

The News-Review

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LESSONS FOR DRIVERS

Charles V. Stanton

An Air Force officer with whom we are well acquainted was traveling recently in Southern California. This officer is unafraid while piloting a plane thousands of feet above the earth's surface. But he frankly admitted his fear while bucking the traffic congestion on crowded highways.

After a few hours of making his way through ground traffic, he decided that a little of the precaution used in aviation should be applied to highway travel.

He had his car equipped with safety belts. For the remainder of his trip each passenger was buckled into his seat as a means of reducing injury in the event of an accident.

Anyone who has become familiar with air travel can share the pilot's trepidation. After a few hours in the air, to obtain confidence, ground travel seems to most people much more dangerous than before. The freedom of movement in the air, as compared with motor travel on the congested and restricted ground path, is preferred by any experienced flier. Although many uninitiated people fear air travel, statistics give conclusive evidence of its safety compared with other methods of transportation.

Aviation Leads The Way

In our campaign to reduce the terrible toll of highway deaths and injuries, we could learn many things from aviation. Our pilot friend had one common sense method. Records will show that a great many fatalities and serious injuries result from passengers being thrown about inside the car when an impact occurs. Human bodies were not made to be shaken up like peas in a can. When subjected to such treatment, bodies are hurled through windshields, broken against projections inside the car, bones fractured and flesh torn. A great many fatalities and serious injuries could be prevented if all occupants of an automobile wore safety belts such as required in an airplane.

Another lesson from aviation is that of training. It is no more difficult to learn to fly a light airplane than to become skilled in handling an automobile. The operation of a light plane can be learned quickly by any person with even average coordination. Certainly almost any person qualified to drive an automobile could master the controls of a plane in no more time than it takes to learn to handle a car properly.

But before a person is permitted to fly alone he must put in enough hours of dual instruction that his tutor is satisfied he can safely be permitted to solo. After his solo flight he must have many hours of flying time before allowing another person, other than a licensed pilot, to accompany him.

Undergoes Many Tests

Even after he has gained his private license, which permits him to carry non-paying passengers and to go where he will, he must keep his plane in proper condition, have it inspected at intervals, have the motor overhauled regularly, and must undergo check flights whenever transferring from one class of plane to another.

As a part of gaining his license, he must pass a rigid test on flight regulations, meteorology, and various other subjects.

He is subject at all times to inspection and regulation. Yet he is handling a vehicle requiring no more skill than the proper operation of a motor vehicle.

But any person who can show an examiner he can herd an automobile over a selected course, and has normal physical requirements, is turned loose in a powerful vehicle, capable of dealing death and injury, to drive on congested highways where movement is highly restricted.

If we were to require driver training under qualified and licensed instructors as a prelude to granting a license to beginners; and if we suspended licenses as rigidly as is done in aviation for violation of regulation; if we required reasonable inspection of vehicles for mechanical condition, and if we insisted upon use of devices, such as safety belts, we could make an immediate and appreciable reduction in the number of automobile accidents, deaths and injuries.

Few of us like controls and regulations. It is far better, we believe, that we keep controls as few as possible. But we could better motor safely if everyone would voluntarily accept and adopt principles of training, education, frequent inspection and use of safety devices. Unless we voluntarily mend our ways, it may not be too long until the lessons being taught by aviation are brought to us in mandatory form.

Hal Boyle

NEW YORK (AP)—Any girl who fails to ambush a husband during the summer open season on bachelors can soothe her pride by going to Africa and mowing down an elephant.

Miss Beverly Putnam is organizing the first all-girl elephant safari in history. The 49-day trip, starting Sept. 10, will cost \$3,120, plus \$214 for a license that "allows one elephant only."

"But the ivory from an elephant ordinarily sells for about \$300," said Beverly practically, "so that should cover the cost of the license. It isn't necessary to buy an elephant gun. They can be rented."

Beverly, tall, pretty, dark-haired and 32, is no stranger to Africa. Since her childhood days in a convent, she had dreamed of adventure in far places. Last winter she threw up her job with Scandinavian Airlines to lead a group of 14 girls on a 35-day safari to Africa.

The party, ranging in age from 27 to 60, included housewives, single girls, widows and divorcees. Two of the ladies took one long look at Africa, and headed back home. But a durable dozen stayed and had a fine time, hanging away

at the landscape. "Only 6 hunted with guns—the rest used cameras," said Beverly. She herself bagged a buffalo, a zebra, two gazelles, a wildebeest and a hartebeest.

Cuisine Just Like Home

"Can a dozen or more women actually have any fun together on a safari?"

"Of course they can," said Beverly. "We'll have 5 white hunters and 45 native boys in the party. We'll have hot water at all times, plenty of ice cubes (we take along a refrigerator), home-made ice cream, and fresh eggs every morning. The native chef specializes in dishes such as antelope soup and gazelle barbecues."

"The first three days are rough—personality-wise. You average 50 to 75 miles a day in hunting cars, and your bottom gets real sore. The sun gets you down at first, too, and sometimes the tsetse flies are bothersome. But there is so much else to

Ricochet Romance



Peter Edson

WASHINGTON (NEA)—Secretary of Commerce Sinclair Weeks, who is quite a salesman himself, turns out to be just another pushover for a good salesman's line.

Proof of this has been demonstrated by 16-year-old Beth Weinstein of Schenectady, New York. She is the Junior Achievement Award winner in a national contest to find the best kid salesman in the U.S. She has just won \$500 scholarship in a contest with 1800 other young salesmen.

The product she sold Secretary Weeks was a \$1.98 knife holder. This is the paragraph in her sales letter that overcame Secretary Weeks' low sales resistance:

"What with all the arguing, bickering and petty politicking going on every day, wouldn't it be a good idea to hang my knife rack where our statesmen in Washington could put away their knives and concentrate on working for the common good of our country—say, working on world peace instead of on television charts that tell how many times David Shine had a pass from the Army?"

Note: Secretary Weeks isn't going to hang the knife rack in his office for the statesmen to park their cutlery in, however. In mailing his check to Miss Weinstein he wrote:

"You can be sure that the knife rack will be put to good use in the kitchen of our home."

A RECENT BRAG by the 45th Division Association, on its 511 days in combat during World War II, was accompanied by a resolution, printed in the Congressional Record, recommending that the commander of this infantry outfit be made a permanent member of the Joint Chiefs of Staff.

This has now drawn a reply from Quantico, Va., Marine Corps base.

"Please inform the 45th Infantry," it says, "that we of the United States Marine Corps are in deep sympathy with them for their 511 days in combat. Since we were used to doing the same job in three or four days, our time in combat couldn't be as high as theirs. So using their time as the bases for selecting their CO

make up for it...the excitement during the day...the nights around the campfire, listening to the coughing of distant leopards and the howling of hyenas."

Romance? Perhaps. The women soon learn to get along—if they are ever going to get along. Of course, sometimes there are some petty jealousies. The fight to get seats next to the white hunters at dinner time can become pretty fierce.

However, the possibility of romance isn't altogether ruled out. Africa is studied with all male hunting safaris, and when they learn that there is an all-girl safari roaming the veldt, too, well—

The men sometimes like to ride over to our camp in the evening and discuss the day's shooting," said Beverly.

But why an elephant safari? "I can't explain the fascination of an elephant," said Beverly. "But he does have a glamor. Tracking an elephant you are on foot, not in a car, and if he does turn and trample you, he can make a bigger mess of you in a shorter time than any other animal."

But the girls will always be under the protection of a white hunter. He'll be at their sides every moment.

If this trip turns out well, Beverly would like to run a series of low-cost safaris for the poor working girls of America.

"You'd be amazed how many stenographers and secretaries dream of going hunting in Africa," she said.

Beverly also has hopes of leading further all-girl tiger hunts in India and all-girl diamond digging expeditions to Venezuela. But she has temporarily shelved her plans for an all-girl voyage to harpoon whales.

"A captain I discussed this with said a group of girls on a whaler would wreck the ship," she sighed.

Vital Statistics

Marriage Licenses
CAMPBELL-HOLTE — Leland B. Campbell and Opal Jewell Holte, both of Rogue River.

STONEBRAKER-FRIDLUND — Donald R. Stonebraker and Beatrice Fridlund, both of Roseburg.

Divorce Decree
BYFORD — Jessie May from Edward Byford. Plaintiff granted custody of four minor children, \$25 monthly support for each and property settlement.

thing to do. What was essential to the operation of a city and what should be classed as non-essential? The items that were cut, to my mind, had to be classed as non-essential.

Mr. Flegel is to be commended for the fine job he has done with the Peewee program. It is a wonderful project, and I have been more than proud and happy to have been one of the contributors.

It is too bad that in his zeal for a pet project he has overlooked the protection of life and property and the general welfare of the citizens of Roseburg. This is the essential of the city government.

ARLO M. JACKLIN
Roseburg, Ore.

In The Day's News

(Continued from Page One)

rise in juvenile delinquency, sending more youngsters to court than ever before.

WELL, THERE ARE MORE YOUNGSTERS THAN EVER BEFORE — Vastly more of them, as you must be aware if you keep abreast of the census figures and the school reports. It keeps us building school houses all the time just to provide SPACE ENOUGH for them to get an education.

And, for that matter, there are more courts than there used to be. And juveniles go to court more often. It used to be that we sent youngsters to court only as a last desperate resort. Now, with juvenile authorities to rely on, we send more of them to court.

And Mrs. Hobby's final statement: "Juvenile delinquency is now at an ALL TIME high."

It sounds bad. But when you boil it down to the facts of modern life as revealed by the annual school census, it becomes simply a logical statement of probable cause and effect. If, in our country, there are vastly more children than ever before it seems quite reasonable that there should be more juvenile delinquency than ever before.

Here's what I'd like to know: Do we really have more juvenile delinquency, or are our facilities for communication just so much more perfect in these modern days THAT WE HEAR IMMENSELY MORE ABOUT IT THAN OUR FOREFATHERS HEARD?

There was a time — not too long ago, as historical time is measured — when news traveled no faster than the mail traveled, and in those days the mail traveled at a walk or at best at a trot.

Now!!!!!! Good Lord! Now news travels on the wings of the wind and at practically the speed of light. In the old days, when some juvenile did something he shouldn't, the news of it traveled by word of mouth — and mouths got around pretty slowly in those days before gasoline — or by the weekly paper.

Now — But why go into that subject any farther? Now news travels so fast and so far that a few seconds after ANYTHING happens it can be known all around the world.

What I want to know is do more juveniles PERCENTAGEWISE do the things that are summed up in the term "juvenile delinquency" NOW than in the good old days when our grandparents were young?

I doubt it. I'm going to go on doubting it until we get a better set of facts upon which to base conclusions. I don't believe the youngsters of today are any worse than the youngsters of earlier days and earlier generations.

Boise Pilot Killed While Spraying Poison Bait

KLAMATH FALLS, Ore. — Roy Stoddard, Boise, crashed to his death in his light plane 40 miles north of Klamath Falls Tuesday.

Stoddard, who was employed to spread poison bait to kill grasshoppers, crashed into a field near the Klamath Marsh about 7:30 a.m. He was killed instantly. Albert Jones, another pilot from Hailey, Idaho, reported the crash to police here. No other details were available immediately.

FILM FINISHING

In by 9 am, ready at 5 pm
Roseburg Pharmacy
241 North Jackson

NOTICE OF ANNUAL MEETING

The annual meeting of the members of the Douglas Community Hospital will be held at the Hospital, Roseburg, Oregon, on Wednesday, June 30, 1954 at 8:00 o'clock P.M. for the election of Board of Trustees and the transaction of such general business as may properly come before the meeting.

DOUGLAS COMMUNITY HOSPITAL, INC.
D. R. Dimick, Secretary

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Roseburg 114 N. Rose St. Dial 3-5574

ALAMEDA AVENUE TRAILER COURT

WILL BE OPEN FOR BUSINESS JULY 1

PAVED STREETS
CEMENT PORCHES
IDEAL LOCATION
NEAR STORE AND SCHOOL

huddleston's SEMI-ANNUAL SHOE SALE

MEN'S OXFORDS

Plain Toe	MEN'S WORK	ALL
Cap Toe	SHOE - 6"	Crosby-Square
Loafers	Now \$5.99	\$11.99
		Reg. 14.95-16.95

CHILDREN'S SHOES

\$3.99

Women's Casuals

Black	\$4.99	Fortunets
Brown		Friendly
Red		Kickerinos
	Reg. 7.95--8.95	

STYLE SHOES

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STRAPS		Brown
TIES		Blue
	Values to 13.95	Red
		Grey

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Women's Children's

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SALE STARTS JULY 1