

The News-Review

Established as second class matter May 7, 1920, at the post office at Roseburg, Oregon under act of March 3, 1879.

CHARLES V. STANTON, Editor and Manager

Member of the Associated Press, Oregon Newspaper Publishers Association, the Audit Bureau of Circulations

Represented by WEST-HOLLIDAY CO. INC., Office in New York, Chicago, San Francisco, Los Angeles, Seattle, Portland, Denver

Published Daily Except Sunday by the News-Review Company, Inc.

SUBSCRIPTION RATES—In Oregon—By Mail—Per Year, \$12.00; six months, \$6.50; three months, \$3.75. Outside Oregon—By Mail—Per Year, \$13.00; six months, \$7.50; three months, \$4.25. By News-Review Carrier—Per Year, \$12.00 (in advance, less than one year, per month, \$1.25).

SOUND DECISION

By Charles V. Stanton

Much disappointment probably will be felt by financially hard pressed school districts throughout the county because of the county budget committee's refusal to divert a portion of O & C revenues to school purposes. Pressure of school financing has caused many people and groups to favor slicing into the revenue the county receives from timber sales on Oregon and California grant lands to aid schools. The county has used this money principally for road construction and general administration, although a portion went into the enlargement of the courthouse. This latter project was made possible by release of money long impounded in the converted lands fund.

At the time Douglas County's timber industry began to develop we had virtually no roads suitable for heavy traffic. It will be recalled that much controversy resulted. Timber operators were forced to cooperate with the county in providing minimum roads. Farmers were irate about the breakdown of surface on market roads which had been adequate before the logging industry moved in.

Road System Developed

The county started improving its main truck routes. Roads principally used for logging were given foundations capable of sustaining heavy traffic and surfaces were oiled. This work has been continuing each year. The county now has a very fine road system which is being steadily enlarged and improved.

But much more work remains to be done. As we overcut our private timber lands we are being forced to reach farther and farther for our log supply. Thus we must keep pushing our network of roads into areas in which timber is available.

I do not share the court's optimism that there is any foreseeable end to the demand for road funds. While it is true that some of our present logging roads will have only limited commercial use after timber has been removed from the areas they serve, experience in other counties has been that public demand forces continued maintenance. For each mile of road we build the maintenance cost grows in proportion.

As roads are the lifelines of the timber industry, we must meet demands for access. These demands will keep us busy building new roads for a long time. Then as we enlarge our road system we will need more money for maintenance.

Should Safeguard Funds

From O & C receipts the county has paid the cost of its administrative work, in addition to financing a large part of the road program.

It is only natural that other units of government, and particularly school districts having a hard time keeping pace with community growth, should look with envious eyes upon the large sums of money received each year by the county. It is only natural that they should seek diversion of a part of the money.

It has been proven time and again, however, that when a wedge once is cut from such a financial melon, that wedge keeps increasing in size from year to year. If we divert money to schools, municipalities probably will want a cut, to be followed by special taxing districts, until little remains for county administration and roads.

Every road built by O & C funds contributes to general county economy. We are dependent upon the timber industry for our economic welfare. By applying O & C money to roads needed by industry we are securing the financial position of all our communities, safeguarding jobs, and maintaining business.

Thus, through increasing assessable valuations, income and property taxes, school districts and municipalities are receiving indirect benefits from O & C expenditures — benefits of probably greater lasting effect than would be realized through direct diversion of the O & C revenue.

Bruce Bissat

The American people, who more and more are becoming world travelers in this air age, have a considerable stake in the current battle at Cannes, France, over proposals by two U.S. airlines to reduce transoceanic fares sharply.

The present impressive volume of U.S. air travel abroad is an outgrowth of higher living standards, faster and cheaper service, plus a variety of devices for spreading the cost over a period of many months.

In the original fight for tourist or air coach fares in international traffic, Pan American World Airways was a leader. Gradually, however, under pressures from foreign lines who are members of the International Air Transport Association, those fares were increased.

Now Pan American and America's other transatlantic carrier, TWA, has come up with separate plans for new cuts in fares to offset this situation.

AS THEY ARGUE at Cannes with the rest of I.A.T.A.'s 74 members, TWA and Pan Am will have the declared support of the Civil Aeronautics Board. The CAB has informed the organization that international air fares ought to be lowered without delay.

Evidently, the foreign lines, many of which consistently resist downward fare revisions, realize that some reductions must be accepted. For the sake of desirable peace among the international carriers, we in America must hope that they show a reasonable attitude in the current negotiations. Any undue stubbornness might

lead U.S. lines to go ahead on their own, with a resulting competitive warfare that could ultimately affect U.S. landing rights, routes, and flight frequency privileges on foreign soil.

We do not want this, but neither do we want to stand on today's high rate structure.

PAN AMERICAN proposes creation of a new third class of air service, about 25 per cent less than present tourist fares, with considerable difference in comfort and service for passengers. Seating space would be tighter, food would have to be purchased, and so on.

TWA would leave the two present classes of service as they are, but offer an excursion ticket for a round trip made within two weeks, at good the whole year. The cost on a New York-Paris round trip would come somewhat below Pan Am's proposed third-class fare.

The CAB is said to favor the Pan Am plan, though it has no particular objection to trying TWA's proposal as a supplement. It is difficult to understand by what logic foreign airlines can combat stable fare reductions. Experience has shown that America is the great air travel market, and that the lower the fares are set, the more fully is that market lapped. If cuts are made, millions of would-be travelers will respond. They should be made.

TRUCKER KILLED — A truck and a Union Pacific train collided at a grade crossing Tuesday afternoon, killing the truck driver, was A. T. Hoon, 60, Lowden, Wash., a dairy farmer.

Hal Boyle

by WILLIAM N. OATIS For Hal Boyle

UNITED NATIONS, N.Y. — In Pakistan, a Moslem may have four wives and Hindu any number. But in Tennessee a man can get 21 years in prison for having only two.

So says a lately published U.N. survey of marriage and divorce laws in 24 countries. Such laws were studied because of their effect on population, a concern of the economic and social council. They show great diversity.

In Sweden, under ordinary circumstances, no man may marry under 21 years old nor woman under 18. In Argentina, Honduras, Panama and Northern Ireland, on the other hand, a boy may marry at 14 and a girl at 12, given parental consent. (The lowest minimum ages in the United States are 14 and 13, in New Hampshire).

The report states, without elaboration, that in Queensland, Australia, "where either party is under the age of seven, the marriage is absolutely void." It sets out that in the Netherlands, no person under 30 may marry without his parents' consent—though he may appeal to a justice of the peace if they stand in the way.

When a minor marries in Czechoslovakia, as he may do from 16 up with court approval, he immediately becomes an adult before the law with as many legal rights as any Czechoslovak citizen has.

Many countries define in great detail the degrees of relationship within which marriages are prohibited. India expressly forbids a man to marry his great grandmother.

White people are barred from marrying Negroes in over half the states of the United States; Mongolians in 11; Malaysians in 6; American Indians in 4. White people may not marry Koreans in South Dakota and Hindus in Arizona.

Sweden allows the marriage of prisoners. Pakistan forbids the marriage of Shia - Moslem pilgrims who have entered the sacred territory of Mecca.

Pakistan law also says a man who has already divorced his wife nine times may not remarry her.

In Ontario, Canada, a clergyman can be fined \$500 and jailed for a year if he marries a man and woman who are drunk.

In India, a Hindu or Parsee can get a divorce if his spouse becomes a convert to another religion. In Florida, a divorce may be granted for an unmanageable temper, in Rhode Island for "wickedness."

France penalizes the sale of contraceptives with prison terms up to three years. Eight states in the United States also forbid their sale. Connecticut forbids their use. But Alabama, Florida, South Carolina and Virginia finance birth-control programs.

A woman who aborts her unborn child can get three months in jail, or less, in Denmark. A woman who merely tries to do so can get life in prison in England, Wales and Scotland.

Twenty-six states of the United States enforce sterilization of mental defectives to keep them from passing on their failings to children. Some also sterilize epileptics, syphilitics, sex perverts and habitual criminals. Minnesota and Vermont have laws for voluntary sterilization. In Finland, Denmark and Sweden, dangerous sex fiends may be castrated by court order.

The information in the report covers legislation in force in late 1951. The French National Institute of Demographic Studies spent years collecting it. Fowler V. Harper, Yale University law professor, prepared most of the material on the United States.

In The Day's News

(Continued From Page One)

in this section. He carried only TWO of them.

In a congratulatory telegram to his successful opponent, Mr. Countryman said: "The farmers have shown that they are HAPPY by renouncing you."

That, of course, isn't true. The farmers aren't happy—in Iowa or elsewhere in the United States. Nobody is happy when his business is bad. But the farmers—in Iowa at least—are much too sensible to be kidded into believing that rigid, high price supports, which have built up huge surpluses that hang over the markets of the future like a dark thundercloud, will MAKE THEIR BUSINESS BETTER.

They know that quick remedies of that sort are apt to KILL the patient.

It took courage to oppose rigid, high subsidies for farm prices in a critical election year when it was the general consensus among professional politicians that loss of the big farm states could (and quite possibly would) mean loss of the election.

But President Eisenhower has courage. Secretary of Agriculture Benson has courage. Senator Hickenlooper has courage. Otherwise he wouldn't have supported what looked several months ago like a losing cause.

Republican voters in Iowa, including decisive numbers of farmers, proved Monday that they A - D MIRE courage that is based on sound principle and sound economics. They went to the polls and voted decisively in favor of the HARD way that means ultimate salvation instead of the easy way that means ultimate RUIN.

Maybe that will be a lesson to the demagogic politicians whose motto is "ANYTHING to win the election."

Congress Chat

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

The important pieces of legislation are not only having tough sledding in this the 84th Congress, but they are being thoroughly mauled—if not mangled by the majority.

I expect by this time the President and his White House advisors have discovered the hard way that a Congress controlled by the Democratic party does not give much cooperation toward the passage of a program proposed by a Republican President.

Yes, this Congress finally, too late to be of much value this year, has passed a firm but it was not the kind of a farm bill that Secretary Benson and the President wanted. For most farmers who will receive benefits as the result of the soil bank part of the bill, its provisions will do them no good until they are planting their winter wheat next fall.

At the very beginning of this Congress last year (January 1955) President Eisenhower proposed a long range expanded highway construction program. It was kicked around by the committees last year and finally failed of House passage just before the session adjourned.

This year after five months a highway construction bill has been passed by both House and Senate and, as this is written, is in a conference which will reconcile the differences between the two versions—and there are numerous differences. In a way Congressional action on the highway bill this year is a repeat performance of the handling of the farm bill. The final draft will be written by the conferees. But whatever the final draft turns out to be, it will bear little resemblance to the highway plan proposed by the President.

Also, the President early last year proposed a federal program for giving credit assistance to local school districts in the building of more school class rooms. Had the Eisenhower program been acted upon with reasonable promptness thousands of new school buildings would be completed and occupied by this time. Again, the Congress controlled by the opposition party did not want to give its blessing to a proposal advanced by a Republican President. The final result of the bickering on the Democratic side of Congress over the school bill is not yet determined. A bill has been reported by committee known as the "Kelley Bill." It resembles the Eisenhower plan in most ways but varies in the important respect that it provides grants from the Federal Treasury straight across the board to states, without reference to need. Even so, it should be passed to help education in those areas where the need simply cannot be met locally. Will it be acted upon this year? Only the majority leadership can answer that question.

H. D'Autremont Not To Ask Trial On Old Charge

PORTLAND — Hugh D'Autremont will not ask a trial now on a 33-year-old charge of assaulting a mail clerk, his attorney said Wednesday.

D'Autremont, 36, is under life sentence for murder in a 1923 train robbery attempt in the Siskiyou tunnel near Ashland. A teenager at the time he and his older brothers dynamited the train, he has been in prison more than 30 years and has recently sought to clear away other charges so he would be eligible for parole.

His Portland attorney Philip J. Roth, failed earlier to win dismissal of the federal assault charge but Judge Gus Solomon said a trial would be given if wanted. However, Roth said Wednesday, three state murder indictments also are pending and a decision will be sought on them before proceeding with the federal charge.

Should D'Autremont elect to stand trial on those state charges he would be gambling the possibility of parole from his current sentence against the possibility of conviction and death in the gas chamber.

18,300 HUNTING JOBS

SALEM — There were 18,300 persons hunting for jobs in Oregon last week, or 9,400 fewer than a year ago, the state Unemployment Compensation Commission reported Wednesday.

Ten thousand workers found jobs during the seasonal upswing in May. Payments to jobless workers in May totaled \$1,102,643, compared with \$2,082,231 in April.

Japan Will Not Press Land Claim

TOKYO — Prime Minister Ichiro Hatoyama said Wednesday Japan will sidetrack its claim to the South Kurile Islands in an effort to work out a peace treaty with Soviet Russia. Hatoyama told a news conference he thought it would be "advantageous to Japan to wait until world peace comes" to settle the issue of the Southern Kuriles, taken by Russia from Japan after World War II.

Japanese pressure for return of the islands caused a breakdown last March in Soviet - Japanese peace treaty talks in London. Hatoyama said he wanted a peace treaty soon because "it would be pitiful to have the (Japanese) war prisoners spend another winter in the Soviet Union. . . after being there 11 years."

Japan insists that tens of thousands of its men still are held in Siberia. Russia says she has only a relative handful of war criminals. Hatoyama expressed hope that a treaty would be concluded by fall.

WASHINGTON — President Eisenhower Tuesday nominated Arthur Kline of Cheyenne, now a Wyoming state judge, to be a member of the Federal Power Commission.

STEEN APPOINTED

SALEM — State Sen. W. Lowell Steen, Milton-Freewater, was appointed by Gov. Elmo Smith Wednesday to the Western Interstate Commission on Higher Education. The term ends Aug. 28, 1957. Steen succeeds A. R. Watzek, Portland, who resigned.

NOMINATED FOR JUDGE

WASHINGTON — President Eisenhower Tuesday nominated Arthur Kline of Cheyenne, now a Wyoming state judge, to be a member of the Federal Power Commission.

STAY FIT DRINK MILK

WASHINGTON — President Eisenhower Tuesday nominated Arthur Kline of Cheyenne, now a Wyoming state judge, to be a member of the Federal Power Commission.

ROSEBURG SHRINE CLUB

MEETING
Second Friday Every Month
Civic Room—Umpqua Hotel
6:45 pm—Dinner at 7:30 pm
Visiting Nobles Welcome

PATRONIZE NEWS-REVIEW ADVERTISERS

June Jubilee of QUALITY FURNITURE

Stupendous Furniture Buys For The Married Of A Week Or Twenty-Five Years! Shop Judd's Today and Save More!

3 Piece Bedroom Suite
Budget Price
\$129⁵⁰

2 Piece Livingroom Suite
\$149⁵⁰

Choose this famous Biltwell quality set of a big dayene and swing rocker. Choose from a host of cover colors. Constructed with the famous Biltwell no-seg constructed by craftsmen who pay attention to the most minute detail. Handsomely styled to work in any decor. See this set and you'll immediately want it in your own home. Come in tomorrow and save at this low price.

Sealy 405-COIL MATTRESS Sale

Built to rigid Sealy specifications! Come in, try it, see the amazing difference!

Special inner-spring construction! Keeps body superbly balanced all night!

Added layers of cotton felt assure greater firmness, lasting comfort!

Murry! Don't miss this sensational sale on Sealy—makers of fine bedding for 73 years!

SPECIAL \$39⁹⁵ EASY BUDGET TERMS FULL OR TWIN SIZES

LOOK AT THESE QUALITY FEATURES

- 1. 405 steel coil units assure extra firm support.
- 2. Extra heavy, 9-ounce striped woven ticking for extra long wear.
- 3. Vertical stitched pre-built border prevents edge-sag.
- 4. A sturdy cord handles 8 air vents keep it fresh.

EASY TERMS
Small Down Payment
A Year To Pay
No Interest - We Carry Our Own Contracts

JUDD'S FURNITURE

435 S.E. JACKSON ORchard 3-5415