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CHANGING TRAFFIC FLOW

Charles V. Stanton

Pity the poor motorist!
Residents of Roseburg, and visitors from neighboring communities, even yet are not fully acquainted with the town's one-way grid system. Nearly every day we see some driver striving to extricate himself from traffic in the middle of a one-way block into which he has blundered. Within another few weeks the pattern is to be reversed. Those of us who have formed driving habits based on the present system will quickly find ourselves in difficulty if we become absent-minded or careless.

City officials are not unkind of the difficulties to be expected in connection with reversal. City Manager George Farrell reports that the police department already is being organized and trained to aid motorists during the first few days of the changeover. Much study also is being given the placement of directional signs.

Some confusion is to be expected. Drivers will be required to keep alert to changed conditions. It should not take long, however, to acquaint the majority of city residents with the new pattern. Visitors may need more time in which to learn the system.

Change Long Needed

The reversal of the one-way street grid is long overdue, if only as an experiment. It is entirely possible that we may find it expedient to go back to the existing system. But traffic experts, who have made a special study of the Roseburg pattern, are of the opinion that reversal will give much greater satisfaction.

It had been announced when the one-way grid first was established that alternate systems would be given a trial. But no experimentation has been attempted to date. The City Council's decision to accept recommendations made by State Highway Department engineers will give us a chance to at least try an alternate plan. There is nothing to prevent additional alterations if the new program doesn't work.

It would appear, however, that a reversed system would function much better than the one we now have.

The existing system was designed to move traffic OUT of the business district with the greatest speed and the least confusion.

It is only natural that the city's business interests would prefer a system designed to move traffic INTO the business district. The new pattern, if and when adopted, is expected to achieve that result. It will make it easier for traffic to get into the shopping area. Particularly will this be true with regard to traffic from the north. At the same time, it is believed, the outbound flow will not be impeded.

The chief bottleneck is expected on Oak Street between Stephens Street and the bridge. Two-way traffic will be maintained in that section. Traffic east of Stephens on Oak will be eastbound, with a left turn permitted southbound traffic off Stephens into Oak.

Grid Pattern Improves Flow

While many people still dislike the one-way grid pattern, studies show it has greatly expedited the movement of traffic within the business district. The percentage of accidents has been materially lowered. Although congestion occurs at peak periods, jams are cleared with much more speed than would be possible if we did not have the grid system.

The proposed reversal of pattern is expected to be an improvement over that now existing. It is engineered, however, to fit into a long range plan of development which includes additional bridge capacity across the South Umpqua River, one-directional thoroughways north and south through town, street widening and other projects.

Roseburg has a most serious traffic problem. The problem will become more and more complicated as the county continues its growth. Constant improvement in handling traffic volume is essential.

But there's a question needing an answer:

Admitting we can make it easier for motor vehicles to get into the business district, where are we going to park 'em?

Hal Boyle

By HAL BOYLE

CARRO (3) — Leaves from a tourist's notebook:
At last I've done something Napoleon Bonaparte didn't do. I've climbed the great pyramid at Giza, one of the seven wonders of the world.

It's the quickest way I know for a fat man to take an inch off his waistline in 40 minutes. But your legs cry "ouch" for four days afterward.

The great pyramid, one of three at Giza, near a suburb of Cairo, is the largest of Egypt's 80 pyramids. It was the tomb of Cheops some 4,500 years ago. Legend has it that it took a hundred thousand men 20 years to build it.

The pyramid weighs about five million tons, contains more than two million huge stones, covers 13 acres at its base. It originally towered 481 feet, but the top 31 feet now are missing.

My ambition to scale the monument arose after reading that Napoleon, a plump man himself, had refused an invitation to do so during his campaigns here.

While some of his staff officers made the ascent, the bored commander got busy with pencil and paper, when they returned, he told them he had figured there was enough stone in the three pyramids to build a wall ten feet high and one foot thick entirely around France.

Presumably this was Napoleon's way of showing his boys that while they are working up sweat performing a juvenile feat, he had kept his brain busy doing something useful.

When I told a Cairo acquaintance I wanted to climb the great pyramid, he remarked cheerfully: "You know a number of soldiers

There'll Always Be a Loose One



Bruce Blossat

We live in a country that depends more and more on technical advances, not only for its safety in a hostile world but for its economic well-being. Yet apparently we aren't developing enough technicians to keep pace with our expanding needs.

According to the United States Office of Education, American colleges this spring will turn out about 23,000 engineering graduates. That may sound like quite a few, but in fact it's less than five percent more than represented in the class of 1954—which was a postwar low.

Worse still, our principal competitors, the Russians, are reliably reported to be producing more than 50,000 new engineers a year. And the word is they are stepping up the total.

America's production of technical men looks even sadder when set beside the projected need. An organization known as the Engineering Manpower Commission estimates the total 1955 need for new engineers at from 45,000 to 70,000.

So our deficit in this field as of June this year will range from 20,000 to 47,000, depending on whether one wishes to be conservative or liberal.

The commission foresees some rise in the number of U.S. engineering graduates, perhaps to 33,000 a year by 1965. But meantime our need undoubtedly will have gone on increasing, and this total still will be inadequate.

Now we can't force more people to study engineering, as the Russians can whenever they decide to boost the pace. But there must be many things we can properly do to increase interest in engineering among our young men.

It is a field bulging with opportunities, not only for its safety in new areas like atomic energy and electronics beckons brightly to many. The men who work in these and other developing new fields will quite literally hold a considerable part of the future of this country in their hands.

Concerted effort should be made by both government and industry to lift our output of engineers to a level closer to our true need. Scholarships and financial aids of other sorts should be offered on an increasing scale. Much more should be said publicly about the responsibility for advancing this nation's welfare.

And while we are making the country more aware of the problem, we should endeavor to halt the considerable waste of good engineering manpower which somehow or other has been shuffled off one way or another.

Some say many engineers are performing untechnical jobs in the Army. A fair reservoir of talented men may exist among foreign refugees admitted to this country. A West Coast firm recently found one, an Austrian, who had been working as a bus boy.

We think of ourselves as the greatest technical masters of modern day. If we are now, we won't be for long unless we find ways to make up this serious deficiency in engineering manpower.

'Flying Platform' Latest Novelty In Aerial Field

PALE ALTO, Calif. (3) — The test pilot who first took off in a radically new wingless "flying platform" says anyone who can walk can fly it.

"You just lean the way you want it to go," said test pilot Phil A. Johnston of the "research tool" developed by Hiller Helicopters, developed by Hiller Helicopters, developed by Hiller Helicopters.

"I'd let my kids fly it. It's no trick at all," he said.

Johnston's first flight was Jan. 15 in the weird new machine which looks like a flying manhole cover with guard rails. It is a literal flying saucer.

Hiller's development, to date, said the Office of Naval Research in the first disclosure of the new craft, "definitely has established the feasibility of radically simplified flight."

"Flying platform" works by a downward thrusting air stream generated by two counter rotating propellers. They produce balancing forces, like a gyroscope.

Two ducted fans, presently powered by two small engines producing together less than 100 horsepower, suck in air through holes in top of the platform. The fans thrust air out the bottom of the six-foot-across platform with great force.

If Ascend Quits — ?

Ascend is controlled by throttle. You steer by leaning the way you want to go.

What happens if the engine quits, however, is an obvious problem too. Without the lifting air thrust, you drop like a brick.

Test flights so far have been little more than eight feet off the ground at the Hiller plants testing field.

The Navy says further research and development "will be necessary before these principles can be applied to the production of military aircraft."

URANIUM SOUGHT

MEDFORD (3) — A second group of uranium claims was filed in Jackson County Monday.

E. L. Frederick of Central Point filed 10 claims on land in the Trail area in the northern part of the county. Earlier a group of claims was filed in the Evans Valley area.

Shorter Wheat Crop Indicated In U.S. Forecast

WASHINGTON (3) — The Agriculture Department Monday forecast this year's winter wheat crop at 762,222,000 bushels.

This is 16,885,000 bushels less than the 779,107,000 bushels forecast last December. It compares with last year's crop of 79,737,000 bushels. Tighter federal restrictions on production and drought in the Great Plains are factors responsible for the indicated reduction in this year's crop.

No estimate was given for spring wheat since much of it has not yet been planted. However, a recent survey of farmers' planting plans indicated a spring wheat crop of about 177,000,000 bushels was possible.

On this basis, the winter wheat forecast and the possible 177,000,000 bushel spring wheat crop would give a total wheat crop of 839,222,000 bushels, compared with 956,818,000 bushels last year and 1,121,506,000 for the 10-year average.

This year's crop will be supplemented by carryover stocks of about 973,000,000 bushels from past big crops. By comparison, market demands—both domestic and export—are expected to total about 900,000,000 for the 1955 marketing year.

The department said the yield of winter wheat was expected to average 15.2 bushels per acre compared with 17.2 last year and 15.8 for the ten-year average.

About 20.7 per cent of the acreage seeded to winter wheat is expected to go unharvested because of drought and other factors, the department said. This abandonment would compare with 16.2 per cent last year and 12.7 per cent for the ten-year average.

Condition of pastures was reported at 75 per cent of normal compared with 73 per cent a year ago and 83 per cent for the ten-year average.

Milk production in March was reported at 10,447,000,000 pounds compared with 8,884,000,000 in February, 10,683,000,000 in March last year and 9,633,000,000 for the ten-year March average.

Egg production in March was reported at 6,834,000,000 compared with 5,518,000,000 in February, 6,211,000,000 in March last year and 6,371,000,000 for the ten-year March average.

Bitterness Shown By Corsi In Turning Down Federal Job

By JOHN SCALI

WASHINGTON (3) — Edward J. Corsi turned down a new State Department job Monday in a bitter expression of his disapproval of the administration's program to admit anti-Communist refugees as a "scandalous failure."

Corsi, whose job as immigration advisor was abruptly terminated last week, said in a letter that "an intolerant minority both in Congress and within the department itself" has sabotaged the program.

Terminating his 90-day stay in the State Department "a bitter experience," Corsi said he would not take on a new assignment Dulles offered him Friday because he feared he might be fired later because of congressional criticism.

"I cannot believe that if Mr. Walter (Rep. Walter, D-Pa.) can compel my retirement from the refugee relief program before my work has even begun, that similar attacks may not result in a similar unexpected severance from my new assignment," he said, and added:

"I have no intention of putting this probability to the test."

Corsi made public his resignation letter to a reporter shortly after he met with Chairman Leonard Hall of the Republican National Committee. Hall said afterward in a statement "I urged him to reconsider."

Corsi made it clear he has no intention of accepting another job offered from the Eisenhower administration. He said he will return to his farm in Roxbury, N.Y., and make other plans.

April Snowstorms Whip Sections Of Rockies, Plains

By THE ASSOCIATED PRESS

An April snowstorm whipped across sections of the Rockies and Western Plains and travel over wide areas was virtually halted Tuesday.

Heavy wet snow, with wind gusts up to 60 miles an hour, was reported in parts of Wyoming, Eastern Colorado and the Southwestern Nebraska Panhandle. Falls in the area of Kimball, Neb., were up to 12 inches.

Hundreds of motorists were reported stranded as they were caught by the surprise spring storm while on the highways Monday. All roads in Eastern Wyoming were blocked. Cheyenne, Wyo., was virtually paralyzed by the storm. Hundreds of motorists left their cars on downtown streets overnight.

The heavy snowfall was welcomed by Nebraska wheat farmers. The area has been parched by drought and whipped by winds that tossed away topsoil.

A blinding snowstorm struck Sidney, Neb., Monday night and more than 4 inches of snow fell.

Scattered thundershowers preceded the snow in parts of Western Nebraska. Thundershowers also were reported in central Oklahoma while thundershowers rumbled across Northeast Texas. Hail pelted the area of Garland, Tex.

Northwest Kansas also got rain while general light rain and fog extended from the Southern Great Lakes region to the Atlantic states. Heaviest rainfall during the night was around one-third inch in parts of Virginia and Eastern Michigan.

Other wet spots were Florida, which reported showers, and the Pacific Northwest, where rain continued. Heaviest falls in Florida were in Daytona Beach, which reported more than one inch.

In a year the U.S. auto industry uses 400,000 bales of cotton, 2,200,000 bushels of corn, 21,600,000 pounds of wool, 553,000 hides of cattle and smaller amounts of many other farm products.

Proposed French Alcohol Slash Faces Hard Road

PARIS (3) — Backers of a campaign to cut down the average Frenchman's alcohol intake have had some heavy jolts since Premier Pierre Mendes-France was forced to quit.

First thing they knew, the National Assembly repealed one of his pet decrees — raising license fees for bars and restaurants to the revenue for a campaign against patronizing them.

The new Cabinet has promised that funds for the campaign will be found somewhere, but as things stand the committee Mendes-France appointed to run the campaign has \$32,857 to pay its staff and get to work.

Another haymaker came in the form of a decision to put a subsidy of about 3 cents a quart on shipment of cheap wine to French overseas territories.

Edgar Faure, the new premier, has promised to carry on the fight against excess drinking, but his methods are more diplomatic than Mendes-France's.

Faure's Cabinet may have to lay it on the line after the National Assembly comes back into session next month. Mendes-France put several of his proposals into an omnibus bill now before the Public Health Committee. If and when it is reported out, the new government may have to say where it will find such money as the sale of hard liquor before 10 a.m. and freedom of advertising for manufacturers of aperitifs.

A. L. Peck Named Benton County Judge Pro Tem

CORVALLIS (3) — Gov. Patterson Monday appointed Arthur L. Peck, 72, retired Oregon State College professor, to fill in at Benton County judge during the illness of Judge George McBee.

McBee, who is 62, has been absent from his office since November with a respiratory ailment.

Peck was professor of landscape architecture at the college 40 years. He retired in 1948. He next was elected justice of the peace, and served in that office six years until last January.

Myrtle Point Motorist Dies In River Plunge

MYRTLE POINT (3) — Leon Christian Axelson, 64, Myrtle Point, died in the plunge of his car off Highway 42 down a 45-foot embankment. The automobile was found floating in the Coquille River at 8 a.m. Monday by a logging truck driver.

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PEERY MEDICALS

BY W.K. PEERY

General Joseph Lane was sincere in his belief that the solution to the Indian problem in Oregon was to make the Indian self-supporting. In that respect, our modern idea of raising the standard of backward nations is nothing new. Then, as now, the backward people were not particularly interested in changing from customs and habits they had followed for centuries.

Our southern Oregon Indian was slow in accepting the means of progress forced on him against his will. If given wheat to sow in the autumn, instead of planting it, the natives would grind it into meal in their primitive mortars. Come spring time and there would be wild berries, roots and fish. Come another winter, maybe the white man would give him more wheat to sow which could make more fine meal.

He had no more conception of the use and care of farm implements than a Hottentot would have relative to a Geiger counter. Given breeding stock, as beef cattle or sheep, he would not wait to use the male increase for food, saving the females and building up a herd. He immediately ate his breeding stock. Had he not done so his neighbor tribesmen would have. In this respect the Indians were pure communists. Anything in the way of food belonged to the village and not to the individual. In cases of food scarcity, all community ponies were seized and divided among the citizenry, and people and children being given first consideration.

In the Indian treaties that followed the Rogue wars, Sam's band of Umpqua Indians in what is now south Douglas County gave to the whites a little over 500,000 acres of land. Nearly half of this was excellent farm land, the rest timber and grazing lands. In return the Indians received \$12,000, two small houses valued at about \$200, and a fenced-in area of five acres for farming needs. Adding the entire amount, the Indians received slightly over two cents an acre for their lands. Adding to this the agreement that the price was to be paid in annual installments of goods, such as blankets, shirts and calico, one can only conclude, as did the Indians, that the white man's brand of peace was expensive.

The Rogue River Indians, for their part, made a worse deal. For \$50,000 they sold the whole Rogue River valley, from the summit of the Siskiyou, northward to the Grave Creek area, and eastward to the headwaters of Rogue River and westward to the vicinity of Apple Creek. The Rogues were able to retain an area of about 100 square miles, near Table Rock, only about ten square miles being arable.

After indemnities were deducted for injuries to the properties and persons of the white settlers, the Indians had only about \$40,000 left. This amount was paid them over a period of years in trade goods, which were priced far above the regular rate.

The whites crept to the brow of the cliff behind the Indian fort where the defenders lay, taking an occasional peek through a crack between logs to see if the whites were approaching. When the surprise burst of gunfire broke from above and behind their fort, the natives made a quick exit. The casualties were small, nevertheless.

The average American drink about 17 gallons of beer a year.

AP Assigns New Chief To Portland Bureau

NEW YORK (3) — Appointment of J. Richard Eimers as chief of The Associated Press bureau in Portland, in charge of operations in Oregon, was announced Monday by Frank J. Starzel, general manager.

Eimers succeeds Floyd Lansdon, who is being re-assigned. Eimers entered AP service in 1948 in Spokane where he later was appointed correspondent. His most recent assignment was that of field representative with headquarters in Seattle. He is a native of Grangeville, Idaho, and served as an officer with the Army during World War II.

Eimers came to the AP from the staff of the University of Idaho publications department at Moscow, Idaho.

PHILETARIAN LODGE No. 8 Meets Every Thurs., 8 p.m. Visiting Brothers Welcome Noble Grand, Art Stephens Secretary, T. B. Busenbark

LAUREL LODGE NO. 13 A. F. & A. M. Roseburg, Oregon STATED COMMUNICATION Examination In All Degrees WED., APRIL 13—8:00 P.M. Visiting Brothers Welcome W. M., Ralph B. Cooper Sec. Duward Owens

HEAR THEM! Reverend C. W. Frost AND A Group of Musicians and Singers FROM MEDFORD

8:00 P.M. TONIGHT APOSTOLIC FAITH CHURCH Hiway 99 N. and Channon Sts.

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