

The News-Review

Published Daily Except Sunday by the
News-Review Company, Inc.

Entered as second class matter May 7, 1920, at the post office at
Roseburg, Oregon, under act of March 3, 1879.

CHARLES V. STANTON, Editor and Manager

Member of the Associated Press, Oregon Newspaper Publishers
Association, the Audit Bureau of Circulations
Represented by WEST-HOLLIDAY CO., INC., offices in New York, Chicago,
San Francisco, Los Angeles, Seattle, Portland, Denver
SUBSCRIPTION RATES—In Oregon—By Mail—Per Year, \$12.00; six months, \$6.50;
three months, \$3.50. Outside Oregon—By Mail—Per Year, \$13.00; six months,
\$7.00; three months, \$3.50.
By News-Review Carrier—Per Year, \$13.00 (in advance), less than one year,
per month, \$1.25.

ROAD DECISION PENDING

Charles V. Stanton

W. M. Tugman, publisher of the *Port Umpqua Courier*, Reedsport, devoted considerable space in his last weekly issue to a discussion of the need for immediate rebuilding of State Secondary Highway 225 between Sutherlin and Elkton.

Editor Tugman is perhaps the best informed layman in Oregon on road and highway matters. He did outstanding work for Lane County while employed as editor by the *Eugene Register-Guard*. Douglas County is fortunate that his ability is now being directed toward improved highway facilities between Reedsport and the interior.

In citing the case for Highway 225, Tugman said editorially:

First, let it be understood that we never have opposed the building of a good road anywhere in Oregon—even though it might seem to be "competitive." All properly planned roads are part of a state-wide system from which everybody everywhere benefits in proportion.

We do not intend to oppose the reconstruction of State Highway 42 (the old Wagon Road) from Coos Bay through Coquille and Myrtle Point to Winston Junction and Roseburg. Nor do we intend to get into any futile arguments as to the relative merits of the Port of Coos Bay or the Port of Umpqua.

This community could not thwart any logical development in the Coos Bay area any more than Coos Bay could prevent our development. There ain't anybody or any group of anybody that big!

In short, the port and highway interests of this community and those of the Coos Bay area are not antagonistic. There is legitimate rivalry, but the only legitimate objective of such rivalry is priority for the limited funds available.

Lower Cost Cited

Highway 225, with the exception of a section of 26.87 miles, already is complete to high modern standards, Tugman points out. Reconstruction between Elkton and Sutherlin, he asserts, could be accomplished at an estimated cost of \$2,500,000. At the normal pace of highway construction, the project could be completed in three years. By comparison it would cost around \$15,000,000 to rebuild Highway 42 and would take from five to ten years. The distance from Roseburg to Coos Bay by way of Highway 225 would be 102.81 miles (which might be shortened somewhat by realignment) compared with 86.84 miles on Highway 42, a difference of only 15.77 miles.

The comparatively low cost of improving Highway 225, as contrasted with the great expense involved in rebuilding Highway 42, coupled with better grade and alignment on Route 225, more than offsets the difference in mileage, Tugman contends.

Because of these factors, he believes, rebuilding of Highway 225 should have first priority.

Roseburg In Big Squeeze

Roseburg is caught in the middle of a big squeeze as the Lower Umpqua and Coos Bay areas strive for road connections to the interior. Both are anxious to develop port facilities and trade. They look to the interior as an important asset in port development. Both woo support and help from the Roseburg Chamber of Commerce as representative of interior business and industrial interests.

The Roseburg Chamber so far has taken the neutral position that it is interested in ALL projects for improved highways leading to deep water harbors. It has met with both groups, displaying equal interest in their plans. It has expressed willingness to use any influence it may have toward any or all road development programs.

The Roseburg Chamber of Commerce, however, has as its primary objective pushing completion of the North Umpqua Highway from its connection with Highway 99 to a junction with Highway 97. It has worked diligently and with a good measure of success on that project, even though the speed of construction has at times been discouraging.

Undoubtedly the North Umpqua Highway should continue to command first place in the Roseburg Chamber's plans. The Chamber also should continue to be friendly and helpful toward any plan for connection with deep water ports.

The facts of lower cost, quicker construction, and better grade and alignment make it appear that the interests of interior Douglas County can best be served by earliest possible reconstruction of Highway 225 and continued improvement of Highway 38 between the new route of Highway 99, through Drain, and on to Elkton and Reedsport.

The Roseburg Chamber, I believe, should join the Lower Umpqua interests in urging immediate action to develop these two routes to thoroughly modern standards, without prejudice against eventual reconstruction of Highway 42 or an alternate route.

Hal Boyle

NEW YORK (AP)—So far the Russians haven't claimed they invented the roller coaster.

If they ever do, they're going to have to fight Joe McKee, who at 67 is the acknowledged dean of the roller coaster industry.

"The first roller coaster in history was built in Pittsburgh in 1904," Joe recalled. "And I got started in the business as a carpenter the following year."

In 51 years some 600 roller coasters have been built throughout the world. Joe figures he has had a hand in designing or building about 300 himself—more than any other man.

"Only 18 men—all carpenters—have ever had anything to do with designing roller coasters," Joe said. "And there are only four now left alive. I'm the oldest."

"The roller coaster grew out of the old scenic railway. We had a thing to go by, so we operated by rule of thumb."

"The four of us have kept a few things about the business to ourselves. The Lord knows we struggled hard enough learning them. There never has been a

graduate engineer connected with the roller coaster field."

McKee, now general superintendent of the Palisades (N. J.) amusement park, estimates he has ridden some 3,000 miles on roller coasters.

"The roller coaster has been my whole life," said Joe, who has shrewd twinkling eyes beneath a thatch of thick white hair. "I even met my wife, Maggie, on a roller coaster. That was back in 1909 in Cincinnati."

The older roller coasters were built on a simple figure eight pattern and cost only about \$30,000. Because of the rising value of land the newer coasters now loop about like a pretzel. They average about a half mile in length and cost from \$100,000 on up. The cars on some coasters reach a peak speed of 50 to 55 miles an hour.

McKee, who often acts as a consultant on thrill rides, gets a bit



Walking Papers

SALK TEST
PROVEN
SUCCESS

NEA Service, Inc.

Bruce Blossat

This may well turn out to be the best business year in America's history. The first three months of 1955 were the best of all time. Only major labor strife presumably could spoil the prospect.

The record shows that from the end of 1954 up to April 1, 1955, every major activity bounced back from last year's lows. In key fields like steel, construction, automobiles, and retail sales, new highs were established. Even problem industries such as textiles and coal showed considerable improvement.

Barring a crippling strike in steel or automobiles, or a veritable rash of work stoppages in less crucial areas, most observers expect the new boom to roll on unchecked, at least through the first half of the year.

Even Sen. Paul Douglas of Illinois, roundly damned by Republicans in 1954 as a "gloom monger," says that real recovery is here, though he considers "recovery" a stage below "prosperity." And he throws in a warning that there are still dangerous soft spots in the economy.

Farm Income Off

Just a few of the harder optimists will say flatly that 1955 will be our best year. Most prefer to hedge somewhat. They worry about the galloping production in automobiles and housing, vociferous doubt that the pace can be kept. Indeed, not even the brightest estimates for these fields match the present record rate of output.

Concern is felt, too, because agriculture is not participating in the boom. Farm income is still off. Yet these are relatively light, fluffy clouds on the horizon. The real thunderhead is the prospect of industrial strife.

The United Automobile Workers currently are engaged in important new contract talks with General Motors. The UAW bid for a guaranteed annual wage could stop bustling GM cold.

Strikes already have tripled in the past month and a half. And more than 75 major labor contracts come up for renewal between now and July—affording many more opportunities for crippling disputes.

Labor must be free to prosecute its demands by all reasonable and legal means, including the strike. But for the good of labor itself, and the whole nation, we must hope that union leaders will employ this weapon of last resort sparingly and judiciously in the days of test that lie ahead.

Clearly, whether the boom is to reach the heights envisaged by the optimists or whether it is to be of more modest proportions, it is to the advantage of all Americans to

steamed up whenever the safety of roller coasters is questioned.

"If you just sit down in the seat and stay there," he said, "you're far safer than if you were in an automobile. You can't get off the track, and you can't get hit from behind by another driver."

There are two roller coasters at the park McKee supervises—one regular size, the other a smaller one for kiddies. To Joe's great sorrow more and more teenage boys and their girl friends are showing a preference for riding on the kiddie coaster.

"I can't understand this younger generation growing up now," sighed Joe. "Why, in my day no young fellow would think of taking his best girl on a kiddie ride. He'd be looking for more thrills. I guess after 50 years in this business I still haven't learned what people want."

The old Tunnel of Love boat trips have died out in most amusement parks and been replaced by faster rides geared to the tempo of an age that dreams of rocket and space travel.

But McKee sees no immediate demise for the roller coaster, although fewer are now being built each decade.

As long as there are amusement parks," he said stoutly, "the roller coaster will last. You can't have a park without a merry-go-round and a roller coaster."

Reader Opinions

Commendation Given For Thalia Production

ROSEBURG — Orchids to the splendid cast and director, Loraine Kesner, for the very outstanding production of "Night of January 16."

I was greatly impressed by the exceptional acting ability displayed by our local people.

The casting was perfect. The defense and district attorneys had very difficult roles to portray and did a spectacular job. The portrayal of the little old cleaning lady added humor and interest to the production, while the clerk, judge, recorder and police matron were all so typical. Connie Linden, on trial for murder, was superb. Rita Perez, played by Marcy Baldrige, provided quite a highlight of the show.

I attended the Saturday evening performance, and I felt the size of the crowd was nowhere near what it should have been. It seems to me we should be eager to give our whole-hearted support to this hard-working little theater group. It certainly would be an asset to any community.

Let's all be watching for the next production by Thalia Players. I wouldn't want to miss one for anything.

If you were unfortunate and missed their Friday and Saturday performances, I say you missed some first class entertainment.

PEGGY BUTLER
1145 Union Ave.
Roseburg, Ore.

April Showers Will Continue

Visiting April showers plan to stay on with their Central Douglas hosts, according to the U.S. Weather Bureau outlook.

Recurring rains up to a total of 1 1/2 inches were forecast for the next five days. Temperatures will fall below normal with highs between 52-62 degrees and lows ranging from 35-45 degrees.

The weatherman said the 30-day outlook from mid-April to mid-May painted a wet picture. Precipitation will be above normal. Temperatures below. Normal figures for the period show 67.2 degrees as high, 43.4 as low with total rainfall averaging 1.83 inches.

Besides rain, figures, the weatherman had a few noises on cold weather. April 15, 1953, for example, was the coldest on record with a low of 27 degrees. Before this year, the coldest April 15 fell in 1890 when a figure of 31 degrees was recorded.

Colder days have fallen later in the year. May 1, 1954, registered a blustery 26 degrees as it rained a good many Douglas County crops.

REFUSES BILL

SALEM — The House Rules Committee refused to permit introduction of a bill to close banks on Saturdays.

The House Financial Institutions Committee had voted 5 to 4 to introduce the bill.

But the Rules Committee figured that the 20th day of the session was too late for introduction of controversial measures.

In The Day's News

(Continued from Page One)

arisen in our country over the past three decades. The fallacy is that money provided by government is manna from heaven, falling alike on the just and the unjust and COSTING NOBODY ANYTHING.

If and when the fallacy of that idea is exploded, we may be able to stop the constant rise of taxes that is presenting so many problems—all the way from the smallest taxing district clear up to the federal government. But not before.

The problem isn't confined to Oregon. Huge California, just like smaller Oregon, is scraping the bottom of the barrel and looking around for new sources of tax money. California is hoping to raise what is needed out of new or increased taxes on "luxuries" such as tobacco, liquor, horse racing and such.

Albert Einstein died Monday morning in a hospital in Princeton, New Jersey. He was one of the GREATS. The late George Bernard Shaw called him the greatest man in the world. He wasn't carried away by a thunderbolt from on high, as the Mediterranean ancients believed was fitting for exalted ones. He wasn't taken up into Valhalla by the Rhine Maidens, as the Vikings thought proper for men of his sort. The official cause of his death is listed in the hospital records as inflammation of the gall bladder. Death is no respecter of persons.

Einstein's fame began with the formula in his theory of special relativity, which he published at the age of 26. This was the formula: "E equals M times C squared." In his formula, E stands for energy, M stands for mass and C stands for the speed of light. In simple terms, this means that mass and energy can be transformed one into the other.

This formula came to be known as the symbol of the atomic age and out of it came what we know as the principle of atomic energy.

Einstein was a curious character. Among other things, he dressed in what he chose to call "very comfortable" clothes. His idea of "very comfortable" clothes included an old sweat shirt in place of a jacket.

He had a legendary disregard for personal money. He is said to have used on one occasion a check for \$1500 as a bookmark. It is characteristic of him that he LOST THE BOOK—along with the check—and was worried only by the loss of the book.

He never bothered to cram his mind with KNOWN facts. Asked one time as to the speed of sound, he replied: "I don't know. I don't crowd my memory with facts that I can easily find in an encyclopedia."

He wouldn't have got far in a modern quiz program, would he?

But he was great. The measure of his greatness is that he advanced immeasurably the frontiers of man's KNOWLEDGE.

Morse Accuses Dulles Of Acting In 'Collusion'

WASHINGTON (AP)—Sen. Morse (D-Ore.) Tuesday accused Secretary of State Dulles of acting in "collusion" with an aide and a newspaper man in "leaking" the Yalta conference documents.

In testimony at a closed session of the Senate Foreign Relations Committee lasting 3 hours, 40 minutes, Dulles placed squarely on Asst. Secretary Carl McCordie responsibility for giving The New York Times a copy of the documents a day before their general release.

Morse told newsmen after the closed session that the only conclusion he could reach from Dulles' testimony was that the secretary "acted in collusion with McCordie and James Reston (New York Times correspondent) for the leak of these papers."

He said he had told Dulles in the stormy closed session of this conclusion.

"As I told the secretary, the release of these documents to The New York Times cannot be reconciled with fair play to the rest of the American press," Morse said.

"A free press is entitled to equal treatment from any department of government."

Morse said Dulles "tried to deny" that a conference he held with McCordie and Reston "justified the assumption that he had given his implied permission for the release of the papers, but even the secretary's statement shows that on its face."

Damages Sought For Confinement In Institution

BEND (AP)—George H. Gibson, 45, now a resident of Salem, Monday filed suit for \$405,000 damages because he once was confined to the Eastern Oregon State Hospital at Pendleton.

Named as defendants were: Donald Weir, superintendent of the hospital; Dr. Max W. Hemmaway and Dr. Richard C. Robinson, Bend physicians; C. L. Allen, Deschutes County judge; and George C. Turner, Bend city youth counselor.

It was the second suit to be filed as an outgrowth of the 1952 confinement. The first suit for 2 1/2 million dollars was dismissed. Named defendants in that suit were Weir, Allen, Robinson, Hemmaway, ex-Gov. Douglas McKay, Secretary of State Earl Warren and ex-State Treasurer Walter Pearson.

Gibson was confined when Robinson said Gibson had threatened to kill him. Gibson was sent to the hospital and released after 9 days.

Gibson said he was confined "without due process of law" and without a hearing.

He was found innocent of the charge in circuit court.

Asking \$5,000 special damages for loss of earnings while confined, \$100,000 general damages and \$500,000 punitive damages, Gibson contends in the new suit that the defendants conspired to have him committed to the hospital and that they also filed "a false report of an examination alleging the plaintiff was insane."

Sutherlin Jaycees Slate Spring Carnival Apr. 30

The Sutherlin Junior Chamber of Commerce has scheduled a spring carnival at the high school gym Saturday, April 30, according to event chairman Don Barlow.

He reports several other civic organizations will take part in the event which will include booths for everything from pie and coffee and baseball throws to tricycle races for kiddies.

The event is being sponsored to raise money for a Jaycee project to build a community tennis court in Sutherlin.

The carnival starts at 7:30 p.m. It will precede a baseball game under the lights on the high school field at 8 between Sutherlin and Drain.

Bill Would Create Advisory Committee

SALEM (AP)—A bill to create an advisory committee to govern the statewide police teletype network was passed by the House Tuesday and sent to the Senate. The network, with headquarters in the State Motor Vehicle Division in Salem, now connects several state, county and city police agencies. The net soon will be expanded to cover the entire state. On the advisory committee would be representatives of district attorneys, sheriffs, city police chiefs, state police and the public.

ROSEBURG PHARMACY

Your Walgreen Agency
OPEN 'TIL

Your Prescription Accurately Compounded and Dispensed.

Russell Stover Candies

241 N. JACKSON
DIAL 3-3415

P. M.
9
TONITE



How to Get More "Sunshine"

Assure yourself more "sunny hours" by providing for your future welfare with safe, sound, legal reserve Woodmen life insurance protection.

Then neither disability nor old age will bring you "rainy days." You and your family will be protected against want—the dark clouds will be chased away.

You also will add "sunshine" in your life by taking part in Woodmen's fraternal and social activities. There you will derive much pleasure, many benefits and build pleasant, lifelong friendships.

Ask a representative listed below to explain how you can enjoy this unexcelled protection and many "plus" benefits you will receive as a Woodman.

A. W. McGUIRE, Dist. Mgr.
P. O. Box 607, Winston, Oregon Phone: OS 9-8442

HARRY BROWN, Local Rep.
P. O. Box 372, Winston, Oregon Phone: OS 9-8635

HARRY HATCHER, Local Rep.
1930 Crouch St., Roseburg, Oregon Phone OR 2-1304

World's Financially Strongest Fraternal Benefit Society
OMAHA WOODMEN
LIFE INSURANCE SOCIETY
Omaha, Nebraska
HOME OFFICE: INSURANCE BLDG., 1708 FARNAM STREET

IS IT TIME YOU SAT DOWN AND DISCUSSED YOUR INVESTMENT FUTURE?



Making "correct decisions" is the important step in the productive investing of your money. This requires more than just the mechanical assistance of buying and selling. Planning your investment program can best be done with the assistance of an investment house offering complete facilities right here in Oregon.

Zilka, Smither and Company Provide For You:

Experienced Programming Department:
Headed by a man with over twenty years in the investment management field.

Complete Record and Statistical Department:
Our financial library contains the leading informational services.

Competent Trading Department:
Providing effective execution of your buy and sell orders in both listed and unlisted securities.

Experienced Investment Representatives:
Men qualified to handle your investment problems.

Nation-Wide Financial Wire Service:
Zilka, Smither and Company provides a wire service to thirty financial centers throughout the United States and Canada, terminating on the floors of the stock exchanges in New York, Chicago, San Francisco and Los Angeles.

WOULD YOU LIKE US TO ANALYZE YOUR PRESENT SECURITIES OR SAVINGS PROGRAM?
Phone Eugene 5-4301

collect for any investment information or to set up an appointment with Mr. Robert J. Wise either in Roseburg or Eugene.



ROBERT J. WISE

Mr. Wise is in Roseburg at least once each week bringing you financial information based on the complete facilities of the Zilka, Smither and Company organization.

ZILKA, SMITHER & COMPANY, INC.
INVESTMENT SECURITIES

933 Pearl Street

Phone 5-4301

Eugene, Oregon

Also offices in Portland • Salem • Medford • Hood River • Vancouver, Wn.