The News-Review

CHARLES V. STANTON, Editor and Manager

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

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

Represented by WEST-HOLLIDAY CO., INC., offices 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, $3.25. Outside Oregon—By Mail—Per Year, $15.00; six months $7.50; three months, $3.50.

By News-Review Carrier—Per Year, $12.00 (in advance), less than one year per month, $1.25.

Entered as second class matter May 7, 1930, at the post office at Roseburg, Oregon, under act of March 3, 1879.

A TASTE OF SUCCESS

By Charles V. Stanton

How many things do you know that aren't true? I asked that question once before, but it seems to me there are so many things we are caused to believe, although they are not true, that we should keep the question continually in mind. My previous question concerned politics and political propaganda, but I am moved to ask it again because of an editorial which appeared recently in the *Capital Journal*, Salem.

We are all deeply concerned with the terrible toll of lives on our highways. The thousands of people killed and the hundreds of thousands injured each year cause us great concern. Every agency of expression strives to promote greater safety on our highways.

Our highways daily are growing more dangerous. (True or false?)

Although in 1957 more people were killed in Oregon than in any previous year, other than 1946, the record year, our highways were almost twice as safe as in 1946.

From records of the State Traffic Safety Division, the Salem newspaper compiled the following statistics:

Year	Oregon Deaths	Vehicle Registration	Death Rate
1946	482	470,154	10.6
1952	460	732,267	6.9
1957	463	832,000	5.7

The death rate is the number of fatalities per 100 million miles of travel. Figures for 1957 are estimates.

The *Capital Journal* adds:

And there are other figures which show that Oregon's traffic safety is not only good in terms of results but also by comparison.

The national death rate in 1946 was 9.8 per 100 million miles. Oregon's was .8 higher. In 1952, despite the high total, Oregon dropped below the also dropping national rate of 7.4 (Oregon's was 6.9). And Oregon further broadened the gap this year, as far as can be judged at this time, because the national rate projects to about 6.4, compared to Oregon's 5.7 or 5.8.

The *Capital Journal* explains that the 1957 figures are estimated, inasmuch as there is a difference of 20 in the total fatalities reported by the Traffic Safety Division, which lists only deaths on a public roadway, and the Associated Press, which includes fatalities occurring in private driveways or at truck loading or dumping sites off a public road.

Should Not Relax

Because of the publicity given highway deaths, I am sure most of us have been laboring under the impression that our highways are becoming increasingly more dangerous. "Bare figures have deluded us all into thinking that our advanced highway design, heavy construction outlays, traffic laws, police and educators are accomplishing nothing," says the *Capital Journal*. "The opposite is true."

We are taught to believe that speed is the principal cause of accidents. Yet statistics show that the great majority of accidents occur at speeds of less than 45 miles an hour. It is true that speed increases the ratio of fatality, but as often as not it enables the driver to dodge an accident.

One of the chief causes of accident on Highway 99, at present, in my opinion, is the frequent change from one-way to two-way sections, coupled with the fact that some stretches accommodate high speeds but suddenly give way to sections suitable only for reduced speeds. Much of this condition will be eliminated when the highway is double laned throughout its distance.

But, even though our highways are safer than most of us have realized, they still are not safe enough. Nor are they as safe as they could be if every motor vehicle operator drove carefully.

The fact that the rate of accident is steadily being reduced shows that our campaign of education is bearing fruit. We should not relax our effort simply because we are succeeding in our purpose. In fact, the small taste of success should cause us to redouble our efforts. But let's recognize that we are succeeding and that the impression held by most people that we are steadily losing ground is one of those things that is not true.

—Bruce Biossat—

Gen. George C. Marshall, testifying before a congressional committee half a dozen years ago, offered this observation on his countrymen:

"Americans regard as a stalemate any problem arising in the morning and not settled by afternoon."

As a serious proposition this may be arguable. But the point, perhaps, is that many in and out of this country would be found arguing for its soundness.

There may be some such trait of national character at work now in our approach to the missile-satellite problem and our evident lag in scientific education.

WE ARE understandably distressed over our position relative to the Soviet Union. We want something done about it.

Nothing wrong with that, obviously. We'd be in pretty bad shape if we weren't upset and didn't care whether or not we got action.

But there is a danger that the call for action will be expressed too much in terms of demands for more money. Many seem to think that if we simply dig deeper into the government's pocketbook, that will take care of everything quickly and we can go back to our usual concerns.

So the cries have mounted from every quarter: We must spend more for defense, for education, for labor training, etc., if we are going to meet the Russian challenge.

A GREATLY unfortunate consequence of this approach is that it opens the door wide to the countless pressure groups which want to get or keep berths at the government trough. It could be something like real wartime, when the mere mention of the magic word "defense" was sufficient to loosen the federal purse strings for many a dubious enterprise.

Some additional spending does indeed seem called for, especially in defense and education. But the watchdogs ought to be unusually alert. Whatever the Soviet sputniks should spur us to do, they should not induce us to embark on a spending spree as a cure-all for every problem we face.

Scientists Petition To End Bomb Tests

UNITED NATIONS, N. Y. (AP) — More than 9,000 scientists of 44 nations have petitioned the United Nations for an international agreement to stop nuclear bomb tests immediately.

The petition warned that "each nuclear bomb test . . . causes damage to the health of human beings all over the world. . . and increases "the number of seriously defective children that will be born in future generations."

The petition was circulated by an American Nobel Prize winner, Dr. Linus Pauling, who said he felt it "represents the opinion of a majority of the scientists of the world." Some U. S. authorities questioned the scientific accuracy of the petition when it was first made public last June 3 as an appeal by 2,000 American scientists. Foreign scientists later signed it.

Pauling submitted the petition with 9,235 names to Secretary General Dag Hammarskjold.

—Hal Boyle—

NEW YORK (AP) - The mongrel dog—the flea-bitten mutt beloved of children—may be on the way out of this country.

He is becoming a victim of prosperity, according to Milton M. Weiss, president of the Animal Insurance Company of America.

"In 1953 there were 28 million dogs in the United States, and 15 million were pedigreed," said Weiss. "Today our dog population is 30 million, and 18 million are pedigreed.

"In a few short years there has been a decline of about one million in the number of nonpedigreed dogs.

"The reason is simple. People have been buying more expensive homes and cars—and they also have been upgrading their pets."

There were chorties of laughter last fall when Weiss founded the nation's first firm devoted exclusively to life insurance for pedigreed dogs. There also were howls of protest from mongrel owners, who felt their pets were being discriminated against.

Weiss, who had spent 26 years in the insurance business and entered the new field after a 10-year actuarial study of dogs, let neither the laughter nor the howls influence him.

Can't Insure Mongrels

"We can't insure mongrels, because they have only a sentimental value," he said. "But a pedigreed dog has a property value, just like real estate or furniture.

"We feel the average pedigreed dog is worth at least $300. Actually it costs about that much each year to raise one."

This estimate would give the nation's 18 million pedigreed dogs a total value of $5,400,000,000.

Weiss's firm will insure pedigreed dogs ranging from six months up to seven years old for $8 per year per $100 of coverage—or up to nine years, if they are insured before the age of seven. The firm pays off for death by any cause except poisoning. Group insurance is available at lower rates to kennel owners for five or more dogs.

Really No Joke

"This is no joke," said Weiss. "Some of the nation's largest brokers have asked to represent us. After all, if we insure only 250,000 dogs, we'll have a volume of $7,000,000 or more a year."

Dogs can be insured from $125 to $13,000. Of the 400 policies written so far, the largest is $5,000—covering Asta, the wire haired fox terrier who stars in "The Thin Man" series on TV.

So far only one claim has been filed. A German shepherd was killed by a hit and run driver only two days after its owner had taken out a $200 policy. The claim was paid promptly.

Is it possible a dog owner might kill his own pet to collect the insurance on him?

"Never!" said Weiss stoutly. But to guard against the possibility of fraud, his firm requires a certificate from a veterinarian giving the cause of death, in the event a claim is made, and proof that the dead dog is actually the one that was insured. This is done by taking its nose print, which is on file with the company.

"The nose prints of dogs are just as individual as the fingerprints of human beings," said Weiss.

Reader Opinions

End Of Youth Center Deplored By Student

An editorial written by George Castillo and based on a letter by Roseburg High School student, Donna Graves, was published near the beginning of this school year. Although this editorial held some timely and important information, many parents and citizens of our town chose to ignore it.

The information held a plea to all parents interested in the welfare of our youth of today and our citizens of tomorrow. All this apparently had no affect on most of the people of Roseburg, for now that plea has been proven a useless one. The plea made to the public in this article was not a plea of financial support, but rather one asking only for the support of "physical presence of parents" in Youth Center activities. Now you — the citizens of Roseburg — need not worry about giving our youth the physical support they asked for, for there is no longer a Youth Center to which you can give your support.

Said Mr. Castillo, "The center deserves a chance, and the parents can furnish it." But you did not furnish that chance, and although many teenagers worked hard to make a go of the organization, they could not do it alone.

At this point, however, it should be added that we owe what little success we did attain to Mrs. Charles Brown, now living in another city. Shortly after Mrs. Brown left Roseburg, the center collapsed completely due to lack of adult - student cooperation she had begun to establish.

So now you find that there will be many more students roaming the streets and finding too much idle time on their hands. But who is to blame for the failure of our Youth Center? Our youth, our parents, or both parties? Other towns have built centers and maintained the wholesome activities the public crys for. Why did we fail where others have succeeded? It seems, indeed, to be rather ironic to think that parents and teenagers cannot cooperate to successfully build and maintain something they both want.

Now it is for you to decide what the future will hold for our youth. Will you work with them to provide the wholesome activities that most parents and young people desire?

Wendy Bingham
1333 SE Court
Roseburg, Oregon

Compulsory Insurance Opposition Expressed

To the Editor — We wish to comment on your recent editorial and Senator Dimick's letter concurring which favors compulsory automobile insurance.

Senator Dimick stated in his letter that compulsory auto insurance has worked successfully in several states. The several states are Massachusetts, New York and North Carolina. Massachusetts has had 30 years of sad experience, New York less than one year and North Carolina less than one month. New York studied the Massachusetts law for years endeavoring to remove the bugs and pass the perfect law. Yet, in the eleven months since this law went into effect there have been 14 bills presented to the legislature to correct the inequities of the Compulsory Auto Insurance Law. North Carolina's law went into effect Janury 1, 1958. Auto insurance rates in an area of Massachusetts comparable to Douglas County are twice as great. If any reader has a friend or relative in Massachusetts write and ask them their opinion of Compulsory Auto Insurance.

Senator Dimick states that a great number of the driving public is without liability insurance which is probably true. However, there is available to the insuring public, coverage to protect them from the uninsured or irresponsible motorist. For the nominal cost of less than 35c a month an entire family may protect themselves for bodily injuries received from such drivers up to the statutory limits. We believe this to be a better answer to the problem than Compulsory Auto Insurance with eventual rates twice as great as presently paid.

The statement of Mr. Dimick's that insurance companies are opposed to Compulsory Auto Insurance because they would sell less collision insurance is pure hogwash. The insuring public is intelligent enough to realize that collision insurance is to protect their investment, not just to help some company sell insurance. (Most of us carry collision insurance because the car isn't paid for).

We suggest that the proper way to rid ourselves of high insurance costs is to legislate the irresponsible driver off our highways. We believe Senator Dimick's time would be better spent working toward legislation providing heavier penalties for the traffic offender. New Jersey has a "no fix" traffic ticket. In this state accident frequency per 100 automobiles registered is 3 per cent compared to 6.6 per cent in Massachusetts.

We contend that anyone in possession of the real facts will realize that Compulsory Auto Insurance is nothing but a financial burden to the people and a political football. This insurance law in Massachusetts has priced the poor man off its highways.

As a parting thought and for the information of the insuring public and Senator Dimick, insurance rates in Massachusetts have increased 65 per cent since 1952 while in Douglas County rates are 9½ per cent lower than 1952.

Local insurance agents have worked for and contributed financially to programs of highway safety designed to keep insurance costs down.

DOUGLAS COUNTY
ASS'N. OF INS. AGENTS
Victor D. Lewis, Pres.
Wm. S. Reinhart, Vice P.
Richard De Bernardi, Sec.
Box 410, Roseburg, Ore.

Thinking It Over

By Robert L. Dieffenbacher, D.D.

(Written for NEA Service)

Attention getting takes many different forms. Some people want to be known for their shocking behavior. Strutting like peacocks or dressing like fashion plates may satisfy the exhibitionist. Piling up fortunes appeals to a few. Many merely desire to hear a word of recognition or appreciation. The desire for attention is a natural tendency of men.

God made us this way. He created men after His own image. He is a jealous God who demands the attention of His children. He will not suffer any other Gods before Him. He penalizes those who turn away from Him. But to those who do His will and turn away from sin and temptation He gives deserved praise. "Well done thou good and faithful servant!"

Instead of seeking mere human acclaim and pushing others out of our way to gain the limelight, we need to live so that we may earn God's praise. Man's attention is small reward for living, compared to God's recognition.

1-HOME FIRE ORGY

GLENDIVE, Mont. (AP) — The Charles Kings have reported seven small fires at their home since Friday morning.

The latest was a blaze Saturday in a window frame.

Fire Chief George Smith said he had no idea what caused the fires. One fire started in a waste basket, another in a closet. Others burned curtains of window frames.

In The Day's News

By FRANK JENKINS

ing into defense needs. It promises a substantial increase in funds for missiles, nuclear (atom-powered) ships, research and development, science and education.

Mr. Eisenhower, the teletypes report, is expected to urge the congress to avoid raising taxes or adding to the national debt. He has said that by "whittling away on UNNECESSARY spending" (that is to say, boondoggling) congress can balance the budget.

What will the congress think of that idea?

Here is the answer in a nutshell:

Both House GOP Leader Joseph Martin of Massachusetts and Assistant Senate Democratic Whip Mike Mansfield of Montana express doubt that congress will slash enough from domestic programs IN AN ELECTION YEAR to end up with a balanced budget.

What does that mean?

Well, it's a fair guess — THIS BEING AN ELECTION YEAR — that we'll wind up with neither increased taxes nor reduction of domestic spending. In other words, the prospect is that we'll go back to deficit spending, with the deficit added to the national debt.

Politics is a strange trade, isn't it?

Douglas Co. Library Notes Change In Reading Trends

A change in the type of service desired by many people who use facilities of the Douglas County library system was noted at the regular board meeting this month.

Librarian Carol Trimble said the difference is that people are reading, not merely for recreation, but for information.

Requests have come to the library for help in many fields, Miss Trimble said. The variety of requests is indicated in that books on the Bantu language, repairing reed organs, sheep raising and various technical studies have been needed. A large number of requests have been made for help in preparing for Civil Service examinations.

When material can't be furnished from the county facilities, requests are sent to the State Library in Salem, and if material isn't available there, requests are forwarded to the Pacific Northwest Bibliographic Center, Miss Trimble said.

Larger Budget Needed

In her talk to the board, Miss Trimble said a larger book budget for the county system is needed.

Purchase was ordered for a 20-drawer filing cabinet to replace cardboard boxes now in use. The new file will be purchased out of the 1957-58 budget.

The budget for 1958-59 was considered. The board will meet with the County Court Jan. 24 at 3:30 p.m.

During December, 28,183 books were circulated from various library facilities in the county. An increase of 127,336 for the first six months of 1956 to 169,081 for the same period of 1957 was noted. The 10,000th adult in the county registered for library service Jan. 7. Through Dec. 31, 6,506 juveniles were using library facilities.

Plans are being made for the Oregon Library Assn. meeting May 9-10 in Roseburg and for National Library Week March 16-22. Charles Sprague is Oregon chairman and committees will be appointed in each community for observance of the week.

Portland's New Zoo Will Be Open About June 8

PORTLAND (AP) — The new Portland Zoo will be opened June 8, just in advance of the annual Rose Festival, the zoo commission decided Monday.

Part of the zoo will be completed by then, the commission was told, with hooved animals, bears, penguins, primates, tropical birds and reptiles in their new abodes at the west hills zoo location.

The commission also decided to enlarge the penguin pool there, following recommendation of Dr. W. J. L. Sladen, Baltimore, penguin expert who recently was here treating sick penguins.

Sladen said visitors would be able to see the penguins at play better if the pool were enlarged to at least 30 feet in length.

— REVIVAL —
J. S. Watkins, Evangelist
From Washougal Wash.
Preaching Salvation, Healing and the Holy Ghost . . .
January 14th thru 19th
Evening Service 7:45 P.M. Morning and Evening Services on the 19th.
Garden Valley Community Church
10 Miles West on Garden Valley Road from Hiway 99 Junction

GOODYEAR TIRES
LIFETIME GUARANTEE
Ask us about it!

Never Lower Priced!

3-T NYLON

Now you get more miles of safer driving with

GOODYEAR

Exclusive
3-T NYLON
DeLuxe
Super-Cushions

NOW ONLY $19.95
6.70 x 15 blackwall tube-type plus tax and recappable tire

Here's the tire that **can take** *all* the road punishment you're apt to give it. *Why?* Because it's made with Goodyear's exclusive Triple-Tempered 3-T Nylon Cord that's stronger than steel, weight for weight. Processed by precisely controlled Tension, Temperature and Time, Goodyear's vastly superior 3-T Nylon Cord makes this tire stronger, safer and longer-lasting. And these lowest prices ever on 3-T Nylon DeLuxe Super-Cushions mean unsurpassed *value!* Stop, see us and save with safety!

$1.00 DOWN AND AS LOW AS $1.25 WEEKLY PUTS YOU ON SAFER 3-T NYLONS!

Check these value prices on all popular sizes, styles!

SIZE	Fits These Cars	Black Sidewall Tube-Type SALE PRICE*	Black Sidewall Tubeless SALE PRICE*	White Sidewall Tube-Type SALE PRICE*	White Sidewall Tubeless SALE PRICE*
6.00x16	Fits older models of Plymouth, Ford, Chevrolet, Hudson, Nash, Studebaker	18.85			
6.70x15	Fits most newer models of Plymouth, Ford, Chevrolet, Hudson, Nash, Studebaker	19.95	23.25	25.50	28.50
7.10x15	Dodge, Buick, Nash, Olds, Mercury, Pontiac, Hudson	22.80	25.50	27.95	31.25
7.60x15	Chrysler, DeSoto, Buick, Olds, Hudson, Mercury, Packard	24.95	27.90	30.55	34.20
8.00x15	Chrysler, Olds, Cadillac, Lincoln, Packard	27.40	31.05	33.60	38.05

*Plus tax and recappable tire

MORE PEOPLE RIDE ON GOODYEAR TIRES THAN ON ANY OTHER KIND!

GOODYEAR TIRES
CARTER TIRE CO.
266 S. E. STEPHENS PHONE OR 2-2689