

The News-Review

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SHORT ON SYMPATHY

Charles V. Stanton

While Southern Oregon newspapers contend that the Southern Pacific Co. has failed in its public responsibility, through refusal to provide an adequate passenger service to this area, sympathy of Willamette Valley newspapers appears to be with the company.

Here in Southern Oregon we believe the Southern Pacific could reduce its passenger deficits by substituting a modern operation. It is generally agreed that no great loss is to be suffered by removal of the Nightcrawler, which no one would use except through absolute necessity.

The Oregon Statesman, published in Salem, points out the shift from railroad to highway and air travel, and states that all American railroads "may decide to abandon this type of transportation to competing means of travel." The editor continues: "If people do not patronize the trains, there seems little reason to require the roads to run them."

The Capital Journal, also published in Salem, cites the fact that railroads are concentrating on "better, faster trains on the long main lines," while abandoning branch and secondary lines. "They serve few people," says the editor, "and do not serve them well," which, in the case of the Nightcrawler, I might add, is the understatement of the year.

Good Ol' Days Recalled

J. H. "Rip" Van Winkle, writing in the Oregon City Enterprise-Courier holds the opinion that "even with new equipment, faster schedules and lower Pullman charges, the old main line from Eugene to Ashland couldn't attract sufficient patronage to encourage the railroad company to retain services."

"Rip" should have seen that "improved" equipment to which he refers. Some of it must have been used for troop carriers during the Spanish-American war. (Of course, that might be a slight exaggeration.)

But in his mention of the Nightcrawler, "Rip" waxes poetic:

Time moves, the new replaces the old, and one by one, some of the cherished experiences of childhood, although ever bright in memory, fade into the limbo of things that are no more. First it was the famous "Shasta Limited," now it is that great train's beggarly successors that feel the axe of progress. There will be no more Cow Creek Canyon passenger train wrecks, mail robberies in the Siskiyou mountains and children selling striped bags of shiny cherries on the Ashland depot platform. No more will the wail of the picturesque and awesome locomotive whistle drift through the night in a cloud of smoke and steam on the wings of a sou'wester.

Though nostalgia may mark the passing of the Nightcrawler, Willamette Valley towns, with fine modern trains giving three schedules each day in each direction, and enjoying a competitive freight situation, haven't much sympathy for Southern Oregon, which for years has suffered at the hands of a monopolistic, unsympathetic and uncooperative rail line. For, although its local officialdom is extremely friendly, in keeping with the company's assumed title, Southern Oregon's industrial potential has been kept bottled up, the area is discriminated against in the matter of short-haul freight rates, has received the short end of previous car shortages, has been bullied and threatened, and pushed around at will.

Possibly—no, probably—we are somewhat prejudiced in this area. We acknowledge that passenger service is not a profitable part of modern railroading. Had the Southern Pacific company in past years been a little more cooperative in aiding in our industrial growth, had it helped develop some of our potential site areas, had it shown some inclination toward responsibility to the public it is supposed to serve perhaps we would not now be so bitter.

But our long stay in the deep-freeze, the discriminatory freight rate structure that so long hampered our economy, the deliberate withdrawal of even a semblance of decent passenger service and many other abuses have long rankled the population of this area.

Consequently, we lack the tolerant sympathy evidenced by editors in cities to the north.

Hal Boyle

NEW YORK (AP) — Curbstone reflections of a pavement Plato:

What this country needs is half a million naperterias. What is a naperteria? Well, actually it hasn't been invented yet. But it is something like a cafeteria and a garage.

In a cafeteria you serve your self food; in a garage you park your car. But in a naperteria you park your tired old body, take the weight off your feet and mind, and serve yourself some sleep—in other words, it's a place where you can take a nap.

The naperteria is today perhaps civilization's greatest health need. As any doctor knows, half the tired feelings in America would disappear if people got one more hour of sleep every day.

The immediate query arises: "Well, in that case why don't people get that extra sleep at home?" And the obvious answer, of course, is that it is impossible. The modern home is a great place to visit, but a poor place to live in—that is, when a man is looking for sleep. Too many other interesting things to do in it—like watching television, throwing parties or listening to the quarrels of neighbors in the apartment next door.

Can't Be Done At Home
Every try to take a nap at home? Can't be done. Inside, the phone rings, the vacuum cleaner growls in the rug, the electric dish washer groans and bubbles, the automatic laundry machine gushes and grinds as it tears apart your soiled shirts. Outside, dogs bark, birds bellow in the trees by your bedroom window, and merry sounds float up from neighborhood children assassinating each other at play.

Besides, the average working man really needs his hour-long nap

most right in the middle of his work day.

There is a prejudice in this country against taking a nap after a lunch. It is regarded as sissy and vaguely un-American. But the custom of the siesta, popular in Latin American lands, is an honored and sensible one.

Winston Churchill decided in his youth that the human body was ill-adapted to eight hours of steady attention to a task. All his life he has taken a daily refreshing nap.

Thomas Edison, who once said he only slept four hours a night, also took regular naps. Both Churchill and Edison managed to live to a ripe old age, and got three times as much work done as the ordinary man.

As Simple As This
As employers so far haven't put in office naperterias, the naperteria seems the best solution.

Here's how it works. You waddle into it after a heavy lunch, plunk down your quarter of half buck, and lie down on a slowly moving belt.

The belt carries you along until you come to a rest cubicle containing a bed and a comfortable pillow. You roll off the belt onto the bed and a soundproof door descends.

There is a button you can push if you want soft music. You fall into deep dreamless sleep. Exactly an hour later, musical chimes waken you and a door on the other wide side of the cubicle automatically rolls out of bed onto another moving belt that takes you back down-



DAN MINDOLVICH

Bruce Bissat

Next to a cozy fire on a cold winter's night, a congressman finds nothing so comforting as the prospect he will be able to offer the voters a tax cut in an election year. But that prospect is growing dim for 1956.

The matter came up not long ago when Secretary of the Treasury George Humphrey was testifying before a committee on extending for another year the temporary 218 billion dollar federal debt ceiling. He indicated that if the debt could be pushed no higher, proposed tax reductions for 1956 are doubtful.

The secretary said that with the present outlook for intake and outgo of federal revenues, the government would be lucky to scrape by while staying within the limit.

Lawmakers like Senator Byrd of Virginia believe that a tight ceiling is one way to compel government economies. The permanent limit is 275 billion dollars and Congress is reluctant to authorize a higher one—except temporarily.

The only trouble is that Congress itself goes on voting liberal sums of money for a great many federal projects, some quite dear to the lawmakers' hearts. They have shown no real disposition to take the responsibility for saving, but rather have passed the buck to the executive branch.

What they say in effect is: "You fellows in government must save enough to keep within the debt limit. Don't ask US how. You figure it out."

The result, of course, is that often cuts have to be made which go to the core of useful federal services, while Congress takes credit for seeming to have maintained them at adequate levels.

As a matter of practice, too, the current, temporary increase in the debt ceiling is so modest that it has forced the Treasury to undertake a number of makeshift devices, some of which might look strange for a small country bank.

The Congress is trying to have its cake and eat it, too. It wants to go before the country as a body

of economy-minded members who never forget their friends. Sometimes that's a hard combination to realize.

The issue of taxes in 1956 may end the game in its present form. If any marked reductions were to be voted at the same time new borrowings were limited by the 218 billion dollar debt ceiling, the government would really be up against it.

The alternatives then would be either that the government would go broke or would begin slashing deeply into bone and muscle.

The year 1956 looks like a tough year for politicians. They may have to offer the voters the barest token of a tax gift. Such modest giving is undoubtedly against their union rules. But sometimes the realities intrude harshly on even the best-made plans.

Portland Pinball Operators Are Found Guilty

PORTLAND (AP) — Ten operators of shops and taverns were found guilty of illegal possession of pinball machines here and were fined \$50 each.

Municipal Judge John J. Murchison, in finding them guilty, rejected arguments of their attorneys that the machines were not affected by Portland's anti-pinball ordinance since the coin chutes had been removed.

The judge did not rule on the legality of machines from which the coin slot had been removed entirely. He said that should be decided at another trial. He also declined to rule on the legality of confiscating the machines.

He said the city's drawn-out controversy with pinball operators could be eliminated by a new ordinance which would plug the present apparent loopholes.

City Commissioner Stanley Earl did just that Friday and filed for council action an ordinance designed to outlaw any kind of pinball game if it has any "inherent element of chance."

Earl and Councilman Raymond R. Bean meantime have announced that they will not vote to grant or renew licenses for taverns in which pinball machines are permitted.

Scotch-Soda 'Sissy' Drink, 'Russian Says

DES MOINES (AP) — Aleksander Yezhevsky, one of the Soviet farm delegates, thinks Scotch and soda is a sissy drink.

"This stuff couldn't down a man!" he exclaimed.

He looked at his glass with great doubt when an American newspaperman present at a cocktail party for the Russians here Sunday evening explained that Scotch and soda has downed many a good man indeed.

He still didn't believe it. Yezhevsky is a big machinery industry executive. His interest is in the American farm machinery industry. He wants to visit a series of American farm machinery plants.

A member of the Soviet farm delegation Monday said the Soviet Union might wish to purchase American farm equipment.

BANKRUPTCY ASKED

Petition for bankruptcy has been filed in U. S. District Court, Portland, by the Douglas County Creamery, Roseburg.

The petition listed debts of \$42,221.13. Representing the company is the Roseburg law firm of Geddes, Felker, Walton & Richmond. Sale of the business had been reported several months ago to Medo-Land Creamery, Eugene.

In The Day's News

(Continued from Page One)

and forth like giant dragonflies, taking advantage of the gap in the mountains.

It's no wonder that Portland is a city. The wonder is that it isn't the Pacific Coast's greatest city. I think it may be when the basin of the Columbia river—which, for all practical purposes, is the Pacific Northwest—comes finally into its own.

Here's a picture of water transport they're already seeing up there.

The Columbia is navigable now to Bonneville dam. Bonneville dam slacks the water to The Dalles dam. The Dalles dam will slack it to the proposed John Day dam, which will slack it to McNary dam.

And so on. Eventually, if all the plans go through there will be navigable water all the way to Lewiston, on the Snake.

Will inland water transportation be an important factor in the world of the future?

Who can say?

There is the Mississippi, which once was the great artery of commerce for the whole vast Mississippi valley, but DECLINED in importance when the railroads came, with SWIFTER transport.

But now the Mississippi is coming back again into the picture. And ocean ships come up the St. Lawrence into the Great Lakes. Because of that fact, Chicago hopes to take New York's place as America's No. 1 city.

And look at Europe, which is very old. The volume of its commerce that moves on its rivers and its canals is immense. Who knows what canal transport on the Columbia may mean in the generations of the future?

A word more as to these dams that are slacking the Columbia's waters to Lewiston and perhaps farther.

They are pouring out an increasing volume of kilowatts. Whatever we may say of water transport, we can be fairly certain that POWER will be the dominant factor in the industrial developments of the future.

All along the Columbia, the skyline is laced with the tracery of electric power lines. These power lines are feeding POWER down into the Lower Columbia area and the Puget Sound area.

Where power is in abundance, INDUSTRY GOES.

Here in Southern Oregon we are rich in raw material resources—saw timber, pulp timber, strategic metals, crops, etc. These resources will require POWER for their full development.

If we have power enough, our resources can be developed. If we don't have power enough, they won't be developed and ours will remain a semi-barren economy—shipping the bulk of our raw materials away to be processed somewhere else.

In our rivers, the Umpqua, the Rogue and the Klamath, we have plenty of power for the processing and the fabricating of our raw materials. We'd better develop the full potential of our falling water.

Advisors Of Oregon Veterans Affairs Named

PORTLAND (AP) — Carl F. Freilinger of Milwaukie is the new chairman of the advisory committee of the Oregon Department of Veterans Affairs.

Also elected at the committee's meeting here Saturday were Dr. A. E. Schilt, Portland, vice chairman, and William C. Dyer Jr., Salem, secretary.

House Votes To Broaden Social Security For Old Women, Disabled Toilers

WASHINGTON (AP) — The House voted overwhelmingly Monday for broader social security benefits for older women and disabled workers and for a new tax to pay the cost.

Many Republicans joined in sending the Democratic-sponsored measure to the Senate, despite GOP charges that it was "rammed down our throats for political purposes."

Democrats countered the bill brings "sorely needed" improvement to the social security system. The vote, under rules forbidding amendments and requiring two-thirds for passage, was 372-31.

The new benefits and taxes would take effect New Year's Day under the House bill. However the Senate is not expected to act on the measure before next year.

The bill, which would add 60 million dollars to payments the

first year, would lower from 65 to 62 the age at which women may get social security benefits and permit payments to disabled workers under the system after age 50.

Higher Tax Future Barrier
The social security tax on some 55 million jobholders would go up one percentage point. That would mean a bigger payment of up to \$21 a year each for worker and employer.

The present law already calls for the combined worker-employer social security tax to rise from today's 4 per cent to 8 per cent by 1975, and the new bill would raise this to 9 per cent. That would make the tax rate so high as to bar future new social security benefits that might be needed more than those in the bill.

A committee report, on the other hand, reflected the Democratic contention that previous congressional studies already have demonstrated a need for the new benefits—and that the new taxes would put the social security fund in a stronger position than before.

Not at issue was the bill's proviso to bring into the social security system about 200,000 professional workers, including lawyers and dentists but not doctors.

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