

The News-Review

Published Daily Except Sunday by the
News-Review Company, Inc.
Entered as second class matter May 3, 1930, at the post office at
Roseburg, Oregon under act of March 3, 1879.
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Member of the Associated Press, Oregon Newspaper Publishers
Association, the Audit Bureau of Circulations
Represented by WEST-HOLLIDAY CO., INC., offices at New York, Chicago,
San Francisco, Los Angeles, Seattle, Portland, Denver
SUBSCRIPTION RATES—In Oregon—By Mail—Per Year, \$12.00; six months \$6.00;
three months \$3.50. Outside Oregon—By Mail—Per Year, \$13.00; six months \$7.00;
three months \$4.00. By News-Review Carrier—Per Year, \$12.00 (in advance), less than one year,
per month, \$1.25.

MULTIPLE COLLISIONS

Charles V. Stanton

Perhaps you have noticed that among the accidents reported on our highways in Douglas County an unusually large percentage recently have involved more than two vehicles. Multiple collisions are becoming more and more of a problem as highway congestion increases.

Vehicles follow one another so closely that when an accident occurs three, four, or more cars or trucks get into the act. In fact, rear-end collisions are happening about as frequently as head-on or side-swiping accidents. In congested city zones it is not uncommon for eight or ten vehicles to be involved in one accident.

Metropolitan centers are endeavoring to relieve congestion by construction of expressways. But these arterials are only compounding the situation because they increase speed and furnish a sense of false security. Some of the worst multiple collisions have occurred on these expressways.

Following too closely is one of the most common of driver faults. It also is something hard to avoid.

A cautious driver may be leaving ample room between himself and the car ahead. Other cars, however, are traveling closely behind. Then an impatient driver pulls into the gap the cautious operator had maintained, whereupon the fellow trying to drive safely finds himself, through no fault of his own, sandwiched into the line of speeding traffic where he has only a prayer if something goes wrong up front.

Drivers Must Learn

We cannot hope to build within the foreseeable future sufficient highway space to accommodate the growing load of traffic. Our highway construction is lagging far behind the increase in traffic volume. New roads are obsolete by the time they are put into service. Consequently congestion will continue to be a problem for many years to come.

Speed is a factor, but speed does not materially affect the number of accidents. It does increase the percentage of fatalities, because the higher the rate of speed the greater the danger of death, rather than minor injury or only a slight shaking-up. But, when cars are traveling bumper-to-bumper, multiple collisions will occur even though the speed may be only ten miles per hour.

The only solution, it would seem, is that of driver education. Driving rules call for preserving a safe distance between vehicles. But this rule is consistently ignored. The result is found in the accident reports.

Multiple collisions could be avoided if drivers observed the law and used common sense in driving habits.

WAR ON "LITTERBUGS"

A nationwide campaign to eliminate litter from American's highways, beaches and parks by educating the public to better outdoor manners, is being organized by Keep America Beautiful, Inc.

Thirty-five national organizations and more than a score of industries are scheduled to meet in New York this month to outline and launch the campaign.

While the program will stress education for long-range effect, it also will propose strengthening anti-litter laws, encouraging better enforcement and stiffer penalties.

Officers of Keep America Beautiful, Inc., point out that Sweden, Norway, Denmark and Holland have virtually eliminated their litter problem by long application of educational techniques. A 10-year program in Hawaii reportedly has achieved excellent results.

The organization expects it will take a good many years to educate the "litterbugs" in the United States, but it is felt the job can be done if enough people set their minds to it.

Certainly there is ample room for improvement.

Hal Boyle

By SAUL PETT

For Hal Boyle

NEW YORK (AP)—Once a settlement or truce is reached on the question of how often should a husband do the dishes or who will write the family checks or who will give the baby the 2 a.m. feeding or just how much clothes does a woman really need or who's going to drive the children to Sunday school, the next war between the sexes, I think, will be fought over the delicate issue of casseroles.

Women like casseroles. Men don't.

This, of course, is a dangerously broad generalization but, rather than waste time proving it, let's try to explain the basic cleavage.

By nature, woman is essentially a realist who prefers hard fact to between-the-lines interpretation, a conservative who clings to the status quo and frowns on sudden and unwarranted change, a skeptic who grows uneasy in the face of something he can't immediately recognize or understand.

By nature, woman is indirect, subtle, imaginative, escapist and coy. A woman is never more coy than when she has cooked a coy casserole. And all casseroles, I submit, are coy. They reflect the basic "tease" in women, the urge to attract by the mysterious, the tendency to persuade us that there is more to a dish (female or culinary) than meets the eye.

If one thinks enough about it, one is tempted to philosophize on the connection between casseroles and the promise of a painted eyebrow arching up and away, or the scent of a subtle perfume, or even, a false undergarment. But perhaps we better not go into that.

Casseroles symbolize woman's reluctance to face the fact that yesterday's roast beef (or chicken or lobster or veal or tuna fish) is still yesterday's now defrosted, sliced up and hidden like a poor relative under a melange of whipped potatoes, noodles or rice. And as confusing as these mixed

metaphors are, they are no more bewildering than the confounding humbug of a perfectly good roast beef the day after.

A woman is simply a grown-up girl dreamer. She must still pretend. She rejects repetition as drab. She is still a little girl caught in a Cinderella fantasy. Oh yes, yesterday's chicken was good, but still it was only chicken. Today, we must have something more exciting.

We must mix it with other things, disguise it and submerge it and out of the pot we will now get eight prancing horses drawing a sparkling gilt carriage which will contain a dashing prince charming who will take us out of all this, give new meaning to our lives, etc. That kind of thing.

It is often said — and accurately, I suppose — that a housewife, like any other, needs to be creative. But why not act out this urge on something less basic, like making ash trays or taking up hand weaving or collecting glass miniatures of 18th century poets? Why take it out on the roast beef?

I have often been told by a woman to whom I am related by marriage that casseroles are also a fine way of "stretching" food. And to this, I have often responded (in a whisper, of course) that no matter how much you shake it, mix it or assimilate it, you still get only so much roast beef and so much potatoes. Who you kidding?

"Shucks, Business Is Bad Here in Geneva, Too!"



In The Day's News

(Continued from Page One)

Peter Edson

of the air force and the navy than our army. THERE IS NO EASY WAY TO WIN WARS. Ground fighting by army forces will remain the major factor in any future war.

That is to say: We'd better not kid ourselves that we can go into Indochina QUICKLY with air and naval forces and get out EASILY and relatively painlessly whenever we choose.

If he is right in his thinking, we'll wind up fighting on the ground and in the jungle and will keep on fighting on the ground and in the jungle until we either lick the other fellow decisively or take a licking ourselves.

Editorial Comment

OREGON TRAFFIC CODE BEST

Grants Pass Courier

A committee of distinguished citizens is being set up to consider whether or not a fixed maximum speed limit in Oregon is in the best interests of the people of the state.

This special committee is being appointed by E. C. Sammons, president of Highway Lifesavers Committee of Oregon Citizens Inc., to guide that organization in its traffic-law recommendations to the 1955 state legislature.

The committee with the cumbersome title is made up of prominent citizens throughout Oregon who are seeking to reduce the traffic toll in both life and property. Bankers and insurance concerns sparked the movement and are furnishing the major portion of the finances for its operation.

It is quite likely that this committee's recommendations will carry great weight with the incoming legislature. Hence, the decision reached may set the state's policy in the matter of maximum speed.

Authorities differ on this issue. Gen. H. G. Mason, superintendent of the Oregon State police, and Capt. Walter Lansing, director of the traffic-safety division, support Oregon's "basic rule" provision.

Those two men had had an opportunity to view the law's operation probably better than any other of the state's citizens.

We are inclined to go along with their opinion.

The "basic rule" law requires motor vehicles to be operated at a "safe" speed, considering existing conditions.

In simple words, that rule means that even 20 miles per hour may be too fast. On the other hand, on an open stretch of highway, with no vehicle congestion, there is no arbitrary maximum speed limit.

Two-thirds of all the states do not have an arbitrary maximum speed limit.

Most states having a fixed maximum speed limit set it at 60 miles per hour.

In this day of highly-developed highways and expressways, motorists making long trips habitually drive considerably over 60 miles an hour, with traffic mix-ups rare.

Under such circumstances, the fixed limit merely permits traffic officers, frequently at city or county levels, to reap a harvest of traffic citations.

We believe the fixed limitation tends to remove some of the personal responsibility for safe driving from the shoulders of the individual motorist.

If the basic law provides a limit of 60 miles, that becomes the actual speed regardless of existing conditions for many a driver.

WASHINGTON (NEA)—Many of the people who were yelling the loudest that the Army-McCarthy hearings should be stopped immediately — if not sooner — by President Eisenhower himself, have changed their tune.

They now want the hearings to go on indefinitely. Their argument is that the hearings show up Senator McCarthy in an unfavorable light, and that he is losing ground and losing followers every day the hearings go on.

Recent Gallup polls are cited in support of this theory.

If it were true, President Eisenhower may again be proved a lot smarter, politically, than most of the professionals. By keeping his shirt on and staying out of the Senate hearing fracas, the President will have let McCarthy destroy himself.

This has been the experience with previous factional leaders like Father Coughlin and Gerald L. K. Smith. This kind of lingering political death by natural causes is considered much more permanent than any suppression by higher authority would be.

President Eisenhower has already won an important round in this battle by influencing the Republican National Committee to make no bookings for Senator McCarthy during the coming campaign. Any speeches he makes will be on his own or on invitation of particular congressional candidates to come into their districts.

Political realists point out, however, that this is mostly wishful thinking. Senator McCarthy has been prematurely counted out before — and bobbed back into action with some new attack. He now has more requests for speaking engagements than he can possibly fill.

Even if ridden out of the Eisenhower Republican organization and disowned, he would still be a force to reckon with in some such organization as the new Hamilton Fish-Col. Robert R. McCormick, "For America" movement started in Chicago, or alone, with Texas oil millionaire backing. The best appraisal seems to be: "Don't cross Joe off yet, or too soon."

POSTAL INSPECTORS are spending too much time trying to make jobs available for deserving Republicans, according to Sen. A. S. Mike Monroney (D-Okla.). As

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Capt. Lansing brings up another important point: "Shall the Oregon basic rule penalize the 85 per cent who drive safely in order to slow down the 15 per cent who do not?"

Ever since we came to Oregon to make our home, we have been impressed by the realistic type of traffic control provided by Oregon's traffic code.

We hope no effort is made to tinker with the principle of existing "basic rule."

an example he cites charges that one inspector turned in a report against a Civil Service carrier who was a wounded World War II vet. It read:

"You have permitted dogs, two of which are very large, to follow you continuously while serving your route, and have not made proper efforts to discontinue this practice after you were informed that it was objectionable to some of the patrons on the route."

In reply the ex-G.I. stated that, "It is impossible to carry letters on any route in Norman (Okla.) without having a dog or dogs follow for some distance."

Senator Monroney said he thought the government ought to quit inspecting dogs.

Representative John Phillips of California writes in a weekly letter which he sends to his Congressional District: "The only tax reductions in the past 40 years have been made while the Congress was under the control of the Republican party; three reductions between World War I and World War II, one more reduction in the 80th Congress, and the one, already made in the present Congress. Each time the reductions were made on sound grounds, and as a result the income of the Nation in the following year, was either equal approximately, or greater than the income of the previous year, due to the job and production increases which followed. This is the difference between a tax reduction bill based on sound financial policy, rather than on political expediency."

Charles A. Peters, director of General Service Administration's building management, reports there are now 40 elevators without operators in Washington and 13 more are being converted.

Savings are estimated at close to \$200,000 a year. So far there has been no complaint from government employees who ride in these automatic elevators.

In fact, they prefer them, after they get used to them. On elevators which the general public must use, operators still seem to be necessary, as visitors don't know the button-pushing system.

Patterson Meets Opposition To Convention Method For State Constitution Revise

By PAUL W. HARVEY JR.

SALEM (AP)—Gov. Paul L. Patterson's plan to call a convention to write a new state Constitution got a severe setback last weekend.

The Constitution Revision Committee, appointed jointly by the Legislature and the governor, split down the middle on whether a convention should be held.

That's going to make it very hard for the governor to convince the Legislature, which meets here next January, that a convention is the answer.

The committee voted 7 to 6 for a convention, with three members absent.

In his message to the 1953 Legislature, Patterson proposed the constitutional convention, his No. 1 request. He asked that the Legislature submit a proposal to the people to have a convention.

The Legislature balked. Instead, it provided for the present committee to recommend whether the Constitution needs to be changed, and whether it should be rewritten at a convention.

Nearly everybody agrees with the governor's position that the Constitution needs some drastic cutting and revision. It hasn't been overhauled since Oregon became a state in 1859, and it contains a lot of matter that has no business being in a Constitution.

The argument is over how it should be done.

The governor doesn't think it can be done properly by having the people vote on amendments submitted by the Legislature. The six-member minority of the committee wants it done that way.

Patterson believes that a thorough face lifting job can be done only by having a convention write a new one.

The fear of a convention is based on the premise that it might take away some of the rights of the people.

For instance, the labor and farm groups which oppose a sales tax are afraid that a convention might make it possible for the Legislature to put emergency clauses on tax bills. This would prevent the people from having a veto power over the Legislature's tax bills.

One member of the Constitution Revision Committee said this:

"I agree with the governor that

Congress Chat

By HARRIS ELLSWORTH, M. C., 4th Oregon District

In one afternoon the House debated, passed and sent to the Senate a long and complicated bill containing amendments to the Social Security Act. The rule, adopted by the House before the bill was brought up for consideration, was what is called a "closed rule" which meant that the House of members as a whole had no opportunity to amend the bill. The House could only vote to approve or disapprove the bill as written by the Ways and Means Committee.

As a matter of principle I simply do not like that way of handling a bill on the floor. As a matter of practical fact though, I know that some legislation is so technical and so complicated that amendments offered without the benefit of committee and expert study are far more likely to seriously damage a bill than improve it. In other words, in a case of this kind I think the House can pass a better bill by backing the judgment of the 25 members of the Ways and Means Committee who are specialists in the subject and who have the help of a fine staff of experts, than to attempt to write such a bill on the floor.

It should be noted in connection with this discussion, however, that the decision to take up the bill and pass it without opening it to amendment on the floor was made by the House membership itself with an overwhelming majority on a roll-call vote. That vote was not a political or a party vote. It represented the considered judgment of the House Members as to how this Social Security Bill should be handled.

Outstanding features of the Social Security Bill as passed by the House were these:

(1) A total of 10,000,000 eligibles added to Social Security rolls, including 3,000,000 farm operators; 600,000 professional self-employed; 3,500,000 state and local government employees; 1,300,000 farm workers; 250,000 domestics; 250,000 ministers; 150,000 temporary home workers; 100,000 U. S. workers abroad; 50,000 in fishing industry.

(2) Total annual earnings on which benefits would be computed and contributions paid raised from \$3,600 to \$4,200.

(3) Dropping up to five years of lowest or non-existent earnings in figuring average monthly wage for benefit payments.

(4) Increasing benefits for 6,300,000 now on rolls by broadening range from \$30 to \$98.50 per month, compared to \$25 to \$85 range at present.

(5) Beneficiaries can earn as much as \$1,000 per year without loss of benefits.

Representative John Phillips of California writes in a weekly letter which he sends to his Congressional District: "The only tax reductions in the past 40 years have been made while the Congress was under the control of the Republican party; three reductions between World War I and World War II, one more reduction in the 80th Congress, and the one, already made in the present Congress. Each time the reductions were made on sound grounds, and as a result the income of the Nation in the following year, was either equal approximately, or greater than the income of the previous year, due to the job and production increases which followed. This is the difference between a tax reduction bill based on sound financial policy, rather than on political expediency."

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Tax Cut Rate On Strategic Minerals Given First O.K.

By A. ROBERT SMITH, News-Review Correspondent

WASHINGTON (AP)—Western senators have won a first round effort to give mining interests an economic lift through a hefty tax reduction.

The Senate Finance Committee, which is laboring over the omnibus income tax revision bill already passed by the House, has voted to increase the tax depletion allowance rate on 23 strategic minerals from 15 to 23 per cent.

This move, if upheld by the Senate and later agreed to by the House, will give added incentive to operators producing these minerals: chromite, uranium, nickel, antimony, asbestos, bauxite, beryllium, bismuth, cadmium, caesium, cobalt, columbium, tantalum, cerium, thorium, graphite, kyanite, manganese, mercury, mica, platinum, quartz crystal, tungsten, vanadium, thorium, block tantalum, talc, ilmenite, rutile and zircon.

The present tax statutes permit only 15 per cent depletion for these

minerals, except kyanite, which gets nothing, and asbestos, which gets 10 per cent.

The committee-adopted change would permit mining companies to deduct 23 per cent of their net profits from production of these

ores. This allowance would apply only to mining in the U. S. and Alaska; not to American companies producing abroad. Foreign sources provide stiff competition for most domestic.

Pressing for this more liberal tax was Sen. George Malone (R-Nev.), the Senate's most persistent critic of trade with foreign nations. Other members of the Finance Committee from the hard-hitting western mining region are its chairman, Sen. Eugene Millikin (R-Col.), Sen. Ed Johnson (D-Col.), Sen. Wallace Bennett (R-Utah).

Malone has been plugging for tax and tariff policies that will restrict American dependence upon foreign ores to the western hemisphere. Pointing out that America got half its manganese last year from India, Malone contended that Soviet submarines could blockade us from this supply. He claimed that in 1942 we lost 88 per cent of the ships that attempted to evade German U-boats in bringing in chrome and manganese.

The committee voted against increasing the depletion allowance similarly for lead, zinc, copper and molybdenum on grounds that they were in such short supply as to justify another factor was the added cost of tax revenue to the Treasury.

Staff experts estimated the tax loss through the increased allowance would run around \$4,500,000 on the basis of current production.

Reader Opinions

Marble Halls Not Needed For Schools—Opinion

ROSEBURG (AP)—I have read Mrs. Arnie Metzger's letter and quite agree with her, but could put it more strongly.

I know that our children should have the best in education but they don't need marble halls to study in. Some of the things called education will not help them earn their living or take their place in the world.

Seems like most of their time is spent in athletics and other things they could learn at home. If some of the things called education were used for foolishness were occupied by classes there would not be a need for more school buildings.

Let the ones we now have be put to real use. I can't help but wonder sometimes if the school authorities don't think, "well, the taxpayers are suckers and we will just make a name for ourselves by getting new buildings, etc."

There is only one good thing about the school set-up in my opinion and that is that it makes jobs for someone.

It seems to me that by having the pupils go from room to room for classes, they are not able to relax and get down to study for watching the clock. Let the teachers change rooms, if it has to be that way.

Listening to the reasons for more buildings, one would think there never was a class that ever left the school. They don't mention the class that graduates every year.

J. MILLER, Roseburg, Ore.

Jeke To Inherit Half Of Brother's Estate