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CHARLES V. STANTON, Editor and Manager
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BYPASS LABEL WANTED

Charles V. Stanton

State Representative John P. Amacher offers a suggestion that has much merit, although good arguments also exist on the other side of the issue.

With the bypassing of cities by the relocation and reconstruction of Highway 99, Amacher proposes that highway sections around towns be labeled as bypasses, and that the highway numbering and designation be retained on the old routes through communities.

He points out that this already is being done at Salem, where the new highway is listed as a bypass. The system, Amacher believes, should be used generally throughout the state and he is submitting his proposal to highway department officials and to the legislative interim committee on highways.

The Roseburg Chamber of Commerce has given its endorsement.

Amacher also is urging that maps, located near traffic exchanges, be enlarged and that parking aprons be constructed to permit drivers to pull off the highway while reading the maps.

His suggestions, he reports, are based on experiences at Winchester since the bypass was built around Roseburg. Amacher operates a motel, trailer camp and trailer sales agency on the old highway near Winchester bridge. His is the first place of business reached by southbound travelers leaving the highway at the Winchester exchange.

Tourists Confused

A considerable number of through travelers are stopping, Amacher says, to seek directions. They appear to be confused, he reports, by the renumbering of the old highway route, and are uncertain of the way of reaching Roseburg.

If the new highway around Roseburg were to be placed as a bypass, as is done at Salem, through travelers would be better informed and more would be diverted over city center routes, Amacher believes.

Highway department officials may be expected to reply that signs now clearly indicate city centers and that, being a federal route, the new highway should carry its official designation throughout.

Amacher's proposals, it seems to me, have much merit. Undoubtedly they would aid the tourist seeking services and would repair at least some of the damage done businesses catering to through travel. Anyone traveling in strange territory and on limited access highways, where no meals, accommodations, gasoline, etc., are available, doubtless has difficulty in locating the proper turnoffs to obtain the services desired. I agree with him that use of the word "bypass" would be of much assistance to the motorist as well as to local business. It seems it should be possible to designate the old highway as an alternate Highway 99 between terminal traffic exchanges—Winchester and Shady in Roseburg's case.

Parking Aprons Needed

Amacher also has a good point in emphasizing the need for paved parking aprons in front of maps at traffic exchanges. These maps are most helpful. But the motorist approaching them should have ample warning through the use of more than one sign indicating that a map is to be found at a specified distance ahead of him, and should have room to get off the highway where he can stop and study the map.

Traveling at 60 or more miles an hour he does not have opportunity to slow down after he sees the map, or, if followed closely, has little chance to get off the highway unless sufficiently forewarned. If several cars are to be stopped simultaneously, considerable space is needed. A paved apron in front of the sign is desirable.

Establishment of a limited access highway throughout Oregon will result in many displacements, numerous changes, and some individual losses. On the whole, however, the change eventually will prove beneficial, I believe. But if something can be done to soften the impact on bypassed communities, while the reconstruction program is in progress, such action is fully merited.

Hal Boyle

NEW YORK (AP)—How would you like to grow a new front tooth?

This is one of my biggest ambitions. It makes no sense offhand, I know.

My friends ask me, "Now, why should a grown man over 40 want to grow a new front tooth? What would you do with it?"

I know what I'd do with it. I'd put a 10-carat diamond in the center of it. And when strangers came up and asked me, "Man, where did you get a diamond like that?" I'd reply:

"Never mind the diamond. You can get diamonds bigger than that wholesale. Let me tell you about the tooth."

And don't think they wouldn't be interested in hearing about it. Many people go through their whole lives without ever getting a chance to have a heart-to-heart talk with a man who grew a new tooth after 40.

Maybe you yourself are one of those who haven't had this privilege.

Well, supposing I grew this tooth, and you attended some snappy social source, and you saw me standing there, smiling my happy toothy grin.

And supposing you whispered to someone, "Who's the dolt over there who looks like he swallowed a headlight?" and supposing you heard in whispered reply: "You mean you haven't heard of him? Why he's the fellow who grew a front tooth after 40!"

Your social aplomb would vanish, your ecstacy would be shattered in an instant. Don't tell me you would stand there sneering and making cutting remarks such as, "Some people will do anything to gain attention. Pray, why didn't

he sprout a tail and become a real sensation?"

No, sirree, you might think those things—but you wouldn't say them out loud. Who are you to stand alone against the crowd?

Just like all the others, you'd grab the first possible opportunity to be introduced to me. Then, in the very next breath (in violation of all Emily Post's etiquette edicts), you'd blurt out:

"Is it really true you grew that handsome new front tooth after 40? Please tell me how. Did you go on a special diet? Did you put an old tooth under your pillow at night? Does sleeping on your face help?"

And believe me, madam (I am assuming you are a lady, but if you were a man it would make no difference), you would get no information from me.

The only way I know to grow a front tooth after 40 is by the exercise of iron determination. To only a few of us is given that kind of willpower, and—begging your pardon, ma'am—I'm afraid you were short-changed. The best I can do for you is recommend a good dentist."

You might think me a cad for having this attitude. But I don't mind—any more than I mind the opinion of people who jeer at

my tooth-raising dream.

People like you simply haven't thought the problem through. And the problem is this: Middle-aged people run out of new things to talk about and new ways to impress others.

The simplest way I know of for a middle-aged person to solve this problem—to get himself looked up to and listened to—is to grow a new front tooth. Now isn't that really true?

The reason why, if he does sprout the tooth, he can't share his secret is selfish but equally simple. If everybody over 40 suddenly began to erupt with a new tooth, it would be a 9-day wonder, and by the 10th day there I'd be—just another middle-aged non-entity again.

(Editor's note: We can't see why a guy with two heads thinks growing a new front tooth will make him any more distinctive.)

"I Hear They Finally Confirmed It"



NEA Service, Inc.

State Employees Receive Cash For Cutting Expenses

SALEM (AP)—Oregon state employees will get cash awards for figuring out how to cut down the cost of government.

State officials already are optimistic that the state may save lots of money from them.

The three-man board which runs this suggestion box program will have 30 suggestions when it holds its first meeting Friday.

Warne H. Nunn, deputy public utilities commissioner who is executive officer for the committee, said some of the 30 suggestions are good ones.

Awards for good ideas will vary from \$10 to \$500. The 1955 Legislature set up the program.

Nunn said there are some good suggestions on how to combine printed forms. These ideas might save up to \$1,000 a year.

Some employees have submitted problems, without proposing a solution. For instance, one worker said the parking problem is bad around the Capitol, but he didn't say what could be done about it.

Other workers indicated they don't know what's going on in their departments. They suggested ideas which have been in effect in their departments for months.

Members of the committee which will supervise the program are Glen S. Paxson, assistant state highway engineer, chairman; Mel Cleveland, assistant state civil service commissioner; and W. F. Gaarenstroom, an executive in the State Finance Department.

Employees were invited two weeks ago to make suggestions.

Idaho Power Can Finance Dams, States President

BOISE, Idaho (AP)—The Idaho Power Co. will have no trouble financing construction of three dams in the Hells Canyon section of the Snake River, company president T. E. Roach predicted this week.

Replying to a statement by Palmer Hoyt, publisher of The Denver Post, Roach said the company has demonstrated its ability to finance expansions "having quadrupled its plant investment from 35 million dollars to over 140 million dollars" in the last 10 years.

Hoyt raised the "finance" question in Portland, Ore., Monday. He said he wondered whether Idaho Power would be able to get "the kind of money" needed to build the dams.

The Denver publisher, who is on record as favoring construction of a federal high dam in Hells Canyon, also said the Federal Power Commission did not give the people the "proper guarantees" when it authorized Idaho Power to build the dams.

Roach, in his statement Tuesday night, replied the "Federal Power Act itself contains a sufficient and proper guarantee that the projects will be built."

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Team Of Highway Engineers That Built Oregon Highways Is Beginning To Break Up

By PAUL W. HARVEY JR.

SALEM (AP)—The team of engineers that has built Oregon's highway system is beginning to break up.

The top men of the department, who can remember when most of the state's roads were deep in mud and dirt, are almost ready for retirement.

Their service with the Highway Commission ranges from 26 to 40 years each. During that time, they have won the highest national honors and recognition.

When you think about that long service, you will realize how remarkable it is. While the highway personnel of many states changes with almost every new political administration, it hasn't happened in Oregon.

There never has been politics in the Oregon Highway Commission. The top engineers stay on the job until every change of administration.

The reason for that Oregon has developed a long tradition that politicians must keep their hands off the Highway Department.

Five of the highest men in the department are past or near retirement age. Some of them will stay on their jobs for a while, but they won't be around too much longer. The men who will replace them also are close to the retirement age of 65.

If the top men go will be H. G. Smith, construction engineer. He will retire in only 11 more days.

Smith joined the department in 1919 as a locating engineer. He rose steadily until 1932, when he was appointed to be in charge of all construction.

In 1932, his construction budget was 4 million dollars a year. Now it's 35 millions.

He is one of Oregon's best historians, his chief hobby being collection of bits of history.

Taking Smith's place will be Forrest Cooper, who joined the department in 1922 and who has been Smith's chief assistant for almost three years.

State highway engineer R. H. Baldock, now one year past retirement age, probably will be turning over his reins in another year or so to W. C. Williams, deputy chief engineer.

Baldock started working for the commission in 1915, and became

chief engineer in 1932. In that period, he has been recognized as one of America's leading highway builders. He has been president of the American Assn. of State Highway Officials, and now is on its executive board.

He is the spokesman for all the states in getting road appropriations from Congress.

His name is Robert Hugh Baldock, but everybody knows him as Sam.

Williams has been with the commission since 1920, and became assistant chief engineer in 1947. He's been a construction man all his life. Being 59 years old, he isn't very far from retirement, either.

Another member of the high command is Herbert Glaeser, commission secretary. Like Baldock, he's a year past retirement age. Glaeser has been with the department since 1919, and secretary since 1931.

A. Collier, a veteran of 36 years who has held his present job since 1941, is over retirement age, too. So is W. W. Stiffler, first assistant chief engineer. He is a 34-year veteran, and has been in his present job since 1947.

The second assistant chief engineer, G. S. Pascoe, for many years head of the bridge department, will reach retirement age in two years. He's worked for the department 36 years.

So the old order is due for a quick change. In a way, it's bad for it to happen soon.

In the next few years, with federal help, road construction will proceed at a pace that will make the present rate look like a walk.

It would be good to have the veteran hands around to supervise that program.

But there isn't cause to worry, with career men ready to step into each vacancy.

WASHINGTON (AP)—The Democratic National Committee announced today a new series of fund-raising dinners and party gatherings, with Gov. Averell Harriman of New York listed for four speaking appearances in the Northwest.

Harriman, one of three Democrats most prominently mentioned for their party's presidential nomination next year, will speak in Seattle, Wash., Nov. 21; Oregon City, Ore., Nov. 22; and Lewiston, Idaho, Nov. 23. He also will appear at a luncheon Nov. 22 in Eugene, Ore., and attend a University of Oregon convocation there the same day. The committee originally set these for December, then changed the date to November.

Adlai E. Stevenson and Sen. Estes Kefauver of Tennessee, other top-ranking prospects for the presidential nomination, are down for one speech each and may be booked for others later.

Stevenson will address a \$100-a-plate dinner the Democratic National Committee is giving in Chicago Nov. 19. Kefauver will speak at Muskegon, Mich., Oct. 29.

ATLANTIC CITY, N.J. (AP)—Sen. Kefauver (D-Tenn.) Wednesday accused the Eisenhower administration of failing to check what he called a "drive toward monopoly" in business and industry.

Kefauver, a possible Democratic presidential aspirant in 1956, said the Dixon-Yates contract is a "fine example of devious dealings by the monopolistic interests which are powerful in this country and this government to throttle competition."

He made the accusation in a speech before the 37th convention of the National Assn. of Retail Druggists.

Bruce Blossat

Since early this year, Chief Justice Earl Warren has made no new statement indicating his desire to remain on the Supreme Court rather than seek the presidency. But there can be little doubt he feels the same.

To Warren his present job is the "most important in the world." He was exceedingly happy when he got it, and anyone who knows Warren's nature can be sure he is not simply rationalizing disappointment at not having gained the White House.

The truth is, of course, that Warren never did burn with intense ambition for the presidency. Most of the time when he allowed his name to be presented as a California favorite son, he made no effort outside that state. In 1952 he did campaign in Wisconsin's primary, but that was about it.

It should not be thought from this that he had no ambition for the White House at all. He was a highly successful three-term governor of a great state. Men of such accomplishment seldom are content to rest on their laurels. He acknowledged he was looking beyond for new challenges.

Three years ago he saw quite realistically the hold Mr. Eisenhower had on the American people. By any normal figuring, this probably meant two terms in the presidency. Warren felt that when this time was up his age would then be a bar.

So when he accepted the high court post, he did it with the idea he was turning to a wholly new field for fulfillment. Having made the decision, he could not see the wisdom or rightness of ever going back to politics.

In fact, his conception of the Supreme Court's role in American life is so high-minded that he is passionately devoted to keeping it out of politics. He clearly does not believe it should be employed as a

stepping stone to the White House, nor in any way sacrifice its independence as a separate branch of the federal government.

Americans must applaud this dedication, especially since the court had been badly mired in politics and dissension before Warren's coming to the bench. By the testimony of his colleagues and the law experts, Warren has been a resounding success as Chief Justice.

But many will feel regret if he never reaches the White House for they see him as a man in whom integrity, high ideals and whom integrity, high ideals and practical political mastery are remarkably blended. He is the living proof that some of our best qualified men do not gain the presidency.

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