

The News-Review

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COUNTING CHICKENS

Charles V. Stanton

Oregon editors, I note in exchanges coming to the editorial desk, are engaging in much conjecture concerning the forthcoming political battle for the senatorial seat now occupied by Senator Wayne Morse.

Every discussion I have read to date assumes the contest will be between Morse and a Republican candidate. It is generally believed that Governor Paul Patterson will be the Republican nominee.

I am not one who subscribes to the somewhat popular myth of Morse's invincibility. In fact, I'm wondering if perhaps some of the editor's aren't counting chickens before they're hatched.

Morse hasn't won the Democratic nomination yet. I'm of the opinion he could be beaten in the primaries, provided a popular conservative Democrat should offer a contest.

I agree with the editor of the Grants Pass Courier in his statement that:

We are equally certain that a considerable segment of the Democratic party will not vote for Morse, some because he is too radical, some because the man has done so many political flip-flops that they do not trust his present asserted Democratic party loyalty, some because they believe he is pure demagogue and some because they believe he is so egotistical that his judgment on important public issues is warped.

Conservative Might Win

Many Democrats are unhappy over the fact that the Socialistic wing has gained control of the party.

Socialists have been vigorous in their condemnation of what they called Oregon's "one-party system." But one reason we have had so many Republican victories, in a state where registration is so evenly balanced, is that many conservative Democrats will not support socialistic nominees.

The Democratic party has a good many conservative members with excellent records in public service. If one of these men, in whom conservative members have confidence were to be a candidate at the primary election, it is my opinion he would have a very good chance to beat Chief Bigmouth for the nomination.

It also is entirely possible that such a nominee would have a better opportunity in the general election than would Morse.

The editor of the Pendleton East-Oregonian says: It is our opinion that the key to the outcome of this contest, that will attract nationwide attention in 1956, is not the Republican party's candidate but how many Republicans still think Wayne Morse is an able senator. That's granting that 99 per cent of the Democrats will support Morse. We believe they will, but their votes are not sufficient number to elect him. He will have to have some Republican support to win.

As has been shown in recent elections, neither party votes a straight ticket. I doubt that Morse will get anywhere near 99 percent of the Democratic vote. The Republican party, however, also has its "liberals," some of whom, of course, would support Morse, but probably a greater number would turn to a conservative Democrat, if one were to be nominated.

Positive Campaign Urged

Editors quite generally are in agreement that the Republicans, if they expect to beat Morse, must wage a positive campaign. Republicans in the past have concentrated too heavily on beating the opponent rather than electing their own candidate.

Says the editor of the Eugene Register-Guard: That's one of the things that went wrong last fall. Republicans were trying to "beat Neuberger" more than they were trying to "elect Gordon." Most of their campaign was pitched at running down the Democratic candidate, while they said little about the man they had put up against Sen. Neuberger.

We heard Doug McKay talking about this very thing one time. Urging Republicans to "accentuate the positive," Mr. McKay recalled, "When I was selling Chevrolets, do you think I ran down Fords? Heck, I didn't even know they made 'em. I sold my own product."

Republicans will be more assured of success in 1956, we suspect, if they take the advice of Republican Douglas McKay. The advice to "accentuate the positive," I believe, is good advice in any campaign, regardless of who the candidates may be.

But let's not be too sure that Morse will be the Democratic nominee. Sure, it looks that way now. But I'm of the opinion the Democrats may decide they want someone who doesn't turn his coat and change his hats quite so often.

Hal Boyle

NEW YORK (AP) — Most new houses being built today have a recreation room. What they really need is a medicine room.

Every home today is a small drugstore.

It overflows with scores of tubes and bottles and jars of medications, lotions and cosmetics which the average human being now feels he needs to keep himself physically fit and socially acceptable.

The American people never have been more healthy—and never have taken more medicine. Some people now get their main exercise simply by the muscular effort expended in taking the medicines to keep themselves feeling well—or applying the toiletary aids which they hope will make them look less tired.

A man's social status today is judged as much by the diseases he boasts as by his bank account. You never can be sure how far he really has risen in the world until you get a peek into his bathroom medicine cabinet.

The trouble is that no medicine cabinet is large enough any longer to hold the jumbled drug hoards of a civilized family.

I can remember as a boy when the old-fashioned small bathroom medicine cabinet in your home was quite ample. It held a jar of vaseline, a tube of toothpaste, a box of baking soda, a razor, a case of shaving soap, a bottle of iodine, a package of absorbent cotton, a can of talcum, a roll of

gauze and some adhesive tape. Oh, yes, and some boric acid solution and a small tin of aspirin tablets.

This small stock served the health needs of a family of seven. It enabled one to bandage a cut or ease a headache.

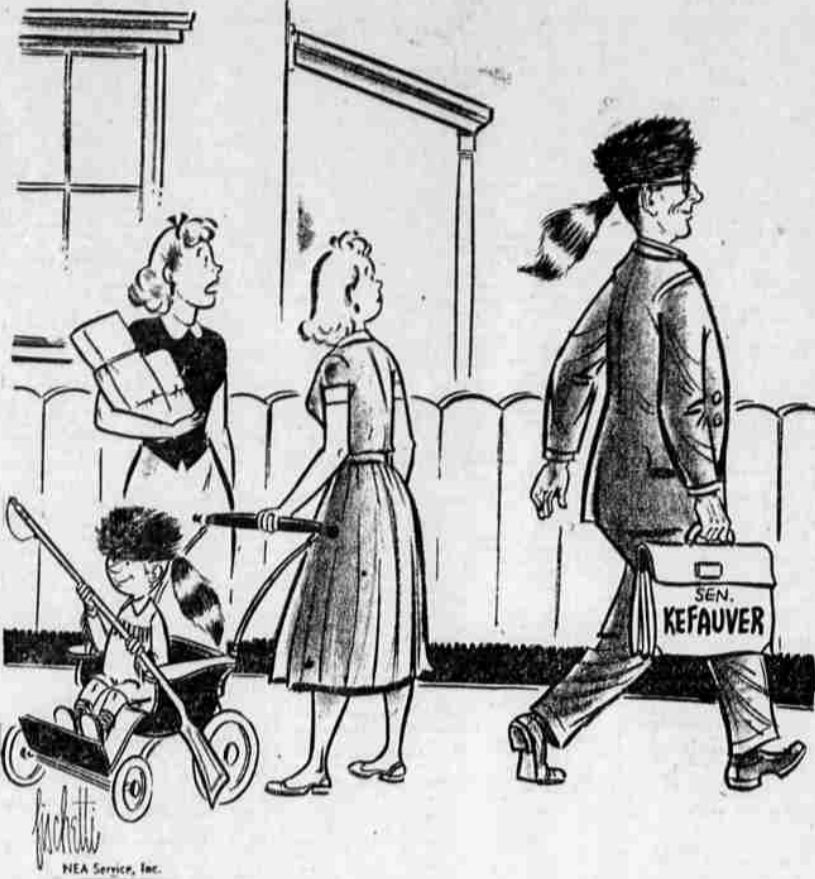
But in those simple days, when you got your vitamins from groceries instead of from a druggist, health was taken as a matter of fact. It hadn't become either a hobby or an industry. You didn't worry yourself sick over the question of whether you were healthy.

Today the ordinary home contains enough medical and toiletary supplies to furnish the clinic of a generation ago.

They overflow the bathroom into every room in the house and down into the basement. A modern man never throws away unused medicine after an illness. He simply puts it away somewhere. Like a squirrel hiding an acorn, against a future emergency.

The other day I opened my crowded medicine cabinet. A bottle of scalp lotion I bought in London in 1944 tumbled out and bruised my head. (The British druggist had assured me it was "good for

"Isn't He a Little Old for That?"



NEA Service, Inc.

In The Day's News

(Continued from Page One)

PEOPLE ARE PEOPLE, no matter how exalted or how humble their station, this could become a much better world to live in.

Old Haakon (the seventh) is quite a character. He became king of Norway in 1905 — just a half a century ago. It happened like this:

The Norwegians were hot stuff in the time of the Vikings. But they fell upon evil days. In the 1300's they were decimated by a series of terrible epidemics and became so weakened that eventually they joined up with Denmark.

That union lasted some three centuries, but in time the stubborn spirit of independence bequeathed to them by their Viking ancestors asserted itself and they pulled loose from the Danes (under considerable pressure from Britain) and teamed up with Sweden.

The partnership with the Swedes never did work too well, and by the 1890's the Norwegians and the Swedes were drifting toward war. In 1905 the Norwegian parliament took the bull by the horns and elected Prince Carl of Denmark king of Norway.

Prince Carl had a mind of his own and declined to be king of Norway unless there was clear evidence that the people of Norway WANTED him as king. They held an election and the people voted for him almost unanimously.

He accepted the Norwegian crown under the name of Haakon VII. It all turned out very well indeed, and for 50 years Haakon has retained the confidence and the respect and the faith of his people. He kept them neutral in World War I, and tried to keep them neutral in World War II, but Hitler invaded his country and the fat was in the fire.

But he came back strong in the end, and since the end of World War II Norway has been doing very well.

Here's the moral: When you can get the RIGHT KIND OF MEN RUNNING GOVERNMENT, the people are happy and prosperous and the goose hangs high.

falling hair" and it was: everytime I APPLIED IT THE FALLING HAIR FELL OUT FASTER.

"Where's the liniment?" I called to my wife, rubbing the bump on my forehead.

Well, after a long search Frances finally found it in the medicine cabinet in HER bathroom, hidden behind a jar of face cream and the eye lotion guaranteed to relieve TV optical fatigue.

That illustrates another peril of having medicine diffused all over the place. A fellow, stricken by a real emergency, could crawl from room to room, pawing through bottle after bottle, and die without finding the one he needed—particularly if his wife weren't there to help him.

Also, modern medicines are changing, and the so-called modern home isn't suited to store them. For example, suppose you have a bottle that says, "keep in a cool dark place." Where do you put it? In the refrigerator, naturally.

But what happens when you open the refrigerator to see if the medicine is keeping cool? The light flashes on, and you can almost see the bottle shudder as it cowers in search of a dark place. The old-fashioned lightless icebox was more practical.

No, in bringing the drugstore into the home we have only gone half way. What we need now is a full-size room specially built to give everything from throat lozenges to high-fidelity vitamins and true-blue skin hormone creams exactly the right living conditions they should have.

The final step, of course, will be to staff the room with a professional pharmacist and an interne, and provide living quarters in your house for them too.

Then a man can reasonably expect to stay healthy at home, independent of either hospital or drugstore.

Peter Edson

WASHINGTON (NEA)—American flag international airlines are now blaming the U. S. State Department for what they call the "giveaway" of New York - to-Latin - America air routes to the revived German government Lufthansa airline.

Following the demands made by the Senate Commerce Subcommittee under Chairman Warren Magnuson (D-Wash) the U. S. airline representatives will get another chance to protest against the Civil Aeronautics Board decision in this case.

CAB made a unanimous 4-0 recommendation to give Lufthansa Caribbean and South American routes as well as a polar route to San Francisco or Los Angeles. Board Member Josh Lee was in Japan. Member Joseph P. Adams protested that the State Department used undue interference on the board, but in the end he voted with the majority. Chairman Ross Rizley thinks the board won't change.

NOBODY AT THE WHITE HOUSE and no Cabinet officer can be blamed for any part of this one, as they were in the Pacific route case earlier this year. This was entirely a State-CAB deal. But the inside story on how the negotiations were conducted sheds slightly different light on what has become a celebrated case.

CAB Member Chan Gurney, a former chairman, was the chief negotiator of the German agreement. He reported to the full board daily, so they were kept constantly advised of progress.

Edward Bolster, deputy chief of Transportation and Communications, was chief negotiator for the State Department.

ATA — the Air Transport Association of U. S. commercial airlines — was represented by Paul

Reiber. He sat in as an observer at all sessions and reported the carriers' position on all issues.

Before the board took up the German application for air route certification, however, the American airline representatives were called in. These were not star chamber sessions, therefore, as has been charged.

STATE DEPARTMENT representatives made clear from the beginning that they would not interfere with CAB in its decisions on which routes the Germans should get.

The Germans had initially applied for practically every route it was within the power of CAB to grant. Gurney refused to give all these rights. On June 8 it looked as though the negotiations would break down.

The State Department team came over the next morning and made a new plea of more liberal treatment for the Germans.

After the State boys left, CAB went into another huddle and came up with a new position. This was acceptable to the Germans. But Reiber of ATA learning of it then for the first time, filed violent objections.

IN DEFENSE OF THE CAB findings, Gurney says Lufthansa will be authorized to make only through flights, Germany to Boston, New York or Philadelphia and on to Latin-American points, or return. This is the long way round. Present indications are that the traffic will justify one flight a week, says Gurney, or maybe two later on.

In return for this, the U. S. Trans World Airline will be given German authority to fly Frankfurt to Zurich and beyond.

Pan-American World Airways will get everything it now has on temporary certification.

What really burned the American carriers was that they were not given a chance to protest and urge reconsideration after CAB had reached its decision. But there's small chance to change it.

WASHINGTON (AP) — The Senate Armed Services Committee unanimously approved a \$2,357,317,500 military construction bill Thursday authorizing hundreds of items for defense construction around the world.

Numerous changes were made by the Senate group in a similar bill previously passed by the House.

Sen. Stennis (D-Miss) said these included addition of 27 million dollars to expand airfields and shops that will be needed for the speed-up in production of the new heavy long-range B52 bombers.

Another 14 million was added to the bulky bill, Stennis said, to expand secret facilities of the Aircraft Warning Service of the Air Defense Command.

These include operations intended to detect and defend against possible enemy air attacks.

Decreases made by the Senate committee in projects previously voted by the House still left the Senate bill more than 11 millions below the House total and some 33 millions below budget requests.

Stennis said the bill will be called up in the Senate Friday.

Farmer's Family Escapes Injury From Jet Engine

KALAMAZOO, Mich. (AP) — A farmer's family escaped injury Thursday when a flaming engine, which reportedly fell off a B47 jet bomber, landed less than 100 feet from their home.

The Grand Rapids Air Defense filter center confirmed reports that the engine caught fire while the plane was on a routine flight. It said the crippled craft made its way back to its Lockbourne Air Force Base in Ohio, but declined further information.

William Stillings said his family was awakened as the engine, making a loud whistling noise, fell in flames.

Reader Opinions

More Support For Future Parades Said Answer

ROSEBURG — In answer to Evelyn Williams' assertion of "risque" rodeo parade entries, I would like to suggest that she, and anyone else dissatisfied with the type of entries in the parade, get together and enter some exhibits and floats themselves of the type they feel are more broadening for the minds of our youth. By so doing, they would help in years to come for the parade to be an even greater success.

But by merely finding fault with the efforts of others, and writing degrading articles, she is not adding to anything but her own ego.

I saw the parade and felt that most of the people there received it all with the same good nature it was meant to arouse.

All the parade needs, I believe, is more interest on the part of townspeople, merchants, clubs etc., so that we will continue to have even larger and more beautiful parades in the future.

R. B. Brejcha
Roseburg, Ore.

Boxcar Shortage Eased, Reports Heltzel Of PUC

SALEM (AP) — The shortage of box cars for Oregon's lumber shippers has been greatly relieved, Public Utilities Comm. Charles H. Heltzel said Thursday.

Heltzel said that last week the Southern Pacific Railroad was able to provide 79 per cent of the cars requested by the lumber industry, compared with only 57 per cent in the week ended June 6.

Heltzel gave the credit for the improvement to the 14-member emergency transportation committee appointed by Gov. Paul Patterson.

The committee held its first meeting in Eugene June 10, and Heltzel said the improvement began immediately.

During the week ended June 13, the railroad was able to supply 71 per cent of the cars ordered, and the figure jumped to 82 per cent during the week ended June 20.

Last week, shippers ordered 4,484 cars, and the railroad supplied 3,541.

The committee, Heltzel said, is accomplishing its objective principally by maintaining pressure on the railroad to bring empty cars into Oregon.

The next meeting of the committee will be in Salem July 5.

Heltzel announced he would supply weekly car shortage figures. They will be broken down according to the various divisions of the Southern Pacific.

TAKE CHURCHILL ALONG

LONDON (AP) — The Evening Standard suggested Thursday that Prime Minister Eden take Winston Churchill along with him to the Big Four summit talks next month in Geneva as an adviser.

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1953 Hudson Fordor Sdn.
Hornet series. Radio, Heater and Dual Range Hydromatic. 37,000 miles. Priced over \$200 under the average retail book value. No. 2064. Was \$1395 **\$1300**

1949 Dodge Tudor Sdn.
Heater, 2-tone paint. Transportation plus in this one. You can't lose at this figure. No. 2187. Was \$395 **\$300**

1953 Ford Customline Tudor
Radio, Heater and Overdrive, 6 cyl. Clean and neat. Low miles. Your old car will go a long way towards making the down payment. No. 2069. Was \$1495 **\$1325**

1952 Ford Custom Tudor Sdn.
Radio, Heater and Ford-o-matic. Completely reconditioned and guaranteed. No. 2159. Was \$1195, now **\$1095**

1952 Plymouth Tudor Sdn.
Radio and heater, low mileage. Guaranteed Satisfaction. No. 2123. Was \$995 **\$895**

1951 Studebaker Fordor Sdn.
Auto-matic, Radio and Heater. Just installed new transmission. Sharp and snappy. No. 2202. Was \$895 **\$795**

1950 Plymouth Sdn.
Radio and Heater. Slick. Truly a nice car. Trade in that old buggo today and take home a car you will be proud to own. No. 2118. Was \$695 **\$595**

1952 Mercury Monterey Fordor
Merc-o-matic and heater. We sold this one new. One owner car with low miles. No. 2183. Was \$1695 **\$1595**

1953 Cadillac 62 Fordor
Equipped with electric windows, power seat, hydromatic, radio and heater. Premium white sidewall tires. 27,000 actual miles. Priced right on the book. **\$3195**

1953 Mercury Custom Fordor
Owned by local physician. Only 12,000 actual miles. Beautiful jet black finish with bitter-sweet top. Absolutely like new. Was \$1895 **\$1795**

1954 Ford Custom Fordor
Run only 12,000 miles. Drive it and inspect it thoroughly and you'll agree it is like new. A real value. Was \$1895 **\$1795**

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