too many nations that are our allies want the security but want somebody else to do the fighting for it. We seem to be the one they have elected to do the fighting.

Reader Opinions

Southern Pacific Did Its Job With Circus

ROSEBURG — The article in Thursday's News Review has given the impression to many people that because of the late arrival of the circus train Wednesday morning, the Southern Pacific is the big bad orge.

To clear the record and let the public know that SP was on the job, ready and willing to roll, here are the facts:

A two - unit EMD diesel locomotive was assigned to this circus train. Mr. Beatty owns the flat cars and coaches to haul the circus and does his own loading and unloading.

Special train and engine crews were deadheaded to Ashland to Grants Pass, thence to Roseburg. Trainmaster T. W. Bernard was with this train all the way to ensure scheduled running time.

The crews were called on duty at Grants Pass for 1 a.m. They waited until 3:30 a.m. when Mr. Beatty finally got loaded to move. The circus train arrived in Roseburg on scheduled running time. If the circus had been loaded at 1 a.m. as scheduled they would have been in Roseburg in sufficient time for the early risers to view the unloading. What Mr. Beatty's difficulties were, I do not know. However, I understand a number of the "roustabouts" quit him at Grants Pass which no doubt contributed to the delay in loading.

Mayor Croft said, "We shouldn't be too critical of the Jaycees." OK, same goes for Southern Pacific as they did their job.

THELMA E. GREER
Trainmaster's Office
Southern Pacific Co.
Roseburg, Ore.

Milton Berle's Mother Dies At Age Of 77 Years

NEW YORK (AP) — Mrs. Sandra Berle, who guided the early career of her son, television comedian Milton Berle, and backed up his jokes with enthusiastic laughter, died Monday night. She was 77.

Berle often quipped that "Mom" was his best fan and he would call her from the audience to take bows with him.

In theaters across the country her high-pitched laugh cued crowds in response to his gags and stories.

A friend of the family reported Berle was in California when he received word of her death and would fly to New York today.

Winston-Dillard Kiwanis Changes Meeting Place

Winston-Dillard Kiwanis Club has changed the site of its meetings for the summer, according to William Bromley.

The club, which was to meet this summer in Dillard School, will convene through the summer instead at Douglas High School. Next meeting will be held tonight at 6:15. Thereafter the club will gather at 6:15 on Monday evenings.

Race Segregation Vital Topic At Women's Meet

DENVER (AP)—The confused international situation . . . segregation in the South . . . integration of foreign-born populations in the big cities . . .

Those are problems on the minds of women leaders meeting in Denver for the 63rd annual convention of the General Federation of Women's Clubs. The 3,000 delegates here represent some 11 million members in the United States and 42 foreign countries. Sessions begin today.

Some of the leaders said in interviews they expect to come up with answers to those problems.

On the international scene, Mrs. Zale Woodford Schroeder of Grosse Point, Mich., sees women "adding a sense of balance in solving those problems."

"They won't straighten out the international situation any more than men," Mrs. Schroeder emphasizes. "But women are biologically pacifists and they can contribute important influences on the world problems."

National Guard Plane Crashes

DULUTH, Minn. (AP)—A Minnesota National Guard plane, bucking low visibility in a heavy fog, plummeted into a gravel pit near the Duluth Airport last night, carrying nine troopers to their deaths and injuring four others, three critically.

"We heard the roar of the plane engines so close and loud we thought it was coming down our chimney," said Mrs. Russell Westberg, who lives about a city block away.

"Then there were a couple of terrible crashes and everything was quiet."

Lt. Col. Ralph M. Jerome, commander of the 179th Fighter-Interceptor Squadron, said the ship was returning from a practice flight to Indianapolis, where the 14 aboard had seen the annual Memorial Day speedway race.

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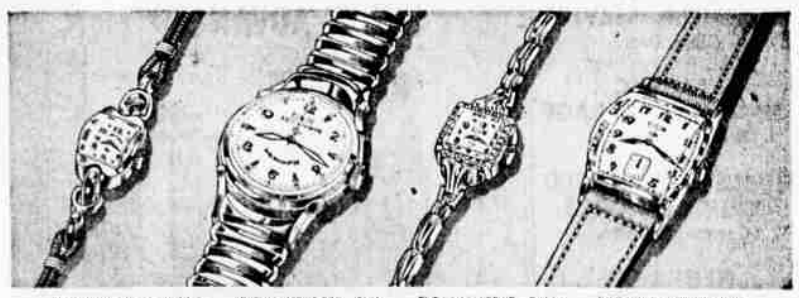

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