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ACTION ON HIGHWAYS

By Charles V. Stanton

Construction of an all-purpose highway between Roseburg and Coos Bay is being demanded by the *Coos Bay Times*, which declares editorially that "highway talk should change into action."

The position of the *Times*, however, has aroused much controversy. The newspaper contends that the existing highway should be abandoned in favor of the old military route, which, it is claimed, offers more advantages for commercial use. Naturally, this proposal does not meet with favor from the cities of Coquille and Myrtle Point, which would be left off the new route.

We also read with interest in a recent copy of the *Times* a letter from a reader who likes the community the way it is, and remonstrates against the newspaper's efforts to bring in more business and industry, thus increasing population to the point of crowding recreational spots. The reader also insists that the bigger the community the more importance it has as a target for enemy bombs. (We've even heard some of that kind of sentiment around Roseburg.)

The *Times* points out that it would be virtually impossible, and at least not economically practical, to attempt making a commercial route out of Highway 42. Two other choices exist, it is said: One is development of Highways 38 and 225, leading to Reedsport, the second, construction of the Coos Bay Wagon Road to commercial standards.

Competition in Coastal Zons

The Coos Bay Wagon Road originally was laid out as a military route. The *Times* suggests that inasmuch as it was laid out as a military road, it might be possible to secure federal funds for its construction more easily than for some other site.

The Coos Bay area is not interested in the first alternative. A heated battle is building up in the form of competition in harbor development at Reedsport and Coos Bay. Competition for harbor improvement and shipping business leads by natural progression to promotion of traffic routes attractive to inland cargoes.

The Umpqua Improvement Association, embracing the communities of Reedsport, Elkton, Drain, Yoncalla, Oakland and Sutherlin, was formed recently to promote better harbor facilities at Reedsport and highway improvement by way of routes 38 and 225. Association activities have alerted Coos Bay interests to the fact that the Umpqua harbor is a strong potential competitor for deep sea cargoes. Both Coos Bay and Reedsport, however, need better transportation connections with the inland, where heavy cargoes originate.

Both sides are wooing Roseburg for help.

Should Divide Activity

Looking at the various highway needs, it seems to us that each of the three areas has its own special interest.

The Roseburg area, including Sutherlin-Oakland and the Tri-City communities, is economically dependent upon roads to the east. The North Umpqua Highway must be finished through to a connection with Highway 97 in Central Oregon. Sutherlin-Oakland should be connected to the Umpqua Highway, as should the Tri-City region, the latter by extension of the South Umpqua highway to a junction with the North Umpqua Highway. The communities represented in the Umpqua Improvement Association have their chief interest in Highways 38 and 225. Coos Bay needs a commercial route into Central Douglas County.

It would seem then that each of these areas should divide activities by promotion of the roads of greatest importance to their particular sections, at the same time maintaining mutual cooperation in over-all highway development.

It is our personal opinion that, insofar as coastal connections are concerned, first consideration should go to improvement of Highways 38 and 225, inasmuch as they can be made into all-purpose roads within a very short time and at a reasonable expense. Cost of developing them for commercial use would be far less than building a completely new road between Roseburg and Coos Bay. Inasmuch as Highway 38 already is on a water grade and a better-than-average curvature, and is paved throughout its length, it could be raised to commercial standards quickly and comparatively cheaply. Highway 225 between Sutherlin and Elkton already is on high standards as far as Tye. Cost of completing the Tye-Elkton section would be reasonable.

The road to Coos Bay would be economically important to this area, but it would cost millions of dollars and require a number of years to build. In the meantime, while this route was under construction, we could be using the other highways, if they were first brought to better standards. Inasmuch as the highway between Reedsport and Coos Bay has been well improved and is on good grade, little extra cost would be involved in transporting cargoes from Reedsport to Coos Bay should there be enough difference in harbor facilities and services to justify the added expense.

Hal Boyle

NEW YORK (AP) — In some parts of the world millions of people believe that after death they return to earth in the form of an animal.

This idea has always fascinated me, particularly if one had a choice in the kind of animal he'd be in a future life.

Over the years I have given it a great deal of thought, usually on Mondays. Rainy Mondays are best, I find, for problems of this kind.

"If you had to be an animal, what animal would you prefer to be?"

It is a question that always will stir lagging conversation at a tired cocktail party, and arouses a suspicion in me that most people pressing secretly have a deep-seated desire to be something besides a human being — if only so they can

avoid going to more cocktail parties.

The martini devotees all say they either want to be (A) a shaggy dog, or (B) a talking horse. These seem to be the only kinds of animals they know anything about. Mention the possibility of becoming a talking rhinoceros and they clam up and walk away from you. You're out of their groove.

Most ladies coyly demur at giving their real views. They say, "Oh, a beautiful tiger," or "Oh, a lovely spotted leopard." But when



Peter Edson

WASHINGTON (NEA)—President Eisenhower's latest press conference statements on his policies have the effect of trying to make "progressives" respectable again.

To be a progressive was to wear a proud label from 1912 to 1924, when Theodore Roosevelt and Bob LaFollette, Sr., were the Progressive Republican Party's shining lights.

But the name went into disrepute in 1948 when the American Communist took over Henry Wallace and ran him as a new Progressive Party candidate for the presidency. Chinese Communists also gave the name a bad meaning by labeling as "progressives" those prisoners of war who gave in to Communist indoctrination as captives in Korea.

President Eisenhower has now sought to make the name "progressive" fashionable once more, without any connotations of communism.

FROM THE VERY BEGINNING, the President said, he had tried to stand for something that was both positive and progressive, good for all of America's 163 million people. The great mass of the American people wanted intelligent, and what he would call "progressive moderates" handling their business.

This is the second time that President Eisenhower has gone out

pressed to the point of honesty, they generally admit they'd really like to be a genteel thoroughbred cat in a fine old well-kept home free of mice and run by people who didn't want any kittens.

Why become a cat? "It's very simple," one lady said grimly. "The average woman has to struggle half her life to get a fur coat. It would be pleasant to be born with one on — and one that wouldn't go out of style."

Some men at cocktail parties say the only animal they would consider being is a lion. But a surprising number of fat fellows express an urge to be an elephant. I pondered this for a long time before coming up with what I feel is the right answer: They merely have become fond of munching peanuts on the cocktail circuit, and don't want to lose the habit.

It took me years of mulling to make a decision in my own case. A roaring lion? No. Roaring of any kind frightens me, and I can't see myself doing it for my own pleasure. I hate raw meat, too. And can you imagine a bold lion, after dragging home the bacon, meekly asking his lioness, "Please, if you don't know how to cook pork, can't you at least hold a match under it for a while?"

Being a mongrel dog, loved by a lonely child, does appeal to me. But it would be just my luck to come back as a trick-performing poodle, living in a penthouse on Park Avenue and walked every day at the end of a leash held by some dippy blonde. No, thank you. One life on a leash in a doghouse off Park Avenue is enough for me, fun though it's been. I want change.

A milk cow is a wonderfully useful creature, a strolling factory in a leather cover. Switching from cigar-chomping to cud-chewing wouldn't be too much of a change, but there are other requirements and — well, to tell you the truth, I was born ticklish. Yep, even on the soles of my feet.

Right now I'm in the mood to become a wild horse, galloping free on the open range, trailed by a herd of admiring fillies, and feeling the fresh breeze tossing my mane. . . oh, that wind in my long proud mane.

Don't expect me to tell you why I made this choice. When you are middle-aged, growing bald, and feel your arches falling, then you'll remember and understand.

What kind of animal would you choose to be in a future existence? Make up your own mind. Don't ask your wife, or you might get the reply I did:

"Never mind the next life. What kind of animal do you think you've been acting like up till now?" Kindness draws a curtain.

In The Day's News

(Continued from Page One)

patient father and sometimes tried his patience TOO FAR, you will recall that the ensuing session in the woodshed was nearly always a rugged one.

We need to get that idea over to the Russians.

The Pentagon is cogitating plans for a new military training and reserve setup which will evidently be quite different from universal military training, which they have persistently refused to accept in its entirety.

Enough of the plan has been outlined to give an idea of its major provisions. It calls for some 100,000 young men each year to receive six months of training, after which they would go into the reserves. They would have the option of this or the draft for a longer term.

The goal is to build up a trained reserve force of two and a half million men.

Why such a reserve force? The answer is quite simple. Never again, when war starts, will there be a period while both sides train armies, manufacture munitions, and generally get ready to fight. When World War II was getting under way this period was termed "the phony war."

All such things are a part of the dead past. From here on out, the shooting will be on from the moment the war starts.

Turning from shooting war to commercial war, an interesting situation is arising up in Portland and Seattle, where truckers in Portland have a LOWER rate to Eastern Oregon, Southern Idaho and Utah. The Puget Sound truckers demand a rate into this territory that is as LOW as that of their Portland competitors.

After a decade and a half, when EVERYBODY has wanted HIGHER RATES and HIGHER PRICES, it sounds a bit odd to hear somebody demanding the right to charge a price as LOW as that charged by his competitor.

It's a sign that competition is coming back into our economy.

DAILY BIBLE READING

Message By Roseburg Ministerial Assn. TODAY'S TEXT Ephesians 6

In order to understand Paul's letter to the Ephesians we need to keep in our imagination the background, the time and place. The Greeks and Romans were crowded out by hordes from the North and settling in this part of the country and there was a coalescence with Hebrews and many other races. The government was severe and oppressive. There was a poor sense of justice, and a lack of sympathy and understanding of each other.

One day about 500 years before Christ, the Chinese philosopher Confucius and his disciples were on a journey and passed a graveyard where a woman was weeping and wailing at a new-made grave. Confucius sent to ask why she wept. She answered, "My husband's father was killed here by a tiger, and my husband also, and now my son has met the same fate." When they asked her why she did not leave so fatal a spot, she answered that in this place there was no oppressive government. "Remember this, my children," said Confucius to his disciples, "oppressive government is fiercer and more feared than a tiger."

To this kind of a world the writer had brought the spirit of Jesus. The spirit of good will to all mankind. The spirit of sympathy and understanding. He believed that this spirit and understanding needed to begin in the home.

"Children obey your parents, honor your father and mother." The writer seldom referred to the law for he felt that the religion of Jesus could and must stand alone. Then to the father who might have practiced the tyranny of the oppressive government he said, "father provoke not your children to wrath."

Paul seldom if ever spoke of the supernatural birth of his Lord, but let no one try to deny his experience with the risen Lord. He had seen the Lord, and was certain of His transforming power. Someone has recently said that people do not get along "pretty well" without Christ's love, sympathy, goodwill and understanding. They do not get along well without Christ.

In one of the Christmas Carols, are the words, "the hopes and fears of all the years, are met in these tonight." This sympathy and understanding must exist not only with parent and child, but also with master and slave. "Servants be obedient to your master, and masters take the same fraternal spirit to the slave." The master has been a cruel tyrant, and the slave who worked unwillingly became mutually helpful to each other.

This religion of sympathy and understanding has a mighty transforming power over an evil world. Let no man underestimate its value. Wherever the spirit of Jesus is oppressive governments are modified.

CHAPLAIN ALBERT S. FELLER.

Safety Cab System For Inebriates Planned

ATLANTA (AP)—A special safety cab plan for Atlantans who celebrate well but not wisely will go into effect Thursday and continue through the Christmas and New-Year's holidays.

The plan works very simply. If you acquire a "glow" at a party, phone for a safety cab. The cab will arrive with two drivers, one to take you home and the other to drive your car.

Sponsors are the Greater Atlanta Traffic and Safety Council and the Yellow Cab Co.

LAUREL LODGE NO. 13

A. F. & A. M. Roseburg, Oregon. STATED COMMUNICATION Installation of Officers WED., DEC. 22—8:30 P.M. Visiting Brothers Welcome W. M. Walter Brydges Sec. Durward Owens

Jobless Boost Despite Output Hike Foreseen

WASHINGTON (AP)—Population gains and the rising output per worker may cause an increase in unemployment next year despite an expected higher production, the U.S. Chamber of Commerce reported.

Basing its figures on a survey of 13 affiliated industry associations, the chamber said in a week-end report that production next year should run 2 to 3 per cent over that of 1954. A 5 per cent gain would set a new record, surpassing the 365 billion dollar value of all goods and services in 1953.

Predicting some rise in unemployment despite the gain in production, Dr. Emerson S. Schmidt, chamber economist, said the situation presents "a challenge. . . to pursue policies which will stimulate the investment of venture capital."

Salute to Douglas County Fair Board

Congratulations are in order for the Douglas County Fair Board and Manager Dick Turley in particular. It is indeed a feather in Douglas County's hat when we can walk off with the lion's share of the prizes when competing with fairs such as the Oregon State Fair, and Multnomah County Fair, etc.

These awards are the direct result of a lot of work by the Fair Board and Manager Turley, also by the acceptance shown by the public to make this fair one of the best.

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L. L. "Jim" Powers



Cynthia Ann Powers

Season Greetings

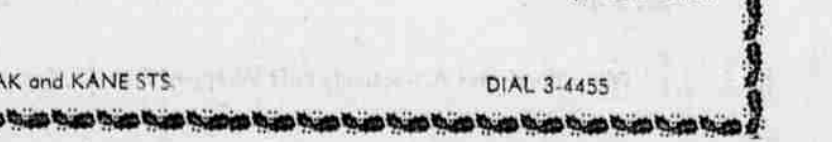


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Marietta Powers



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