

The News-Review

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HIGHWAY COSTS

By Charles V. Stanton

If Oregon is to get needed roads from its ports to the productive hinterland, the money must come from federal aid, reports Forest Amsden, executive editor of *The World*, formerly the *Coos Bay Times*. In a recent issue of the *Coos Bay* newspaper, Amsden reports at great length his findings at Salem, where he investigated possibilities for construction of a commercial highway between Roseburg and Coos Bay.

Money isn't available to build an east-west highway without federal assistance or an increase in state highway income, Amsden reports. He presents some information that all Oregon residents would do well to consider before they criticize the highway commission for delays in road construction.

Oregon collected \$56 million in highway funds last year. The revenue was derived \$11 million from motor vehicle license fees, \$33 million from gasoline taxes, \$12 million from motor truck fees.

From this \$56 million received in its highway funds the State of Oregon had only \$13 million to spend on road work.

When the State gets so much money, why does it have so little to spend? That is a question we well may ask. The answer is one every resident should mark well.

Should Protect Funds

State officials told the *Coos Bay* editor that out of the \$56 million the Highway Commission was required by law to divert \$1,850,000 to the State Police fund; \$10,800,000 was distributed to counties which, by law, get 19 per cent of all highway tax revenues; \$5,750,000 went to Oregon municipalities which are given 10 per cent of highway revenues by existing law; the sum of \$1,250,000 was appropriated for state parks, which are under the jurisdiction of the Highway Commission; \$1 million went for administration and general supervision of the highway department and \$5,200,000 went for bond service.

At every session of the Oregon Legislature bills are introduced to earmark highway revenue for some specific purposes. Usually the counties and - or municipalities want a larger cut. Pressure has been exerted for a separate parks department to be financed from highway revenue. Many other proposals seeking a cut of the highway revenue have been brought before the Legislative assembly. Few people, I believe, realize how little of the total money collected remains at the disposal of the Highway Commission. The figures presented by Amsden, if thoroughly digested by Oregon residents, will aid greatly in an understanding of the highway problem. It also may help readers of *The News-Review* understand why, when the State of Oregon had some surplus money available, I urged that part of that surplus be diverted to the construction of gateways to Oregon ports instead of being handed back, in two-bit rebates, to taxpayers.

Amsden reports that the \$13 million the Highway Commission had left, after making distributions required by law, went into a \$52 million road construction program.

Federal Aid Received

The State contributed \$3 million toward \$30 million worth of construction on the "interstate" system, in which the federal government participates at the rate of 90 per cent. This money went to Highways 99 and 20. Primary and secondary highways, with 60 per cent federal participation, received \$8 million of state money and \$12 million federal aid. \$2 million went for improvements on other roads in the state system.

Amsden has been particularly interested in a commercial highway between Roseburg and Coos Bay. He has advocated a new route, presumably by way of Reston and Melrose. He found little encouragement, however, in the facts detailed to him by the highway department officials.

There is much discussion concerning an increase of one cent in gasoline taxes and a boost of \$5 on vehicle license fees.

Would this boost help building the proposed new direct highway between Roseburg and Coos Bay, Amsden wanted to know?

From the one cent increase in gasoline fees, 29 per cent would go to counties and cities, leaving the State \$4,260,000 out of \$6 million collected. Increasing vehicle registration \$5 would give the State \$3,500,000, making \$7,760,000 available. Southwestern Oregon's share, based on current formula, would be around \$1,400,000 per year. If every cent of this additional money went to the Roseburg-Coos Bay highway it would take some 14 years to build the road at an estimated cost of \$20 million. It is quite certain other areas in Southwestern Oregon would not permit the total sum for the region to go to one project.

If a direct highway is to be built between Roseburg and Coos Bay, Amsden reports he was told, the greater part of the money will have to come from some source outside the Oregon State highway funds. It was suggested that defense needs be examined.

New County Farm Bureau Agent Visits Camas Valley

By MRS. WILLIAM BANKS

Camas Valley Farm Bureau recently introduced Wayne Lambley, Ashland, new Douglas County Farm Bureau Ins. agent.

He will move to Green soon to assume the duties of former agent Henry Cummings who is being transferred to Multnomah County.

Cummings, speaker of the evening, spoke on "Christmas Tree Farming."

Henry Denn reported on the Livestock Shipping Assn. meeting and Frank Kinnam reported on the County Farm Bureau meeting.

The group met at the home of Mr. and Mrs. David Thrush.

Visit Seattle

Mrs. Albert Schafer and granddaughter, Charmaine Mitchell, of the Valley and Mrs. Kenneth Ruppert, daughter of Mrs. Schafer, drove to Seattle, Wash., recently to spend a few days with Mrs. Susan (Schafer) Mitchell.

Dwain Brown, John Wheeler and Glenn Pasco drove to Tenmile Lakes for fishing Sunday. They reported no success.

The Camas Valley Home Extension Unit met at the home of Mrs. J. H. Parry.

Main dish meals was the project given by Mrs. Dave Thrush and Mrs. Lee Banks. Several of the casserole type dishes were prepared and served to the 21 members and one guest present.

The unit voted to send \$10 to the Douglas County Home Extension Scholarship fund.

All members were reminded they must attend the preliminary meeting to be held in Roseburg Jan. 24 at 10 a.m. in the court house if they are planning on taking the sewing course.

Glenn Meeks, Roseburg, entertained about 40 students at the strange fun night Saturday evening. Meeks played the steel guitar. Clem Spurlock and Meeks also played for group dancing.

"Now Don't Forget, This Is Top Secret"



Reader Opinions

Compulsory Insurance Said Not The Answer

Regarding compulsory auto insurance. Yes, insurance rates are going up. Have been for several years. And why?

First, of course, too many accidents. Then there's the high cost of repairing our "dream cars," and the fantastic verdicts our juries allow accident victims, spurred on by unscrupulous attorneys working on a percentage. But the crux of the problem is the first reason, "too many accidents," which are caused mostly by too many irresponsible drivers. You can't drive down the street without some halfwit riding your bumper. So, when you have to stop, it's another rear-end collision, and maybe a high priced "whiplash" damage suit.

The writer outlined a plan several years ago. The then secretary of state, head of the traffic department, and others to whom the plan was outlined complimented us and the plan as "having much merit," but John Amacher then Douglas County representative, tried to get it through the legislature. But, while it received good words, it didn't get through.

Briefly, the plan was called "Everybody a traffic cop." Responsible drivers could carry forms for reporting the thousands of violations we all see every day, giving date, license, etc. After three reports on one car license, the owner of said car would be called in to show cause why he shouldn't be ruled off the road for a time.

The officials told us it was possible for some people to "persecute" other drivers at whom they held a grudge. (Such a practice would certainly be obvious very quickly). Further, and this was the principle objection, "it would deprive certain people of an opportunity to make a living, by taking their driver's license away from them." However, we now have that very thing in operation. If you have too many accidents, you are pulled off the road. If it's all right now, why wasn't it then?

The only difference is that now the report must be made by a traffic policeman. But nevertheless, a man may "lose his chance" to make his living, by having his license revoked. But the net result is that thousands of other drivers may be safer on the road because this reckless menace is out of the way temporarily.

It's fun to watch these potential killers when a traffic officer shows up on the road. They suddenly become good, safe drivers, until the cop has gone out of sight. But suppose our plan was in operation. After the second notice these lads had, and knowing that one more report would mean a call to headquarters, and possible revocation of their license, they would automatically become safe drivers. Or, let us say, most of them would. A certain percentage would have to "get religion" the hard way.

The chief merit in this plan is the element of surprise. These lads spot a traffic cop a mile away, and suddenly repent. If they knew that the man following might make a report to the Secretary of State, or State Police, it would have the same effect on many drivers as a traffic officer.

No, compulsory insurance is not the answer. The answer, as so well expressed by the Douglas County Ins. Agents, Vic Lewis, Pres., is to legislate the irresponsible driver off our highways. And that's the only answer. If he refuses to get smart, protect the general public by refusing him permission to drive.

The principle involved in my original plan, and now incorporated in the present state plan is the same. "If you won't drive safely, you can't drive on our highways."

Glenn Wellman, 1086 N.E. Walnut, Roseburg, Ore.

—Hal Boyle—

NEW YORK — Things a columnist might never know if he didn't open his mail:

That, if you think rabbits know how to multiply, consider the fruit fly, which produces as many as 25 generations in a single year. . . . If all the descendants of a pair of fruit flies lived and bred, in just 12 months they'd make a ball 96,000,000 miles in diameter. . . . so swat that fruit fly and save your world!

That if you need calcium here's a way to get it cheaply. Save your eggshells, dry them thoroughly, then grind them fine enough for comfortable swallowing. (But don't overdo it. . . . you might sprout feathers.)

That in old Hungary a bigamist was subjected to a cruel and unusual punishment. . . . he was compelled to live with both his wives.

That if you're weary of paying laundry bills, cheer up. . . . a textile-like paper that can be used for making clothing is being developed. ("I'm tired of pine shirts; don't you have anything new in elm?")

Princess Wants Kitten

That the great ambition of little Princess Anne of Britain is to own a kitten. . . . but she can't have one because Queen Elizabeth's spirited corgi terriers won't allow a cat near Buckingham Palace.

That one third of the driving in the United States is now done by women. . . . and that doesn't even include the back seat driving.

—Bruce Blossat—

The debate in this country over inter-service rivalries is waxing hotter than it has been for some years. As so often occurs in heated discussion, misconceptions have crept in and are clouding our efforts to arrive at sound public judgments.

Some proposals for improvement of the Pentagon setup run to extremes, while there are other men who argue that things should be left just about as they are.

In defense of the latter position, however, at least one lawmaker has entered what many will regard as a questionable argument. This is that we won World War II with a divided command and that should stand as proof of its superiority.

THE CONVERSE OF THIS statement was, of course, that the Germans had a unified super-command and lost the war. For one thing, it has not been established that we won and the Germans lost because of the respective differences in command structure. This looks like a vast simplifying of the factors involved in winning a war.

For a second, that was World

Thinking It Over

By Robert L. Diefenbacher, D.D.

(Written for NEQ Service)

An employee who does his job well and learns to do more than is required is promotable. He will be considered for the bigger position when the opening occurs. He will be ready to take on added responsibilities and authorities. He will be worth more to his employer and to himself.

A seeking Christian is like the promotable employee. He will go beyond the minimum religious requirements. He will find many ways of serving God through helping his fellowmen. He will be so busy in the service of his Master that he will not be tempted to be lazy or to be selfish.

For subjective in life is not to be a minimum Christian but rather to be a maximum follower of God. If we go the second mile we can be assured of deserved promotion in the Kingdom of Heaven. We shall be ready to do God's bigger jobs.

The Day's News

(Continued from Page 1)

suming, agonizing process of waiting for official decisions," and added:

"The problem will not be solved by piling committees on top of committees and czars on top of czars."

What we NEED most of all, he intimated, is to quit talking so much and BUILD MORE WEAPONS. IT sounds like good common sense.

First—What's an anti-missile missile? It's a DEFENDING missile that will go up in the air and knock ATTACKING missiles out of the sky BEFORE THEY REACH US.

Second—Who's Douglas?

Well, the aircraft company that bears his name built the DC-3, the good old work-horse of aviation. I suppose everybody in America who has been willing to trust himself in an airplane (not to mention the rest of the world) has taken a ride at one time or another in a DC-3.

I suppose you're aware of the hullabaloo over our alleged shortage of engineers and scientists and the contention that Russia is so far ahead of us along that line that unless we begin at once to turn them out on an assembly line the Russians will have us over a barrel.

Here's the other side:

A young New Yorker who runs a job placement business and makes a good living at it says he has 14,000 trained specialists listed on an automatic card machine in what he terms a "national manpower register."

He says he could furnish 10,000 engineers and scientists every year.

One day somebody says the Russians are so far ahead of us it's pitiful. The next day somebody shouts that we are away out in front.

Today somebody says DO THIS. Tomorrow somebody says DO THAT. And so on.

Personally, I think one thing that may be wrong with us is that so many of us KNOW SO MANY THINGS THAT AIN'T SO.

Pioneer Missionary's Granddaughter Passes

PORTLAND — Funeral services will be held in Portland Tuesday for Ethel Walf Grubbs, a granddaughter of the pioneer Methodist missionary Jason Lee.

She died Thursday at her Portland home at the age of 88. Her mother, Lucy Anna Marie Lee Grubbs, was the first white child born in Salem. Her father, Francis Grubbs, was a graduate of Willamette University in Salem and later taught there.

Max Grubbs was born at The Dalles and lived in Portland 60 years. She was a member of the board of the Albertina Nursery for 13 years.

A cousin, Mrs. Frank Hales of Eugene, is the only surviving relative.

Science Shrinks Piles New Way Without Surgery

Finds Healing Substance That Relieves Pain, Stops Itching as it Shrinks Hemorrhoids

New York, N. Y. (Special) — For the first time science has found a new healing substance with the astonishing ability to shrink hemorrhoids, stop itching, and relieve pain—without surgery. In case after case, while gently relieving pain, actual reduction (shrinkage) took place. Most amazing of all—results were so thorough that sufferers made astonishing statements like "Piles have ceased to be a problem!" The secret is a new healing substance (Bio-Lyne*)—discovery of a world-famous research institute. This substance is now available in suppository or ointment form under the name *Preparation H*. At your druggist. Money back guarantee. *Reg. U.S. Pat. Off.



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