

The News-Review

CHARLES V. STANTON, Editor and Manager

ADDY WRIGHT, Asst. Bus. Mgr.
GEORGE CASTILLO, Asst. Editor

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PRAY FOR FAST REFLEXES

By Charles V. Stanton

One of my pet peeves was shockingly illustrated on the front page of this, my favorite family journal, a few days ago.

Pictured was the mangled remains of an automobile involved in a two-car collision in which four persons were injured.

As the accident was described, a woman driver from Washington was in a line of cars with an approved distance between herself and the car ahead. A car travelling in the same direction went around her, then suddenly slowed down, forcing her to apply her brakes. Her car skidded to the shoulder of the highway, then jackknifed into the path of a car coming from the opposite direction. Occupants of both cars were injured, two suffering fractures. Both cars were wrecked. And the person responsible for this mass of torn metal and flesh possibly proceeded blithely down the road, complimenting himself on his skill as a driver, as demonstrated by his passing up a line of vehicles and crowding into a hole and thus gaining at least a couple of seconds.

Possibly I am, in this particular case, giving a description entirely at variance with the real experience and wrongly criticizing an innocent driver. But the circumstance I have mentioned is the rule rather than the exception.

Can't Obey Law

The law, as well as all rules of driving safety, call for the following car to remain at a safe distance from the vehicle ahead. Passing should not be attempted until ample room is in sight.

But every driver of an automobile knows that the law and the safety rule can't be obeyed. If you leave a car's length between your car and the one ahead, some driver will squeeze in.

Often it will be a car that speeds up from some place along the tail of the line, passes several leading cars, then forces a place into the line just split seconds ahead of a collision.

By the time he dodges into what little space is available, the passing driver probably has reached a high rate of speed, requiring fast and hard application of the brakes to keep from ramming the car ahead. Then the driver of the car crowded out of position, if he can't slow down fast enough and bangs the interloper from the rear, will be sued for damages for a claimed whiplash neck. Or, if the following driver doesn't hit the reckless driver, he is very apt to lose control, just as this accident near Glendale pictured in our paper, and become involved in a multi-car collision in which people are killed or injured.

Frequently we read of the arrest of some driver on a charge of following too closely. I presume that in such cases the arresting officer has ascertained, or endeavored to ascertain, whether the driver was actually crowding or was being crowded.

For myself, I find it almost impossible, a good deal of the time, to preserve a safe distance from a leading vehicle, if traffic is the least bit heavy.

Because of varying speed of cars, lines always are forming behind slow drivers. Then, one by one, drivers try to get out of the line-up.

Drivers Take Chances

Nearly always in such a line of cars there is at least one driver who can't wait his turn to get around. He must try to pass up as many as possible of the cars ahead, nosing his way into whatever hole may exist if and when cornered. It is extremely fortunate if he does nothing more than telescope the line without serious results. But the fellow trying to drive safely, and preserve a reasonable distance, quickly finds himself at the end of the line and still dropping back as other cars catch up with the procession.

As I said previously, the accident near Glendale may not have been caused by any such action as I have described. From the report furnished the newspaper, however, it would appear that the case could be exactly as I have related.

I know that whenever I am on the highway I am constantly alert for such situations and, despite an awareness of the danger involved, have frequently had very narrow escapes from accidents which could well have duplicated the one at Glendale or have been much worse.

Just what can be done concerning the drivers who cause such accidents I don't know. They aren't actually involved in the collisions. They aren't hurt. Often they don't even know that they caused an accident. This particular situation will improve temporarily when we have four-lane limited access highways. It will not be long, however, until the new highways become congested, whereupon the problem will be as bad as ever.

I presume the only answer is to be ever on the alert to the danger, cuss the offending driver and pray that your reflexes are fast enough to get you out of trouble.

On His Doorstep



NEA Service, Inc.

Hal Boyle

NEW YORK (AP) — Frank Tallman is a young flier with a soaring ambition—he wants to create a museum in the sky. If you have an abandoned elderly airplane in your backyard (and pray who doesn't?), call Tallman. He wants it. Thousands today collect antique autos. Tallman is a pioneer in a newer and limited field—the preservation of antique airplanes.

He is a leader in the small but growing number of enthusiasts who seek to salvage for posterity the remaining winged remnants of the early air age. But the airplanes he finds and rebuilds aren't destined, he hopes, for a dusty museum. He wants to put them back in the sky — at America's air shows — where they belong.

"I don't think it's quite enough to see the color and beauty of the past, unless it's out in the sunshine working," he explained.

Flying long has been the main interest of Tallman, a slender 30-year-old man with a straw-colored mustache that makes him look like a British sergeant major. His father, a World War I naval pilot, let him take over the controls of a plane at 5.

Since then Frank has logged more than 6,000 hours in more than 75 types of aircraft, ranging from 1910 Blériots to flying boats, gliders, bombers and jets. He was a Navy flier in the last war, has served as a test pilot, and is one of a comparative handful of U.S. airmen licensed to fly every type of plane.

But today his heart is with the wood-and-cloth relics of the days when the air was an open ocean to man. "I was in the tailend of the helmet and goggles era of the open biplane," he said. "And I believe the fun in flying was then—when you could see it, feel it, and smell it."

"The pleasure went out when they started putting on an oxygen mask, a hard hat, and an anti-gravity space suit — all worn in a pressurized cabin. When they took away the feel of the wind."

Committee To Combat Attacks By Magazines

HOLLYWOOD (AP) — The movie industry has set up a permanent committee to combat attacks by scandal magazines.

It was formed here this week at a closed meeting of the Motion Picture Industry Council, which sets public relations policies for major studios.

Council chairman George Murphy said the committee is not out against Confidential Magazine specifically. Its aim, he said, is to protect movie folk from attacks by all scandal publications.

Confidential, publisher of numerous articles about film celebrities, is on trial charged with criminal libel.

The committee was formed, Murphy said, "because of the great damage to our industry and to the reputation and standing of all who work for it."

Negro Association Urges End To Business Boycott

TUSKEGEE, Ala. (AP) — Dr. C. G. Gomillion, president of the Tuskegee Civic Assn., urged its members to obey a court order enjoining the TCA to halt a Negro boycott of white merchants here.

He read excerpts from the petition for the court decree filed by Atty. Gen. John Patterson, which said that boycotting Negroes was "causing permanent and irreparable damage to white businesses."

Gomillion said he did not believe any responsible member of the TCA, a Negro organization, was involved in the reported intimidation of Negroes who traded with white merchants.

ASSOCIATION ELECTS

HANSON, Mass. (AP) — The National Cranberry Assn. Thursday announced election of the following directors:

Washington — Leonard G. Morris and David D. Pryde.

Oregon — Jack Dean.

In The Day's News

(Continued From Page One)

(hoping to make a quick buck) are rushing in to buy stock in Canadian enterprises.

American investment money is pouring into Canada in a steadily swelling stream.

Why does that make a Canadian dollar worth more than an American dollar?

It works like this:

When you buy something in Canada, you must first buy Canadian money to pay for it with. Americans are BUYING HEAVILY in Canada—oil wells, uranium mines, stock in Canadian corporations. And so on.

This strong demand for Canadian money makes the Canadian dollar worth more.

That is to say: Money is a commodity—just like hay, grain and potatoes. Its price is governed by the law of supply and demand.

That prompts another question. Is this situation good for Canada? Oddly enough the answer is NO.

This is how it works out:

You take a trip to Vancouver, B.C. You buy a Hudson Bay blanket in a Vancouver store—or whatever other merchandise you happen to fancy. In order to pay for it, you buy Canadian money and the premium commanded by the Canadian dollar makes the Canadian merchandise cost more. So you are inclined to buy less of it.

When Canadians come down to Seattle or Portland and make purchases they GET MORE AMERICAN DOLLARS for their Canadian dollars and that makes the merchandise they buy in the United States COST LESS. So they are inclined to buy more American merchandise.

Auto Builders Mum On Answer To Lower Price

DETROIT (AP) — The Big Three are keeping a tight-lipped silence on what their replies will be to Walter P. Reuther's proposal that they cut prices in 1958 since this fall and in return the United Auto Workers will go easy on wage demands next year.

Reuther called it a plan to stop and reverse the inflationary trend. The hush-hush attitude — "nobody is leaking a word" — is a sign of the respect top industrialists have for the foreman and bargaining talents of the UAW chief.

The best talent at General Motors Corp., Ford Motor Co. and Chrysler Corp. apparently is at work on the task of phrasing a reply to Reuther's 6,000-word letter. In saying no to Reuther, the companies have to convince the public they too are against inflation.

The impression here is that the auto industry regards Reuther's proposal as a clever propaganda maneuver. Reuther says it was a sincere proposal — not a publicity device.

Industry circles say price tags on 1958 models, when they are introduced this fall, will go higher because of already mounting labor and material costs. They say the present contracts with the UAW have built-in inflation. The contracts provide cost-of-living and also automatic annual wage increases.

Mailers Stand Firm Against Boston Dailies

BOSTON (AP) — The 300 news paper mailing room employees whose strike forced six Boston dailies to suspend publication 13 days ago stood firm Thursday against acceptance of what the publishers called their final offer.

A majority of the 300 striking members of the mailing union met Wednesday night and adopted a resolution praising the union's scale committee for not calling a special meeting to act on what it described as an inadequate offer by the publishers.

The union's executive committee voted to reject the offer of a \$10.50 weekly raise spread over a 15-month period. The union demanded an \$8 a week increase to their \$94.12 a week scale retroactive to Jan. 1.

'He's My Friend,' Says Morse About Neuberger

WASHINGTON (AP) — Sen. Morse (D-Ore.) stood up in the Senate this week and told everyone that there are no closer friends in that august body than he and his colleague from Oregon.

Morse didn't stop there. He went on to say that Oregon's other Democratic Senator, Richard Neuberger, not only is his great friend, but someday will "become one of the greatest senators in the history of the nation."

"We are not political siamese twins," Morse said, "but men of independent judgment."

In Morse's judgment he said, Neuberger is "a great senator." Give him 10 more years, Morse said, and he will be one of the greatest.

The speech was inspired, Morse said, by Oregon Republicans trying to promote the idea that there is a rift between the two.

Congress Quietly Ended One Of Biggest Federal Subsidy Programs Ever Launched

By A. ROBERT SMITH
News-Review Correspondent

WASHINGTON — Congress last week quietly ended one of the biggest federal subsidy programs ever launched and from which the private electric utility industry was a chief beneficiary.

Not one congressman rose in protest against ending the fast tax write-off program, mostly, it appeared, because tax write-off had become almost a dirty word in the Washington lexicon during this session of Congress which was marked by the hot Hells Canyon fight and the big economy drive.

It was the fast tax write-off granted Idaho Power Co. in April which triggered off the loudest criticism of the subsidy program ever heard, much of it from such stalwart supporters of private enterprise as Sen. Harry F. Byrd (D-Va.). It also provoked an investigation by Sen. Estes Kefauver (D-Tenn.) and his anti-monopoly subcommittee. And that tax write-off, probably more than anything, put the Hells Canyon bill successfully through the Senate before it was killed in the House Interior Committee.

The Hells Canyon battle this year was finally won by the private utility industry, which had made it a principal target against federal dam building with the aid of extensive advertising campaigns. The ads, appearing in national magazines, showed pictures of the big Snake River gorge and asked the reader "whether as thought taxpayers' dollars should be thrown into that canyon."

The irony of it all now is that the Hells Canyon battle brought to light for the first time in an understandable way how many taxpayers' dollars were going into the private utility industry via the fast tax write-off program, and which now has brought the subsidy to a quick end.

From the start of the tax write-off program after the outbreak of the Korean conflict in 1950, the Office of Defense Mobilization issued 928 certificates to private power companies allowing them to amortize their new capital investment in five years in order to cut their taxes immediately. These certificates covered a plant expansion valued at \$6.7 billion, of which \$3,300,178,000 was declared eligible for fast tax write-offs. Railroads ran second with \$6.3 billion, followed by primary metals (mostly steel) \$5.7 billion, oil and coal \$3 billion and chemicals \$2.9 billion.

To the utility industry, which became America's fastest growing industry under this program, these write-offs represented "interest free loans" (to use the term of the Federal Power Commission) amounting to nearly \$1.5 billion. And based on FPC methods of computing the total subsidy or benefit to the utilities over the lifetime of the new plant, it amounted to almost \$5 billion.

These figures have more meaning when compared with the total federal investment in government power facilities up to this year—about \$3 billion which covers the cost of all Northwest dams allocated to power, as well as TVA and other federal power projects. Most of this is repayable at 2½ per cent interest.

The total government investment in loans to rural electric co-ops also comes to about \$3 billion. This is repayable at 2 per cent.

In short, the total subsidy to the private utilities under the tax write-off program in the past seven years almost matched the total subsidy for public power development over the past generation.

Perhaps these related events of this summer in Washington could be properly recorded on the rim of Hells Canyon with a historical marker at Gettysburg and Bull Run. It might say:

The Battle of Hells Canyon Here fell the defenders of the high federal dam, but only after exposing to fatal assault one of their attackers' main supply sources, fast tax write-offs. For the private utility army massed in this bitter campaign, Hells Canyon turned out to be a Pyrrhic victory.

U. S. Proposes World Court Set Claim For Damages

WASHINGTON (AP) — The United States said Thursday it has asked Russia to let the World Court adjudicate a U.S. claim for damages in the shooting down of an American plane by Soviet fighters in 1954.

The incident took place in the Sea of Japan. Ensign Roger H. Reed was killed when the Navy P-2V Neptune was shot down Sept. 4, 1954. Nine other crewmen were rescued.

U.S. damage claims total \$1,355,650.

The Soviets never have submitted to World Court jurisdiction in similar air incidents. They were not expected to accept it this time.

The Russians contended at the time that the aircraft violated their territorial air space. They said the Soviet fighters attacked when the U.S. plane flew within 6½ miles of Cape Ostrovna. This would place it within the 12-mile limit the Soviets claim as their territorial waters.

The United States rejected both points. It recognizes a three-mile limit on territorial waters. The United States also maintained the plane was no closer than 33 miles to Cape Ostrovna.

The site of the attack was near Peier the Great Bay, which the Russians recently closed to international traffic. The United States has protested closure of the bay, since Vladivostok's big Soviet naval base is an illegal grab of international water.

State Department officials said there was no direct relation between the incident and the Soviet closing of the bay.

Accused Russian Spy Meets With Lawyer

NEW YORK (AP) — Accused Russian master spy Rudolf Ivanovich Abel met his court-appointed lawyer for the first time this week and had a friendly, two-hour conference.

Abel told James B. Donovan, former general counsel of the wartime Office of Strategic Services, he was worried about his property in the Brooklyn studio where he posed as an artist.

Abel, accused of stealing U. S. atomic and military secrets for the Soviet Union during nine years said he was particularly concerned over his paintings, which are still in the studio. Donovan volunteered to place them for safekeeping in his own Brooklyn home.

House Resolution May Save Aircraft Carrier

WASHINGTON (AP) — A House resolution designed to save the famed aircraft carrier Enterprise from the scrap heap was headed for President Eisenhower's desk today.

The measure authorizes the Navy to turn the historic World War II vessel over to an association headed by Fleet Adm. William F. (Bull) Halsey (ret). The association plans to maintain the Enterprise here as a permanent national shrine.

The Enterprise now is in the Brooklyn Navy Yard. It originally was scheduled to be scrapped.

Talented Girl To Get Job With Red Skelton

HOLLYWOOD (AP) — In a surprise switch, 13-year-old Janet Scheldner of Cincinnati is going to be on TV with Red Skelton after coming West to be on the Jerry Lewis show.

A spokesman for Skelton yesterday confirmed that the young warbler, known professionally as Janet Shay, has been signed to appear on Skelton's first four shows of the winter season.

Janet auditioned for Lewis when the comedian played a stage show in Cincinnati about a month ago. It was then, Janet reported, that Lewis told her, "Come to California and be on my TV show." She took him at his word.

But when she arrived in town, Lewis was in the East. However, a Skelton representative heard her singing and the papers were signed.

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President Eisenhower for the most part has had better fortune in pressing his foreign programs than on the domestic front. Perhaps mindful of that fact, he has now put Congress on notice that if it slices deeply into new foreign aid appropriations he may summon the lawmakers this fall for a special session to try for more money.

Bruce Bioassat

Originally this year foreign aid seemed headed for a very bad time. Then the President swung into action and used both pressure and persuasion to stir public support of his program.

Largely he succeeded, though the foreign aid authorization bill he finally signed—\$3,367,000,000—was some 500 million dollars short of the sum he asked for in May.

Mr. Eisenhower knew, however, that when Congress got around to voting the actual money for this aid it would chop a great deal more off the total. That has been the custom in handling foreign assistance for many years. The appropriations committees draw the purse strings

tighter than the authorization bill recommends.

BECAUSE he has already lost 500 million dollars of his desired goal, the President is anxious this year to hold the rest. Hence his warning that if Congress appropriates less than the authorized total he might call the legislators back and compel them to re-examine the matter.

Congress doesn't like this kind of pressure and could be sternly resistant. The House vote of 252-136 to slash \$809,650,000 below what the President called a rock-bound minimum might be a reflection of such resentment against pressure. On the other hand, the lawmakers don't like the exposure of a special session, where they are so obviously on the spot.

It is the first time Mr. Eisenhower has resorted to this tactic, which President Truman employed in his regime with much fanfare. It will be interesting to see what happens if like is forced to execute this strategy.