

# The News-Review

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## CIVIC INVESTMENT

Charles V. Stanton

The Roseburg Indian Club is to be congratulated on the success of its drive for funds to be used in the improvement of Finlay field.

Construction is to start immediately on a grandstand. Additional lighting is to be provided. It is expected the improvements will be completed in time for the start of football season.

But contributions still are needed. Although enough money is on hand to start work, the club does not have enough to assure completion of the job. One unit can be built from funds received to date. Other units will be added as money becomes available.

Attorney Robert Davis, president of the new organization, reports exceptional cooperation from lumber companies of the community. Nearly all materials required for the stand have been donated. Money will be needed, however, for labor and some materials not available through donation.

Davis points out that the club is not organized primarily for improvement to the physical athletic plant. Its chief purpose, he says, is for "the encouragement of all phases of athletics, thereby improving the moral tone of the community."

### Students Given Help

The high school athletic department, says Davis, has done a fine job in "straightening out" some students who appeared to be headed in the wrong direction. Strict rules of conduct have been imposed. Violations meet immediate penalties, even though the team or activity may be seriously impaired.

"It has become an honor to be a member of the football or track team," says Davis, "and the athletes who participate have reason to be proud. When young people have something in which they take pride, they will be careful not to bring disgrace upon it through improper conduct."

Davis points out that if a strong athletic program is to be maintained for the purpose of giving more young people an opportunity to participate, it is essential to have grounds and equipment suitable for all athletic needs. That is the reason a start is being made on improved football and baseball fields and track facilities.

The long range program, the president reports, goes much farther in its concept than building grandstands. It is designed to build character through sportsmanship, and thus improve the whole level of the community in years to come.

Athletes were very discouraged when voters of the district forced a reduction in the school budget, thus eliminating money proposed for needed improvements to the athletic field. Some reportedly took the attitude that if voters didn't have enough interest in an athletic program to provide necessary facilities, there was little reason why any effort should be made to produce winning teams.

### New Inspiration Given

The Indian Club, however, has given a new inspiration. It already has obtained considerably more money than was cut from the budget and is making improvements even more extensive than called for in the budget.

"We're not particularly interested in winning teams, or even in better teams," Davis asserts, "but we are interested in giving our young people better opportunities, better cooperation, and better service. We hope that they, in return, will have more pride in the community and greater desire to demonstrate their pride through their conduct."

Everyone I am sure will endorse the purposes of the organization. But more than mere commendation is needed. The club needs hard cash to carry on its activities.

Every person desiring to help can do so through contributions. Many small contributions will amount in total to a few large ones. Certainly there are few places where dollars can be invested to better advantage.

## Hal Boyle

NEW YORK (AP)—William Mitchell, who is 43, flew ten different types of aircraft as a Navy flight instructor during the last world war and is now one of perhaps 15 men who design America's golf courses.

He is also one of the nation's top sod salesmen. He sells golfer grass — turf for putting greens.

It is a highly specialized field. The firm Mitchell heads has sold some three million square feet — 75 acres — of golf greens grass since 1923 and now has a fourth million square feet growing in a valley near North Sutton, N.H.

"We feel we have the world's largest golf greens nursery," said Bill.

"If all the turf we have produced were unrolled in a strip it would make a highway 1,000 miles long — and that's a helluva long putt."

The entire four million square feet has sprung from a four-square-inch patch of velvet bent, a south German variety of grass planted by Bill's father, an agricultural teacher, 32 years ago.

The grass, which grows awfully and chokes out weeds, makes the kind of thick emerald carpet golfers like. The sod matures in two to three years, then is harvested by being cut into strips a foot wide and four feet long.

The strips are rolled up like rugs, rushed to distant golfing greens by trailer truck. Mitchell's workmen go ahead by plane to prepare the site.

Second Only To Fishing

Golfing is a big industry now, enjoying its biggest boom since the 1920's. Surveys show more money is spent on it than any other sport except fishing.

Mitchell, like many men in the business, credits President Eisenhower for spurring the revival of

interest in golfing, but feels the boom is really just getting under way.

There are only about 7,500 courses in the country," he observed. "About four million people play golf regularly, but there are four million more who would like to."

Bill, who has modernized some 20 old courses, is now building his sixth new course — it's for the Putnam Country Club at Mahopac, N.Y.

"Golf is one thing that hasn't increased in cost," he said. "It used to take 200 men two years to build an 18-hole course. With modern machinery we can do it now with a dozen men in a year."

Because of the increased use of the steel-shafted club and a lighter ball, golf courses now stretch a minimum of 6,500 yards, compared to 5,800 in the old days.

The price tag for a new golf course? From \$100,000 to \$500,000.

He has a nine-hole course on his 500-acre New Hampshire farm. How about his own game?

"At 14 I could shoot in the 80's," he said. "At 25 I was in the 70's, but when I was 29 the Navy upset my life a bit. Right now I can respect the problems of the golfer who worries about hitting 100."

"I've been so busy I don't get much of a chance to play golf myself anymore."

## In The Day's News

(Continued from Page One)

It was brought up by a question from a reporter. The question was this:

"What does the President plan to do — if anything — about the secretary of the Air Force Talbott?"

This was the answer: "The President has not yet made a decision and will not make a decision until the current senate investigation is over."

President Eisenhower then went on to point out that there has been no suggestion that Talbott has been guilty of fraud or wrongdoing in a legal sense. The air force secretary, he added, has performed his official duties almost brilliantly.

But, he went on to say, the actions of a public official must be impeccable from the standpoint of both law and ethics and should avoid giving any IMPRESSION of wrongdoing. And, he said, the senate's inquiry into Talbott's private business activities while in government service raises the question whether a proper standard of ethics has been violated. He said it must be decided whether Talbott used his office improperly or merely used his personal influence in a manner divorced from his office.

The President added, in conclusion, that so far as he is concerned the matter is temporarily in abeyance. He said he would make a thorough study of the matter and then make a decision.

Let's look at it flatly. Under the law, before a man can serve the government of the United States he must divest himself—as did Secretary of Defense Wilson—of all his holdings in business concerns that may do business with the government.

Perhaps that is good. Possibly it is the way it should be done. Perhaps we can't trust ABLE men to serve their government honestly. It is possible that in government we must depend on the services of men of lesser caliber.

But— I'm happy to say— IN OREGON we have found that we DON'T have to do that way.

The membership of our state highway commission, over the nearly four decades in which we have had a highway commission, is an example.

From the very beginning, our highway commissioners have been chosen from among the ablest and best men to be found in Oregon.

In a very large number of cases they have been among the biggest and most successful business men in our state. During the period of their service they have handled what for Oregon have been IMMENSE sums of money and have dealt with all kinds of businesses, including those in which they have been personally interested.

And— During all these years— THERE HAS NEVER BEEN A TAIN OF SCANDAL IN THE PERSONAL DEALINGS OF THE MEMBERS OF THE OREGON HIGHWAY COMMISSION.

Personally, I think our Oregon way has been a GOOD way.

PERSONALLY, I think our Oregon way has been a GOOD way.

## Congress Chat

By HARRIS ELLSWORTH, M. C., 4th Oregon District

The statement made by the President when he signed the bill appropriating money for public works construction projects has brought a flood of inquiry as to how our projects in Oregon may be affected. President Eisenhower signed the bill "reluctantly" and said that with respect to projects on which planning is not completed and final cost estimates are not available, funds for construction will not be released.

In my belief after a series of informal conversations with people in the executive branch of the government that our small appropriations for flood control and navigation projects in Oregon will not be disturbed.

In fact, two smaller projects, not previously mentioned as being included in the appropriations bill, will be constructed this year by the Army Engineers. The 12-foot channel into Winchester Bay costing \$105,000 and the \$147,000 project on Smith River will be taken care of under the appropriations made for projects costing less than \$150,000, which may be expended at the discretion of the engineers.

The idea that this session of Congress will adjourn July 30th seems to have been abandoned. Big and controversial bills scheduled for House action included the bill, some sort of Housing bill, the Upper Colorado reclamation authorization and possibly the hotly disputed bill to amend the Natural Gas Act to take production and gathering of natural gas out from under Federal regulation. By simply counting the hours required for the consideration of that list of big bills and adding the rather sizeable number of hours known to be necessary for the consideration of conference reports and consent calendars it is obvious that the job cannot be done in one working week. Best guess now is August 6th.

There may be a considerable amount of money waiting for you in Washington if you fit one of the following descriptions:

A member of the United States Armed Forces who was captured during the Korean Conflict.

An American citizen who was captured during World War II as a result of service with an allied nation.

An American civilian who was interned in the Pacific area during World War II and previously excluded from compensation by reason of provisions of law now removed.

An American merchant seaman captured during World War II; or

An American citizen or member of its armed forces who lost money in the Philippines through seizure by Japan during World War II.

If you believe that you can qualify as one of these persons, you should write to the Foreign Claims Settlement Commission, Washington 25, D.C., immediately. Do not lose your right to a compensation because of failure to file your application on time.

PERSONALLY, I do not think Mr. Frank Jenkins would permit a department of his papers to be a financial loss without reducing its operation.

As for passengers, I do wish to say I remember many we had who were cheerful and very cordial, which we employ members appreciated, such as Mr. and Mrs. Dexter Rice, George Kohlhagen, Guy Gordon and many others.

The Southern Pacific pays several hundred thousands of dollars in taxes and wages to Douglas County. Most of the wages go to employees in Roseburg. Yet I see some of the business men who never patronized the company condemn the company. Seems to me this attitude is wrong if they want the employees' money.

D. B. Boone  
Roseburg, Oregon

## Youths, 17, Plead Guilty To Murder Of Elderly Man

SPOKANE (AP)—Neal C. Wallen, Spokane, and Nicholas R. Valorz, Colfax, both 17, pleaded guilty to second degree murder Thursday for the April 1 knife slaying of an elderly Spokane man.

The youths, charged in the death of John G. Schultz, 71, also pleaded guilty to three charges each of second degree assault, covering incidents leading up to the early morning killing.

The pair had originally been charged with first degree murder. Prosecuting Attorney Hugh H. Evans recommended that the youth be sentenced to life for the murder and to 10 years in prison on each of the assault counts.

Wallen and Valorz started on their vicious crime spree after returning two girls to their homes following a date that had carried the party into north Idaho, the prosecutor said. The pair met Schultz and the two victims of their "strong-arm" assaults in downtown Spokane.

The body of Schultz was found by an hour along a scenic drive west of the city. Wallen and Valorz who had been arrested earlier in connection with the assault cases, were immediately suspected of the crime.

Wallen, son of a railroad machinist, and Valorz, son of a hospital worker, had both been described as coming from "good" families. Wallen, however, had a long record of minor offenses.

## Oregon Shippers Get All Needed Cars, SP Reports

SALEM (AP)—The Southern Pacific railroad was able to supply virtually all the cars ordered last week by Oregon lumber shippers, Public Utilities Comm. Charles H. Heltzel said Thursday.

The railroad supplied 98 per cent of the cars ordered, compared with 104 per cent in the preceding week. This doesn't mean, however, that the shortage is over, Heltzel predicts it will get worse in August and September, when heavy grain shipments begin.

The shortage was severe in June, and lumber shippers now are ordering 1,000 fewer cars a week than they did then.

Following are the figures by divisions on the Southern Pacific system in Oregon for last week:

1. Main line between Portland and Eugene — 378 cars ordered, 367 supplied, 97 per cent.

2. Sixtyfour line from Eugene to Ashland via Roseburg, Grants Pass and Medford — 2,015 ordered, 2,001 supplied, 99 per cent.

3. Line between Eugene and Coos Bay — 636 ordered, 586 supplied, 92 per cent.

4. Westside line via Newberg, McMinnville and Willamina — 169 ordered, 165 supplied, 98 per cent.

5. Westside line via Hillsboro and Forest Grove — 41 ordered, 49 supplied, 111 per cent.

6. Tillamook line — 165 ordered, 164 supplied, 99 per cent.

7. Toledo Branch via Corvallis and Monroe — 342 ordered, 345 supplied, 101 per cent.

8. Mill City branch via Lebanon — 94 ordered, 99 supplied, 105 per cent.

9. Cascade line via Springfield, Westfir and Oakridge — 315 ordered, 309 supplied, 98 per cent.

10. East side via Silverton, West Stayton and Brownsville — 52 ordered, 52 supplied, 100 per cent.

11. West side, via Independence and Oswego — 194 ordered, 192 supplied, 99 per cent.

Total — 4,402 ordered, 4,329 supplied, 98 per cent.

## EXPENSIVE ENLISTMENT JACKSONVILLE, Fla.

Richard E. Laughner, 21, paid \$1,500 to get into the Marines. He was rejected four months ago because of a nasal defect but plastic surgery which cost him \$1,500 did the trick.

## Vibration Indicators Ordered On Airlines

WASHINGTON (AP)—The Civil Aeronautics Administration has ordered airlines to install vibration indicators in all their Boeing Stratocruisers.

The CAA also has urged that all Stratocruiser operators replace the hollow-steel propellers of the big Boeing airliners with solid aluminum blades, with the vibration indicators as an interim measure.

CAA took the action several days ago as the result of "a whole series of incidents involving Stratocruisers," a spokesman for the agency said Thursday.

The spokesman said the hollow steel propellers have a tendency to break and set up such a terrific imbalance as to tear the engine out of its mount.

He said the vibration indicators, which have already been installed in most of the Stratocruisers, detect and identify an engine vibration quickly enough to enable the pilot or flight engineer to take action to avert engine destruction.

## Conferences Of United Brethren Merged

PORTLAND (AP)—The Oregon and Oregon-Washington conferences of the Evangelical United Brethren were officially merged Wednesday night at Jennings Lodge near here.

About 200 ministerial and lay delegates heard Bishop Ira D. Warner, of Puente, Calif., declare the Pacific Northwest Evangelical United Brethren Conference to be the "legal and ecclesiastical successor" to the former two bodies.

The Oregon Conference was 102 years old and the Washington conference 72 years old. Both had covered about the same geographical territory in Oregon, Washington and Idaho.

## NEW CANNON FOR OLD FORT

ROCK ISLAND, Ill. (AP)—Fort Armstrong, which was established in 1816, again has two brass cannons mounted at the site overlooking the Mississippi River on Rock Island Arsenal Island.

They replace two Civil War iron cannons mounted on wooden carriages. Many repairs were required with the passing of time.

The design of the brass cannons is similar to the mounts used in 1816.

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- '51 CHEVROLET BEL-AIR—New 2-tone '55 colors, radio, heater, very good tires. A sharp hardtop coupe. Better see it now. **\$1045**
- '51 CHEVROLET 4-DOOR—Light green color, white wall tires, radio, heater. Very clean inside and out. A look will convince you. **\$995**
- '50 CHEVROLET DELUXE 2-DOOR—The loudest color calls to you on this Fleetline. It's a sound buy for the price and fully guaranteed. **\$695**
- '53 PONTIAC 4-DOOR DELUXE—Hydraulic, radio, heater, low mileage, very good tires and clean as a pin inside. Better buy a good car. **\$1695**
- '52 PONTIAC 4-DOOR DELUXE—2-tone original white and blue. One-owner car that shows real care. Fully equipped and in very good condition. **\$1195**
- '49 PONTIAC S/L 2-DOOR—Hydraulic, new green paint, custom covers. A good second car at a low price. **\$495**
- '51 STUDEBAKER COMMANDER—V-8 motor, automatic transmission, maroon color, and in the Starline coupe model. It's a real buy at this give-away price. **\$695**
- '51 HENRY J—Overhauled motor, leather upholstery, good tires, 6 cylinders, and a new paint job. Lots of miles per gallon of gas. **\$445**
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- '52 NASH RAMBLER—2-tone paint, one-owner, lots of cheap miles left in this economical car. **\$895**
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