

The News-Review

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CALLING MR. WOUK

By LAURA OLSON

Dog-eared, well-thumbed copies of John Bartlett's "Familiar Quotations" are substantial proof of the value of the book.

A real companion for newspaper editorial writers, reporters, feature writers and John Q. Public, it's a treasury of quotations have pin pointed an untold number of observations and stories. So, it is probably ungracious to note that one area is missing in our revised edition. This past weekend in Roseburg that area was more important than military visits to Moscow, yacht races to Tahiti or fluoridation.

It was, of course, rodeo and its allied features. We understand that additions to "Familiar Quotations" are taken from written observations adjudged part of reader familiarity. Right now it would appear that comments on rodeo should be jotted down by Wouk, Lippman or White. Perhaps one of those writers will take up the cudgel.

Just for the book, and not Bartlett's particularly, we think rodeo, with its appeal to some 25 million persons, has reader familiarity. Breathes there a soul not familiar with bulldozing or jack pot?

THIRD HIGHWAY SPECTACLE

Albany Democrat-Herald

The drama goes out of things when civilization reaches a fine point. Mud and muscle claim the spotlight out of all proportion to macadam and machines. That's why it's so hard to put the huge federal highway money act into perspective.

But this program, in its refined way, must rank with the two other highway spectacles of American history. The 300 horsepower highway revolution without a doubt will show up in the transportation history books on an equal basis with the 30 horsepower road building boom of Model T days and the one horsepower transportation miracle of the 1840s and 50s.

The first highway spectacle created the Oregon trail and for pure spectacle it has to rank well ahead of the other two.

But the trek west wasn't small in scope. At one time in 1852 there was a traffic jam that never has been equalled since, even after a football game. An unbroken line of wagons stretched 500 miles along the trail. This wasn't single file, either, according to eyewitness accounts. In most places wagons were rutting out a roadway a hundred feet wide, and in some places the pioneers sprawled across 20 miles of prairie.

But this was a temporary situation. Not again for more than half a century were so many people on the move. Then, in 1905, most cities were seeing motor cars, and the bicycle became a fad. Neither mount could follow a horse in the winter, and a minor crisis came. Motorists and cyclists cried for surfaced roads.

Second Spectacle Arrives

But it wasn't until after World War I when boom times let most people buy the improved cars that the second great American highway spectacle climaxed.

Cars now could travel a whole day, with luck, without trouble, and farmers bought them. Mud was the nation's Enemy No. 1 while John Dillinger practiced in obscurity. States and cities and counties and the federal government all built roads at a great pace. They didn't match and a smooth concrete roadway often ended in a gully of liquid clay at the state line. But during the 20s and early 30s a fantastic 1 1/2 million miles of road was built or surfaced for the first time.

In 1936 engineers stopped to wipe the dust off their brows and take stock. They saw a meaningless system that went everywhere but still didn't do the job. Even then, motorists recall, there were bad congestion points. Traffic was counted and recounted and it became plain that two-lane, on-grade highways threading through city center after city center would not do the trick.

The idea of limited access, overpasses and bypass highways with divided lanes was accepted. The war came along, and after it there were more pressing problems. But by 1950 the giant federal highway program was formulated. The details of financing it and getting state, congressional and administration approval have filled the past six years.

It will run for some 13 years, cost more than any non-military program ever has, and will result in a motorist getting from Los Angeles to Portland, Me., or Portland, Ore., to Miami, in less time than it took one of those muddy pioneers to get from Portland to Albany.

IN THE DAY'S NEWS

By FRANK JENKINS

(Continued From Page One)

yon dam has been tied up in the interior committee of the house of representatives by a deadlock. Early this week the deadlock was broken and the bill was reported out with a do-pass recommendation. The house rules committee is expected to clear it promptly, and it will then come onto the house floor for debate.

The manner in which the deadlock was broken is interesting. Representative Chenoweth of Colorado has been opposed to a high federal dam at Hell's Canyon. His vote has been needed to get the authorization bill through the house interior committee with a favorable recommendation. He had held out determinedly.

Then—A little while back—He announced that he would vote FOR the Hell's Canyon authorization bill.

Why? That is the interesting part. Representative Chenoweth has a bill providing for what is known as the Frying Pan-Arkansas reclamation project. It is in Colorado. He has been having trouble getting action on it in the house. So, the other day, he announced that he

would switch his vote on the Hell's Canyon bill. At this point, let's patch telling of the committee approval of the Hell's Canyon bill: "Representative Budge of Idaho (who voted against the Hell's Canyon measure), referring to Chenoweth's switch, said he was considering legislation to prohibit log rolling. 'I think from the turn of events it was obvious that the necessary vote for Hell's Canyon was obtained by that method,' he added.

"Budge said recently Chenoweth 'had a gun at his head' because he was forced to vote for a bill he didn't like in order to get support for his own project."

The dispatch adds that when the Hell's Canyon bill comes up on the floor of the house the debate will probably develop into a Democratic attack on the Eisenhower administration's policies.

Well, that's the way it is done. It's the way it always has been done. But the ante is getting higher. The pork barrel used to be concerned rather largely with minor projects such as the development of a harbor at the mouth of Podunk Creek, or Podunk Creek happened to be located in the Bail-

Oregon Will Get \$15 Million For Highways Soon

WASHINGTON (AP) — Funds apportioned to the states for the first year under the newly approved highway measure, signed by President Eisenhower Friday, include: Funds apportioned to the states for the first year include: Washington \$2,032,742 for primary, secondary and urban highways and \$16,060,901 for the interstate system; Oregon \$1,862,298 and \$13,575,755; Idaho \$1,220,354 and \$10,122,547.

The apportionment formula for dividing the federal money for the interstate among the states in the next three years is the same as in present law.

The gives two-thirds weight to population, one-sixth each to area and rural road mileage. The secretary of commerce is to complete by January, 1958, a report on revised estimates of the needs of each state to finish its portion of the interstate system.

After these estimates are approved by Congress, they will serve as the basis for apportioning money in the last 10 years of the program.

The three federal aid programs other than the interstate—the primary, secondary (farm-to-market) and urban—are kept on the 50-50 matching basis under the bill, but the grants are increased.

Also included are increased allocations for federally-built roads in national parks and forests and on Indian reservations. These get 81 million dollars in fiscal 1957 under the 1954 law; they would be raised to 104 million each for 1958 and 1959 by the bill.

Within minutes after the President acted, Secretary of Commerce Weeks moved to put the "pay-as-you-go" roadbuilding program into action. He announced an apportionment of \$112,500,000 to the 48 states, the District of Columbia, Hawaii, Puerto Rico and Alaska for the fiscal year beginning Sunday.

Of this money one billion dollars will go to the states to begin constructing units of the interstate super highway system. The remainder will go to the states for building primary, secondary and urban roads.

Portland-Vancouver Area Employment Shows Gain

SALEM (AP) — Employment in the Portland-Vancouver area rose 4,200 last month to reach 429,000, estimates of the State Commission and U.S. Bureau of Labor Statistics show.

The estimates, 9,400 higher than figures of a year ago, cover four Oregon and Washington counties included in the metropolitan district.

During the same period, earnings of production workers also showed a slight increase, reaching \$87.06, as compared with \$86.50 for April and \$82.49 a year ago. Gains in textiles and furniture plants were mainly responsible for continued upturn, the report said.

City Of Glendale Employees Repair Winter Flood Damage

By MRS. GERALD B. FOX
Employees of the city of Glendale have been recently working on cleaning up around the city reservoir and building up the banks to repair damage done by the flash floods last winter.

City officials stated that there was plenty of water available for use this summer, and no irrigation restrictions are envisioned for the summer ahead.

Work is proceeding on the new sewage disposal plant in Glendale and also on the new sewer system. Work on the sewage system is temporarily at a halt, however, pending the arrival of asbestos pipe required for certain parts of the system.

Dial Technique
Glendale patrons of the Glendale Telephone Company, who may have difficulty in getting an open line in calling Azalea, are advised by the management of the company to be sure to listen for the dial tone after they dial the prefix. A. According to Mrs. Vera Kemp, office manager, it takes a fraction of a second for the line finder mechanism to go into action, and failure to wait a moment after the prefix might cause a busy signal even though the line called is actually open. Mrs. Kemp also advised that subscribers dial the numbers following the prefix and dial tone rather slowly. Service over the system has been excellent where these rules have been observed.

The Lady Bugs of Silver Peak Circle 12, met last week for a business meeting at the home of Mrs. Ellen Moshkau.

Ann Bartle, daughter of Mr. and Mrs. Loren Bartle, spent a week recently visiting with her uncle, Al Pihlsson, and family in Eugene. Pihlsson, a grade school principal, visited the Bartles after school let out there, and took his niece back to visit at their home. Last week-end the Bartles drove to Eugene and picked up Ann, then went on to Dallas, Ore., where they visited with Mrs. Bartle's parents, Mr. and Mrs. Dave Pihlsson, who are leaving in July for a visit in Canada.

Le Roy Navy
Le Roy Raymond Brickey, son of Mr. and Mrs. C. A. Brickey, enlisted in the U.S. Navy June 28. He will be stationed at the U.S. Naval training center in San Diego, Calif., for the next nine weeks.

Kenneth Johnson Jr., son of Kenneth W. Johnson of Glendale, stationed at the Long Beach, Calif., Naval Training Center, arrived home last Sunday for a few days' wick of some influential senator or representative whose vote was badly needed on an important party measure.

Now it contains multi-multi-million-dollar items like Hell's Canyon and the Frying Pan-Arkansas reclamation project.

Winston Dillard, Fire District, and I am afraid to leave my children at home because if my house caught fire and they were asleep they would probably burn to death before the fire department got there.

I would like to see Robert Nichols back as our chief. He didn't let our house burn down.

And his men never got a cent of pay but they were always on the job. Mr. Nichols gave the fire department his pickup and he and his men were good enough firemen that people respected what they did and the inhibitor they have was given to them in appreciation for what they did.

Do you think you would give them a gift for being efficient when they don't know how to drive the truck nor hook up the hose or the nozzle if they find the fire? They spend more time looking for the fire than Bob and his men did putting it out. Can't we have back our old chief?

Reader Opinions

Old Age No Time To Stop, Says Canyonville Man

CANYONVILLE — There are 4-100 men and women in Douglas County who have passed the age of 65. Of this number 1,770 are receiving Social Security benefits. As with timber and sheep, Douglas County also leads the nation in percentage of oldsters to over all county population.

Since Douglas County runs slightly above the national average in number of senior citizens, it is safe to use national figures in estimating the status of our oldsters. Using the national chart, we learn that only 615 of our older citizens have an income of \$2,000 or more. 553 have income less than \$1,000 a year while 476 have no income at all, while a fortunate few enjoy incomes of \$5,000 or more.

On the face of these figures the roll of the senior citizen might be considered one of hanging on by the teeth, if we are fortunate enough to have any teeth at this age. Letters to follow will show how grandpappy and grandma propose to meet this situation, continue useful lives and have a good time, by cracker. Old age is no time to go to bed and say we are through. It is only the beginning of a new and interesting career. As please note: Of the histories of 400 famous men, each an outstanding statesman, poet, painter, warrior or writer, 35 arrived at their greatest success between the ages of 60 and 70, while 23 per cent arrived between the ages of 70 and 80; and eight per cent when they were over 80. In other words the men past 60 have done 66 per cent of the world's greatest work.

Economically the oldsters have a problem. But the oldsters will have to settle it themselves.

W. K. Perry

Youth Center Spokesman Gives Thanks For Help

ROSEBURG — I would like to take this means and opportunity to thank all merchants, businessmen, radio stations and individuals making it possible for us to have a float in the rodeo parade.

We cannot forget the young people and their parents who did the actual work on the float. They put in many long, hard hours, but at the same time, they did have fun doing it, too.

So again, in behalf of the Roseburg Youth Center, its advisors and its many members, I would like to say, "Thanks for everything. We do appreciate everything you did for us." We just need more people like you and it wouldn't take long to have our youth center in full swing.

We are putting on various activities throughout the summer, endeavoring to raise enough money to start our building by the fall. We would certainly appreciate and enjoy having the complete support and participation of everyone in Roseburg.

Mrs. Charles Brown
Roseburg Youth Center

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John Morton.

Public Power Group Opposes Dams On Snake

LEWISTON, Idaho (AP) — The president of the Northwest Public Power Assn. testified Friday against construction of two private dams on the Snake River and said "we don't want to be faced with another Insull empire."

Ora E. Beasley of Sandpoint, Idaho, said the low dams proposed by a combine of four private utility companies "definitely would not measure up to the full development test."

Beasley, testifying at a Federal Power Commission hearing, said he favors a federal high dam on the Nez Perce site in Idaho instead. He said granting a license for the private dams "would be contributing to further monopoly at the expense of the people."

"There is one thing for sure," he said, "we do not want to be faced with another Insull empire and from the looks of things the same principal is being used except under the name of Elbasco Services."

Samuel Insull headed a four billion dollar utility empire in the 1920s. Elbasco Services Inc. is an engineering firm involved in planning the private dams on the Snake south of here.

The Pacific Northwest Power Co., the private combine, proposes to build the Mountain Sheep and Pleasant Valley dams at a cost of some 213 million dollars and says they will develop more than a million kilowatts of power.

The FPC heard "grass roots" testimony from proponents of the plan Thursday and opponents to a license took over Friday.

Technical testimony will be taken later in Washington, D.C.

Kennel Club Member Harangues Dog Control

ROSEBURG — After reading the letter that appeared in Tuesday's News-Review, I must say that Mrs. Hull certainly deserves congratulations for bringing to light the (as she states) barbaric way of controlling the dog situation in Douglas County.

This is not a problem which has just come about but which has been going on for years. When a member of the County Court was asked why the county hasn't set money aside (which they have for a dog shelter), the reply was, "We need to keep the money to pay farmers that lose sheep from dogs."

Now, if the County Court would just think in terms of getting at the root of the trouble, instead of playing politics, the trouble could very easily be eliminated. If there were a humane society shelter built, stray and unwanted dogs would have a home. And in that way completely erase the sheep killing problem, as well as being modern with the rest of the state.

It is time that dog-loving people arise, and work together to correct the problems.

I would like to pledge the support of the Umpqua Kennel Club in helping the Humane Society to do this.

Dick Gilman Jr.
President,
Umpqua Kennel Club

Winston Dillard Dept. Draws Rap From Resident

WINSTON — I live in the Winston-Dillard Fire District, and I am afraid to leave my children at home because if my house caught fire and they were asleep they would probably burn to death before the fire department got there.

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John Morton.

Peter Edson

WASHINGTON (NEA) — Creation of a Cabinet advisory committee to study government aids to small business has caused a number of people to look closer to see what—if anything—all small business.

It is normal to expect something like this in an election year. Next to Home, Mother, the Flag and the Farmer, the Small Businessman is dearest to the heart of the politician running for office. And when he speaks to some knife-and-fork meeting of a trade association, the small businessman may go from fifth to third priority.

No less an authority than the U.S. Chamber of Commerce, however, debunks the idea that small business is sick.

THE CHAMBER is not entirely convincing in its evidence. It is drawn from statistics on incorporated businesses with assets of less than \$250,000. Their profits were 57 per cent higher in 1955 than in 1954. But corporations comprise only one-seventh, or 600,000, out of 4.2 million U.S. private firms.

U.S. business growth since the end of the war has been phenomenal. The 3.3 million firms in business were cut to 2.8 million at the end of 1943, but climbed back to 3.3 million by 1956 and up to 4.0 million by 1948.

There was a net gain of 50,000 a year, or 200,000, in the next four years. The number has averaged around 4.2 million since then, being 4,252,000 at the end of 1955.

A record 374,200 new businesses were established last year. But 311,600 disappeared and 321,000 changed ownership. The net gain was 63,000.

Most small businesses are of course unincorporated. Seventy-five per cent have fewer than four employees. Statistics on these smallest businesses aren't too good.

FAILURES on incorporated businesses rose 24 per cent January, 1954, through December, 1954. But they were offset by new business incorporations—up 36 per cent in the same time.

Dun & Bradstreet reports that business failures have been running at the rate of 238 to 279 a week in May, as against 203 to 237 a week in May, 1955. The number is up but the percentage of all business firms is down.

What is not generally realized is that it is normal for small business to have a high death rate. A U.S. Department of Commerce "Survey of Current Business" report last December showed that the median U.S. business was only seven years old.

Half the new firms established from 1946 to 1954 were sold or liquidated within two years. A new business has one chance in three of

surviving four years, one chance in five that it will survive 10 years.

IT IS THIS LOW SURVIVAL rate that is the real cause of worry. Many ill-conceived business enterprises that fail should never have been started in the first place. Others may have been sound but lacked capital, credit, know-how, labor, materials or marketing experience.

Complaints from small business firms to government are continuous. But they are said to be no more frequent now than in the depressed 30's, the war-torn 40's and early booming 50's.

The new Cabinet Committee under Dr. Arthur F. Burns, chairman of the President's Council of Economic Advisers, is now studying all existing government small business aid programs. Eventually it will recommend to the President what else might be done to help the free, private enterprise system stand on its own feet.

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