

The News-Review

Published Daily Except Sunday by the
News-Review Company, Inc.
Entered as second class matter May 7, 1926, 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 in 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.

FIRST BUS AT STEAMBOAT

Charles V. Stanton

Frank Jenkins has been telling in his column of the tour made by the Oregon Highway Commission to inspect roads and parks in Western Oregon. He mentioned that the party included, beside the commissioners, the legislative interim committee on highways, the parks advisory committee, state parks superintendent, state highway engineer, representative of the Bureau of Public Roads, representatives of the Travel and Information Department, various members of the engineering staff, and others. The group traveled in a chartered bus furnished by the Pacific Greyhound Lines.

The touring party was entertained at Steamboat. When the bus pulled up to that scenic spot it became the first passenger bus in history to reach that station on the North Umpqua Highway.

Among the local people present to meet the visitors, the arrival of the first bus at Steamboat was accepted as an omen. Soon, it is hoped, passenger buses will be traveling on regular schedule over the North Umpqua Road between Federal Highways 99 and 97. Looking more years into the future, it is possible to envision connections from Reedsport and Coos Bay with highways in Central and Eastern Oregon, creating a new transcontinental route.

Few Links Remain

The completion of an east-west section of a transcontinental route is not an idle dream. Few links remain to be finished.

Completion of Highway 225 between Sutherlin and Elkton will connect inland Douglas County with harbors at Reedsport and Coos Bay. The Highway Commission is committed to finish Highway 225 as rapidly as funds permit. It doubtless is only a matter of time until a more direct route, or at least a greatly improved road, is built between Roseburg and Coos Bay.

Eastward from Roseburg, the North Umpqua Highway is established on a high-standard grade to Steamboat. Grading now is in progress beyond Steamboat to Apple Creek, a distance of around four miles, and location has been established as far as Copeland Creek. Clearing the new location may start this year. The section from Copeland Creek to Fish Creek offers heavy and expensive construction. But beyond Fish Creek a fine grade and alignment is furnished by the R. A. Briggs logging road, built jointly by the Forest Service and the operator and available for inclusion in the highway system at any time.

North Umpqua Road completion is progressing slowly because it is being built exclusively with federal funds appropriated for forest highways. Forest highway money may be used for any road abutting or passing through a National Forest. Because of pressures for construction on major Oregon highways in past years, considerable sums which should have gone to the North Umpqua route were diverted to the Pacific Highway, Coast Highway and Columbia River Highway.

Commission Informed

The Bureau of Public Roads, Forest Service and State Highway Commission jointly approve programs for use of the forest highway money. In past years the Highway Commission was of the opinion that other qualified projects were of greater importance than the North Umpqua Road and this latter project received but little attention. The Commission now, however, has made more extensive studies, has been informed on the economic importance of the road, and has shown much more willingness to approve construction projects.

The recent trip up the North Umpqua road, at which time the bus met scores of loaded logging trucks, revealing heavy industrial use, must have further impressed the Commission. Although funds are limited, the Commission doubtless will in the future consider the North Umpqua Road as one of the most important of its forest highway developments and will allocate as much money as can be justified to its earliest possible completion.

Local interests have set a target date of five years for finishing the grade between Highways 99 and 97. The job could be done earlier in the event of obtaining adequate federal appropriations, or, perhaps, supplemental funds from other resources.

No road in Oregon will be more scenic, nor will any road offer more in the way of potential recreation. At the same time it will be one of the principal commercial and industrial roads in the state.

When it is finished the sight of a Greyhound bus will no longer be considered an event to be recorded.

Hal Boyle

By ROBERT GOLDENSTEIN
For Hal Boyle

CHICAGO — This is the time of year the amateur iron-man type driver loads his family into the car and grimly whistles off toward some far distant vacation spot. Will he settle for 400, 500 or even 600 miles a day?

Not this character. He's a time-tested, 700-plus miles-a-day demon who voraciously gobbles up those tedious distances.

He carts along fruit, sandwiches and a jug full of coffee for the family. The normal road break for lunch is not for the likes of him. He's going places on a fast driving schedule that runs from sun-up to sundown.

Will he get there in one piece? Mr. Iron-Man simply oozes self-confidence on this point. After all, he's a top-notch driver, he hasn't consumed any intoxicating liquor and hard driving doesn't make him feel sleepy or tired.

But safety experts and scientists who have studied the insidious effects of fatigue take a dimmer view of his chances.

If he doesn't doze off momentarily or run headlong into an emergency that calls for a hair-trigger decision and response, the experts concede he'll probably make out all right.

But whether he knows it or not, the long grind of steady driving will slow down his reaction machinery and drop his vision and hearing ability below par.

Knowledge of these slow-down effects is based on actual field and laboratory tests of the primary functions mostly closely related to hours of driving.

One such study was made by the U. S. Public Health Service. Scientists tested truck drivers before and after a long stint at the wheel and after sleeping and resting.

Drivers were given intricate manual tasks and then timed with a stopwatch. They also were tested for simple reaction time, reaction-coordination time and manual steadiness.

In one of these tests, the drivers grasped an object shaped like a pencil and, as rapidly as possible, alternately tapped two small brass plates separated by a block of



Disabled People Asked To Contact Security Office

Seriously disabled people who have been employed or self-employed and are covered by the social security law are requested to contact the social security office by June 30, Dean O. Haley, social security district manager, announced today.

People who (1) are now receiving old-age insurance payments or who will become eligible for old age payments in July; (2) who were disabled for long periods before they reached the age of 65; and (3) who are still disabled, may start getting larger payments in July. They should file an application for a "disability freeze" by June 30, Haley said.

If the disabled person dies after June 30, the disability freeze can protect his family's rights to survivors' payments if he applied for a representative of the social security administration district office in Eugene is at the City Council chambers in Roseburg from 8:30 a.m. to noon every Tuesday to take those wishing service. If a disabled person is unable to call in person, someone else may call for him, Haley said.

Portland Girls' Orchestra Impresses Paris Crowd

PARIS — Sixteen girls from Portland, Ore., made a graceful first appearance in a concert at the Salle Gaveau here Wednesday night.

The three-year-old Portland Little Chamber Orchestra conducted by Finnish-born Boris Spiro gave a program of ancient and modern classical works for strings ranging from Telemann to Stravinsky. It won loud applause from a small but enthusiastic audience.

The concert had not been expected to draw a crowd because the orchestra is unknown here, played little known music, and most French music lovers are prejudiced against all-female groups. The American girls, wearing pink strapless gowns, performed the whole program plus three encores from memory, a feat which even highly trained professional orchestras never try.

wood. In another, they had to jab a pointed object through a series of different sized small holes, without touching the sides.

In each of the tests, the men who had not driven since sleeping made the best showing. Only 9 per cent of this group failed to measure up to a predetermined level of driving efficiency. Of the group which had driven seven hours or less, 27 per cent failed to reach the efficiency level, but 42 per cent failed in the group which had driven 12 or more hours.

Studies conducted for the U. S. Navy by Dr. Arthur H. Steinhaus, professor of physiology and dean of George Williams College, Chicago, show that fatigue considerably reduces the ability to see, especially in dim light.

Getting back to Mr. Iron-Man, the National Safety Council says his first mistake was in not setting a daily goal of 400 miles, with an absolute limit of 500 miles. Dr. Steinhaus believes another serious mistake is to drive through the lunch hour. The simple exercise of leaving and reentering the car causes the heart to pump a much greater volume of fatigue-erasing blood to the brain.

All investigators agree abstinence from alcohol is a must on such trips. Numerous independent studies all show the reaction-slowing effects from as little as two ounces of whisky.

The Safety Council offers these fatigue-fighting tips:

1. Set a modest goal for a day's drive, starting and stopping early.
2. Stop whenever you feel drowsy or muscle strain. Drink water, walk around, breathe deeply.
3. Break the monotony of uninteresting stretches by singing, playing word games, license plate games or listening to the car radio.
4. Keep your car well ventilated.

Bruce Blossat

President Juan Peron of Argentina evidently was saved from political ruin this time by the loyalty of his army—a loyalty he had taken drastic measures to insure. In the view of experts, he may not fare so well in a future revolt.

It is almost axiomatic to say that a dictator who crushes a rebellion emerges stronger than

In The Day's News

(Continued from Page One)

by way of a contention that a Portland ordinance outlawing the machines doesn't apply to those which are not coin-operated.

When the ordinance became effective a number of pinball operators plugged the coin slots and took their case to court. They got a temporary restraining order that prohibits police from seizing machines that are not operated by coins.

The point will be argued at a hearing now underway.

I'd say the big question involved is this:

Can you GAMBLE on 'em, or can't you? As a strictly lay opinion, if you can't gamble on 'em they aren't illegal.

I think perhaps we'd better add that if you can't gamble on them nobody will play the things and the issue will settle itself.

From Washington: Army Secretary Robert Stevens has resigned. President Eisenhower has nominated the general counsel of the defense department, Wilbur Brucker, to succeed him.

Brucker is a former governor of Michigan, and has been general counsel at the Pentagon since April, 1954.

I suppose that's hot political news and will get a big play in the headlines. The thing that makes politicians tick and the political machine run is WHO GETS WHAT JOB — AND WHY.

I'll have to confess I'm not much interested in that phase of politics—other than in getting good men to run our government. If we get good enough men to run our government, the future will be bright enough to satisfy all of us.

Significant news:

General Motors President Harlow Curtice announces this morning that GM is undertaking a new expansion program calling for capital expenditures of a HALF BILLION dollars. The new program, he said, will be substantially completed by the end of next year.

He added: "This program is a measure of our company's faith in the country and its future. It will enable us to make a full contribution to a strong and expanding national economy."

Money, you know, TALKS.

It's easy enough to get up before a microphone and allow that IF OUR COUNTRY IS RETURNED TO OFFICE everything will be lovely and the goose will hang high, but it's something else again to back one's faith in the future with plenty of hard-earned cash. In the long run, those who back their faith in the future of our country with cash will be better for all of us than those who back their faith in the future with words alone.

HEALTH INSURANCE SPREADS
NEW YORK — About two out of every three Americans—101,400,000 men, women and children—were covered by some form of voluntary health insurance at the last count.

The record figure was announced Wednesday by the Health Insurance Council, a group of nine associations in the insurance business.

ever. Some of the best judges of Argentine affairs say that probably this will be the result of Peron's successful routing of the revolutionaries who touched off the biggest uprising of his regime.

But these same judges believe that Peron has been weakened in the long run, not alone by the abortive result but by his bitter battle with the Catholic church. They are convinced there will be another assault upon his government one day and that it will succeed.

Peron's power today rests partly on the army, partly on a strong police force, and partly on government-dominated labor unions managed by his stooges. Of these, the army is, of course, the most crucial element.

It was unlikely any revolt would succeed which did not enlist the army. This newest insurgency did not. As nearly as can be figured, navy and air-force men led the assault. The navy was the principal factor, but the use of jet planes in one of the two bombing attacks on the government palace indicated the cooperation of at least some air force personnel.

At first glance the loyalty of the army might seem utterly discouraging to any future prospects of removing Peron. But examination discloses that this loyalty may be a fragile thing.

To insure it, Peron has eliminated many officers who might conceivably threaten his position. He has scattered army units about the country, and kept them separated from their munitions and motor fuel.

But these are not insurmountable obstacles to revolt if a true underground movement should develop within the army. The elements of successful rebellion exist within this force and the trained activists of his labor stooges.

Peron's campaign against the Catholic church, to which the great majority of Argentines belong, may contain the seeds of his ultimate downfall. In taking on the powerful adversary, he may have bit off more than he can chew.

If time shows that he has thus overreached himself, that the people do not support this bold bid for absolute power, then the army may take its cue and the dictator may at long last be crushed.

Men who know Argentina well believe this will happen. Free men elsewhere in the world, anxious for the strengthening of liberty in every corner of the globe, hope it will.

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Rising Prices Of Pork, Lamb Place Beef In Spotlight

By THE ASSOCIATED PRESS

Skyrocketing prices of pork and lamb put beef in the spotlight again as the week's best buy for thrifty eating.

Almost everywhere you'll find beef featured prominently on supermarket lists of week-end specials.

While beef prices are generally about the same as last week, prices of pork and lamb are sharply higher. Prices quoted by one major food chain for center cut pork chops are up as much as 10 cents a pound in some cities; roast leg of lamb is up 2 to 4 cents a pound.

Frying chickens are up a little from last week in some cities, down in others.

To round out summer menus, the budget-conscious housewives can select golden corn from Florida (one big chain is offering five ears for 25 cents), or new crop potatoes from Virginia, the Carolinas or California.

Vegetables tagged as "outstanding buys" by U.S. Department of Agriculture food specialists include beans, cabbage, peppers, beets, radishes, green onions and green or yellow squash.

Salad greens listed as plentiful and cheap include iceberg, "big

Boston" and romaine lettuce, endive, and escarole. Other vegetables bargains this week: cucumbers, cauliflower, asparagus and peas.

Fruits and berries from the Southwest are coming to market in greater volume and at lower prices.

McKenzie Pass Opened To Traffic Thursday

SALEM — McKenzie Pass, on the trans-Cascade highway between Eugene and Bend, was opened at 8 a. m. Thursday after being closed for the winter by snow.

Snowplow crews battled for weeks against the unusually heavy snow drifts.

The opening of the pass is later than usual, but is not the latest date.

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