

The News-Review

CHARLES V. STANTON, Editor and Manager

ADDY WRIGHT, Asst. Bus. Mgr.
GEORGE CASTILLO, Asst. EditorMember of the Associated Press, Oregon Newspaper Publishers Association, the Audit Bureau of Circulations
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CLOVERDALE PLANS

By Charles V. Stanton

The Federal Housing Administration has announced plans for complete rehabilitation of Cloverdale Addition. Cloverdale homes were built as a wartime housing project. Our community was booming. Housing was most difficult to obtain. A professional builder purchased the Cloverdale tract, installed streets, sewers, water lines, and erected 180 homes. Loans to finance the development were federally insured.

Sales contracts were made readily. But trouble developed. It was discovered that drainage had not been properly arranged. Some of the homes were damaged by flood water. Heating facilities were inadequate. Other troubles, many arising from the haste with which the project was planned and built, were uncovered.

Some purchasers surrendered their contracts and equities, taking rather severe financial losses. The project gained a bad name.

Litigation Started

Litigation was started to force repairs and rehabilitation. Because properties were not sold, loan foreclosures were instituted. Houses stood idle and, because of disputed title were not properly guarded, whereupon extensive vandalism occurred.

Some of the houses were retained by original purchasers and contracts are being paid out. Mortgages on those homes are retained by the private agency which originally loaned money. The remainder of the addition, however, after long court action, has finally passed to the federal insuring agency, with management by the Federal Housing Administration.

FHA now is arranging thorough rehabilitation.

The whole area will be properly drained. Provision will be made to dispose of surface water without damage to property within or outside the addition. Streets will be repaved and surfaced. Sewers, water mains, and utility services will be made adequate. Original heating plants will be removed and modern, totally adequate, oil-fired pressure systems installed. All houses will be repaired, if repairs are needed, and all will be painted.

The homes, according to FHA officials, are of good construction. Aside from heating plants, the rehabilitation need is principally confined to exterior facilities and replacement of materials or fixtures lost to vandals, FHA representatives report.

Mindful that placing too many houses for sale at one time on the market might adversely affect property values, FHA plans to proceed slowly with its sales program and offer houses only in blocks of a size that will not depress the market. This procedure will be worked out with local realtors. Sales will be made through local firms.

Hardships Recognized

Some of the present owners of homes in the residential district feel they are abused. They bought the homes, made needed changes, installed new heating plants and took care of drainage and other needed rehabilitation jobs at their own expense. Now similar houses are to be put into top condition at federal expense and sold at a cost no higher than that incurred by original owners.

FHA says it has no remedy for this allegedly unfair situation, but points out that restoration of the addition, and the creation of a desirable residential district, will permit the present owner to recover his extra costs through improvement in property values.

Roseburg, I anticipate, again will be experiencing a housing shortage within comparatively few months. When that condition arises the homes available in Cloverdale under FHA financing will be a decided asset to the community.

—Bruce Blossat—

The year 1958 will not see a tireless re-run of the old battles over federal aid to education. The Eisenhower administration this time has spread the nation's educational problems across a much wider canvas.

Russia's leap into science leadership is responsible. It shocked us into sudden awareness of our shortcomings in this field.

Educators, of course, will not be satisfied with the President's 1-billion-dollar program (which calls for 600 million from the states). Scidmore does a budget adjustment wholly please those most directly involved.

BUT THE PROGRAM is a frank recognition that our problem is deadly serious, and an evidence of the administration's determination to do something substantial about it—even if not all that the critics would like.

The proposal to provide money for some 19,000 scholarships is intended to strike at one of our most pressing dilemmas, the failure of thousands of well-qualified youngsters to go on to college or to complete such training. Lack of funds appears to be the prime reason.

The suggested bigger appropriation for the National Science Foundation also would serve very much in order. This organization already has proved its worth. And no one needs to be told that we must take all avenues that may lead reasonably to an improvement in our science training.

SOME of the program's critics want a more lavish outlay, and consequently assail the administration's effort to shape a plan they believe is governed by insistence on a balanced budget.

The exact size of the wisest possible program is naturally always a debatable matter. But it is a fact that no administration can totally ignore the relationship between a specific set of proposals and the full budget.

This is true even in emergency when, when economic demands, all of them effectively

Rejection Of Bids On Tire Contract Draws Attack

SALEM, Jan. 13.—State Finance Director John F. Richardson's rejection of bids for the state's \$300,000 annual tire contract was attacked Monday as tending to undermine the confidence of vendors dealing with the state of Oregon.

The report was made by Loren D. Hicks, assistant attorney general for the secretary of state, and Kenneth W. Cole, assistant auditor supervisor. Their report was made at the request of Secretary of State Mark Hatfield.

Richardson ordered the bids rejected last month. New bids will be opened Feb. 3. He said there was no proof that the tires met specifications.

Hicks and Cole said that Peck Bros., Portland, which submitted the low bid, should have been awarded the contract. They pointed out that the firm, which has sold tires to the state for seven years, had offered to furnish proof that its tires met specifications.

From now on, Richardson will require that bidders submit evidence of federal test results, and Hicks and Cole said this requirement might exclude some competitors from bidding.

Such a policy as that used in rejecting the bids "will inevitably operate to the detriment of the state's interests," the state of Oregon report said.

Richardson also objected to the five companies which submitted bids. However, there were three lower bids than those.

A Close Look at the Near Future



NEA Service, Inc.

Reader Opinions

Forced Auto Insurance Not Accident Safeguard

Just a few comments on compulsory auto insurance.

Should we adopt compulsory auto insurance in Oregon? No! If insurance companies were forced by law to insure the reckless and financially irresponsible driver, rates would in all probability be double that which you are now paying, and at the same time people would still continue to be torn to pieces on our highways.

Our state politicians should be more interested in preventing accidents than collecting for them after they happen.

The big percentage of the uninsured motorists on our highways today are not responsible and do not meet the requirements of the insurance companies. The state should not allow these people to drive, rather than "passing the buck" to the insurance companies, which couldn't mean anything but more rate increases.

How can I protect myself against the uninsured motorist if I become involved in an accident with him?

Insurance companies are presently considering inserting Uninsured Motorist coverage into the basic auto policy. This, in short, means that if you receive a liability judgment against a person who has no liability insurance, your own insurance company will pay the judgment. At present, this coverage is available only as an option at a cost of four to five dollars, depending on the company. At this price, all persons responsible enough to buy liability insurance should not be caught without this additional coverage.

How successful has compulsory auto insurance been in other states?

Massachusetts has had compulsory auto insurance for years, and it has not yet been perfected to any degree of workability.

Companies have started writing limited policies which meet only state requirements. These policies provide coverage only while your auto is being driven on public roads. You are sunk if you back over a child in a private driveway.

How does the cost compare? In Massachusetts the cost of auto insurance is just about double that of comparable population areas in any other part of the country.

New York carefully studied Massachusetts' law for years, attempting to conceive a workable compulsory auto insurance law. Now, after two years under their new law, even the lawmakers are beginning to admit that it is a miserable failure.

Why does it appear that personal injury judgments in these states are higher than those in states not under a compulsory law?

If the amount of insurance a person carries is public record, during a trial, it is too easy for the plaintiffs and their attorneys to give the jury the feeling that they are no longer dealing with an individual, but with a gigantic insurance company with an unlimited amount of money. Thus, too often, plaintiffs receive excessive awards which they are not entitled to, and again, people wonder why their insurance premiums continue to rise.

The answer: Not compulsory auto insurance, but more and better traffic law enforcement, stricter licensing requirements by the state, and the revision of present auto policies to include protection against the uninsured motorist.

The result: Instead of getting a judgment that you will never be able to collect, you would receive a fair and equitable settlement. Insurance premiums would be kept at a minimum, and possibly we would rid our highways of some of the idiots that should not be there in the first place.

Gene E. Foley
Emergency Agency
538 S. E. Jackson Street
Roseburg, Oregon

—Hal Boyle—

NEW YORK, Jan. 13.—David Selznick offered Hollywood an answer to its problems Tuesday.

"The solution is to pray," he said grimly.

The veteran producer feels too many movie makers still underrate the extent of the revolution free television inspired in the motion picture industry, and are unprepared for the next revolution—television.

Selznick, who turned out two of the all-time top box office draws in "Gone With The Wind" and "Duel In The Sun," feels he has a candidate for his third academy award in "Farewell To Arms." He spent \$4,200,000 dramatizing the Ernest Hemingway classic—his first film in nine years—and he is confident it will be one of the greatest financial film successes of recent years.

"Increasingly, the future will lie in the big film," said Selznick, a big man fond of big gestures. "The economics of the picture has become such that it can't afford to make average pictures any more. They can't compete with free TV offerings."

"It isn't enough to say that bigness alone will do, however. There is a gigantic market for pictures, but the mediocre product, large or small, no longer has a chance."

Public Demands Quality
The public is desperately anxious for what it wants to see—but what it wants to see is quality.

Pacing up and down his hotel suite in a gray flannel bathrobe (half a block off Madison Ave.), the producer continued:

"You used to be able to produce 'X' number of pictures and be sure of a small profit on most pictures, and a large profit on a few. It was like packaging sardines."

"It was an industry then. It isn't now. Today you're in show business."

Theaters Warned
"The next revolution will be pay TV, when a picture may take in as much as \$10,000,000 in a single night. And theater owners, instead of fighting pay TV as they did free TV, had better start moving in on it now to get their share. Otherwise, they'll suffer greatly."

Selznick, at 29, was executive vice president of RKO studio and grind. He had made about 40 films since becoming an independent producer "after I decided the assembly line stuff was nonsense."

Pilotless Interceptor Contract Given Boeing
SEATTLE, Jan. 13.—The Boeing Airplane Co. said Monday it has received a contract from the Air Force for construction of about 100 Bomarc pilotless interceptor missiles.

The contract, by letter, also calls for ground equipment needed in supporting Bomarc missiles at two tactical Bomarc bases.

The dollar value of the contract was not announced. The project is to be financed from fiscal-1958 funds.

The 47-foot, 15,000-pound missiles have a range of 200 to 300 miles and are reported to have reached speeds of nearly 2,000 miles an hour.

Food From U. S. Will Feed Needy In Korea
SEOUL, Jan. 13.—Over a ton of food will be distributed to needy Koreans by Sgt. James Lee of Emmett, Idaho, the Army said Monday.

The food is being sent to him by his mother, Mrs. Jenny Lee. Previously, canned, dried and preserved foods and clothing had been given to Korean orphanages by Lee and his mother during the past Christmas season.

Greengrocers in the Emmett area donated the food.

LUTHERAN EDUCATOR DIES
COLUMBUS, Ohio, Jan. 13.—Dr. Otto Mees, 78, president emeritus of Capital University, Columbus, died Saturday of a heart seizure. The youngest college president in the country when he took over the presidency of the Lutheran school in 1912, Dr. Mees retired in 1946.

Albanians Free U. S. Flier After 19 Days In Prison

CHATEAUXROUX, France, Jan. 13.—Maj. Howard Curran today sought "peace and quiet" with his three young, motherless children after 19 days as a prisoner in Communist Albania.

"I just want to be alone with the kids," the 33-year-old test pilot at the U. S. Air Force base here said. "I'm going to take a short leave and spend it here with them."

The major was flown out of Albania Saturday. He disappeared Dec. 23 on a flight from Chateauxroux to Naples and was given up for lost. It was not until Jan. 9 that Albanian authorities announced he was in Albania.

The flier reported he ran out of fuel and had to land in Albania after losing his way in bad weather over northern Italy.

The flier said the Albanian authorities questioned him for about five hours a day for the first five days of his detention.

"They asked military questions and I explained I did not consider myself qualified to answer," Curran said.

His plane, a T-33 jet trainer, blew a tire on landing and he was unable to fly it out although the Albanians gave him permission. The future disposition of the plane has not yet been determined, an Air Force spokesman said.

In The Day's News

By FRANK JENKINS

somewhere in the brush sending out the bees to scare the pants off the rest of the world.

If such were the case, he'd figure that if he could get us badly enough scared he could handle us.

Fantastic? Wait a minute. You haven't heard anything yet.

Radio Moscow said yesterday Russia's Sputnik 4 offer man his first opportunity to verify the late Albert Einstein's theory that high speed space travel might lengthen men's lives. The broadcast said:

"In space ship traveling at a speed close to the velocity of light (186,000 miles per second) time would pass 70 TIMES MORE SLOWLY THAN ON THIS PLANET."

The slowdown would tend to PROLONG HUMAN LIFE in such a ship to the same extent, opening an enormous opportunity for man to explore the remotest parts of the universe."

That is to say, One might LIVE FOREVER if one could just go hurtling through space long enough at high enough speed.

Practical question: WHO WOULD WANT TO? Not I, for one.

Here in the mythical State of Jefferson we are a realistic and practical tribe. So let me offer some realistic and practical advice:

Let's forget all this moonshine and go on living our lives from day to day.

Let's continue our efforts to get rid of the mice that are pestering us.

Let's get our big stands of pulpwood developed, so that their conversion into paper and other fiber products will provide us with increasing payrolls.

Let's complete the development of our great rivers—including the Klamath, which is the No. 2 power stream of an American Pacific Coast—and the Rogue and the Umpqua and the Trinity.

And so on.

Let's LIVE IN THIS GENERATION instead of trying to live in far distant generations that are still to come. Let's leave preparation for these distant coming generations to the scientists, the specialists, the thinkers.

That will TAKE TIME. Meanwhile, we shall all need to eat, to shelter ourselves and to strive to keep our jobs and keep our businesses going. We'll be happier that way.

Thinking It Over

By Robert L. Dieffenbacher, D.D.

(Written for NBA Service)

The old pump sometimes failed to bring forth water when there was plenty of water in the well. The parts were dried out. The pump had not been used recently. We want our thirst quenched with the water to the surface of the ground.

Time after time our contract with God is so infrequent that when we do seek God's help, we get no answer. We have failed to live Christian lives and have called on God only when we were in trouble. We then turn away from prayer with the feeling that God is of no help to us.

Actually, we need to prime the pump with some sincerity. We should never expect to use a rusty or dried-out instrument when we want our thirst quenched with the eternal waters of God.

If we pray without ceasing and follow God's guidance we shall never fail to have God flowing into our lives. We shall not find ourselves parched with indifference and sin.

Actress Refuses To Deny Report About Marriage

By EDDY GILMORE

LONDON, Jan. 13.—Four-times-wed Eva Bartok fluttered her long eyelashes here and refused to deny a report that she plans to marry the Marquess of Milford-Haven.

"Did you see the story in today's Daily Mail?" asked a reporter.

"Yes."

The paper said the Hungarian-born actress and the 38-year-old Marquess, best man at the wedding of Queen Elizabeth II, would marry this year.

"What is your reaction to the story?"

"No comment," the actress said to 16 photographers and 14 reporters who jammed into a tiny theater manager's office for a news conference.

"Will you deny it?" asked another newsmen.

"No," she said. "I won't even discuss it."

She lowered her head, which was covered with a black hat shaped like an inverted coal scuttle and launched into the agonizing problem that faces many an actress whose private lives make news.

A question for businessmen:

What would happen to your business if you or your partner should die?

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See

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