

The News-Review

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DRIVING PROBLEMS

By Charles V. Stanton

A movement to raise the age at which teen-agers may obtain licenses to drive motor vehicles seems to be gaining ground in Oregon.

Reading editorial expression, letters to the editor and various opinions printed in newspapers around the state, it seems there is considerable sentiment that the age at which drivers' licenses would be obtainable should be raised from 16 to 18 years.

Among the early advocates for the change were those people concerned with the mounting toll of accidents. They point to the high incidence of accidents involving teen-age drivers and contend that a two-year wait would bring about a greater degree of driver responsibility.

Another segment of the population points to the part the automobile plays in juvenile delinquency.

The automobile, these people declare, allows youngsters to get long distances from home and parental control, leads to thefts of gasoline, tires, and accessories, and also adds to sexual promiscuity.

Raising the age for drivers would, these people believe, permit teen-agers to become more mature, and thus less prone to delinquency, before the aid to delinquency is placed in their hands.

Educators Join

Some of the state's educators now are joining the chorus.

Today's teen-ager, they contend, is far more interested in learning the technique of driving an automobile than in discovering how to parse a sentence or solve a problem in algebra.

The age at which the average teen-ager is able to obtain an operator's license corresponds closely to his first or second year in senior high school. The car is a far more absorbing item of interest than his education, school officials report.

Another factor cited by school authorities is the "caste system" that develops in school. Teen-agers with cars at their disposal are much more popular than those without.

By raising the age at which a driver's license would be available from 16 to 18 years, claim the educators, students would give more attention to education in the first couple of high school grades, while permission to use the family car could be an added incentive to finish out the senior year with good grades.

Reading the various newspapers, I haven't seen much argument so far in opposition to this growing sentiment. It seems to me, however, that there is a good deal to be said on the other side. I am not at all convinced that withholding the automobile from teen-agers for two more years would do all the things claimed for the proposal.

Should Teach Responsibility

I much prefer the program reported by Robert G. Davis, chairman of the Douglas County unit of Oregon Highway Life Savers. Davis says a traffic safety program is to be taken into high school classrooms.

It has been proven definitely that youngsters given driver training in high school are less accident-prone than the average.

The solution to teen-age driver problems, it seems to me, centers around the teaching of responsibility.

A young person at 16 years of age is required to take an examination as to his knowledge of traffic rules and regulations, and is given a test to determine driving ability. No one denies that the 16-year-old has reflexes, eyesight and general physical condition superior to most older drivers.

The teen-age driver, when granted an operator's license is adjudged to be an adult insofar as the operation of a motor vehicle is concerned. He is expected to be adult in judgment, in law observance, and in driving techniques.

The great majority of teen-age drivers accept and discharge this responsibility. A few do not.

It does not seem fair to the responsible young people that they should be denied a privilege of great value in these modern times just because a comparative few can't be adult in driving practices. It would be far better, I believe, to set up a regulation that those youngsters who can't conduct themselves in an adult manner behind the wheel of an automobile be deprived of their licenses until later in life, while those who can be trusted be permitted to drive. Such penalty, I believe, would change a lot of bad driving habits—but fast!

Postal Rates Hike Would Increase Jobs, Neuberger Tells Portland Trade Group

PORTLAND — Sen. Neuberger (D-Ore.) said this week that one of the results of a postal rate increase would be more jobs for Oregon unemployed.

Speaking before a luncheon of the Portland Retail Trade Bureau at the Multnomah Hotel, Neuberger said that the added postage revenues would make possible extensive improvements of postal facilities.

"At least 10 leading Oregon communities desperately need new postoffice buildings—particularly Portland, where officials surveyed the site for a new five million dollar annex," Neuberger said.

He added that postoffice construction in Oregon would provide jobs for hundreds of building grade workers.

Quotes Letter

Neuberger, who supported the postal rate hike, read a letter from Sen. Hayden (D-Ariz.) which said, "By voting to cut down the Postal deficit, you were actively assisting me to provide more federal funds for dams, locks, transportation lines, reclamation projects, harbor dredging and other needed public works in the State of Oregon."

Neuberger quoted Hayden as

writing that when federal funds have to be diverted to cover postal deficits, it means less money for public improvements in the Northwest.

"The postal deficit has totaled \$4 billion dollars during the past decade. Interest charges alone on this staggering sum have amounted to \$608 million, or enough money to pay for both the Hells Canyon and John Day dams in the Columbia Basin," he said.

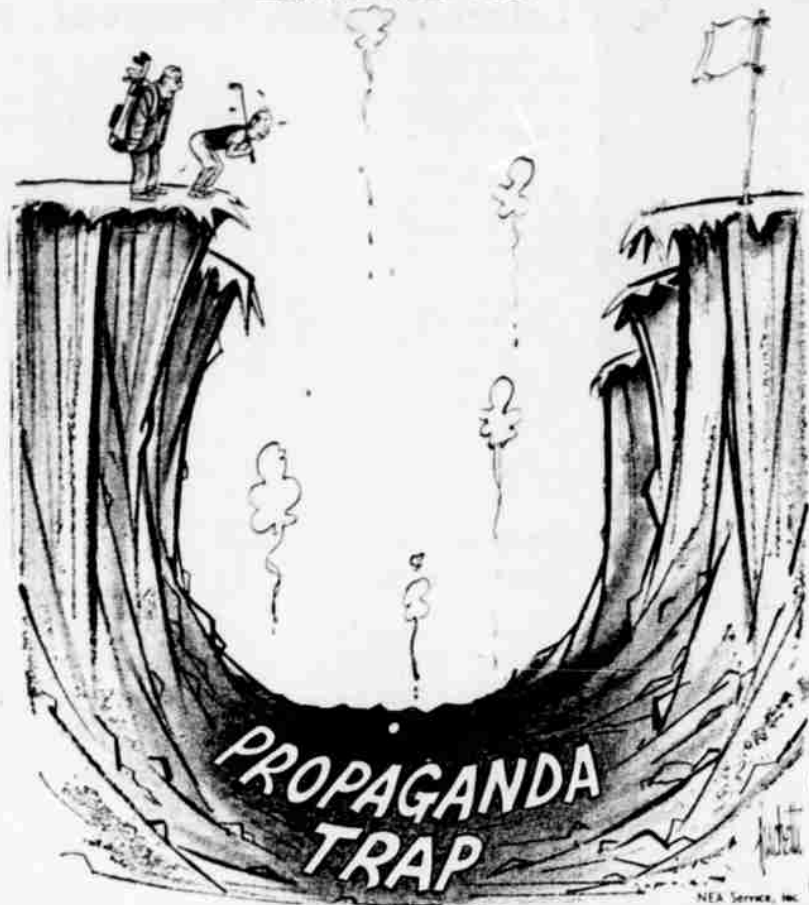
Postal expenses should be met by users of the mails rather than taxpayers, the Oregon senator said. The rate increase was needed to help finance pay raises for postal employees, a bill of which he was author, Neuberger added.

QUALITY CONTROL MEET

SEATTLE — Quality control experts will gather here today for the opening of a two-day Pacific Northwest Quality Control conference. Joint sponsors of the conference are the Portland and Seattle sections of the American Society for Quality Control.

The 150 members expected will discuss application of control of the quality of various manufactured articles. A guest speaker at Friday's luncheon will be Sen. Jackson (D-Wash.).

"The Soviets Said This Was Their Last Nuclear Test"



—Hal Boyle—

NEW YORK — There are many days in Manhattan when a man feels his soul has the altitude of an African pygmy.

But the payoff days come in spring. Then everyone shrugs off his coat of winter mortality, and the tallest skyscraper is only knee-high to his soaring mind.

On such a day, when spring fever grips the big city, it turns into a small town and —

The rush slows down to a walk. Folks quit shoving each other in the subway.

File clerks sail paper airplanes out the windows.

The harried bus driver calms his temper and crieth "Welcome!" to the passenger.

The angry cabbie ceases to upbraid the foolhardy pedestrian, and rummages over him not.

The pigeon—the flying panhandler—forgets the free peanut on the ground and wings after free love.

The rich theatrical agent, overcome by intimations of a common humanity, buys the unemployed actor a hot dog, and accepts his thanks with misty eyes.

Thinks of Retirement

The old cop on the beat reaches up and fingers an opening leaf on a grimy tree . . . and wonders how it will be when he retires to Florida.

The young window washer, once a paratrooper in Korea, leans out lazily against his belt—44 floors over the anti-men below — and yawns up at the clouds.

The sadness dies out of the voice of the guitar-playing blind beggar on Broadway . . . He sings a new tune . . . and passers-by clink a silver music into the cup that is his portable cash register.

The rich city dog, strolling down Park Ave. at the end of a leash held by a hired doorman, feels a

bit warm in his mink wrap . . . His pampered feet yearn for the feel of unpaved earth . . . His nose sniffs only every other hydrant on his route . . . It is too much work to check them all.

Spring Airing

Down on the East Side mattresses bloom on the fire escapes in their first spring airing . . . Lines of fresh laundry, the flags of the poor, dance from one tenement wall to another.

From the remaining fine old saloons on new-Park Third Ave. a distinctive aroma of beer spreads for half a block . . . and, sniffing, the passing wastrel tracks it back to the spout.

In the housing developments baby buggies create a new traffic problem . . . Bundled infants blink up at the bright sun with the wise look of elderly owls.

Up in Central Park the polar bear crawls sleepily up on his rock . . . and dreams of rising and falling in polar seas.

Distance lends enchantment, and everyone wishes the boss would become more enchanted by going home early . . . Duty no longer calls: It barely whispers.

Everyone wants to go out in the open air . . . and find an apple tree in bloom to lie under . . . and remember when he was young . . . and his love was too.

Just mass spring fever, turning people back into people again by the magic of April. It will pass. And that's the pity of it.

IN THE DAY'S NEWS

By FRANK JENKINS

(Continued from Page 1)

ing the total of those AT WORK to 62,311,000 — approximately the same number of people who were at work in March 1957 — before anybody had discovered that a recession was in the offing.

That left us feeling better, but still a bit confused as to what really is happening.

The report went on to say: "The March unemployment figure rose 25,000 to 1,388,000. The February figure was 1,373,000. Employment increased by 323,000."

What's it all about? I wouldn't know. But I think a lot depends on whether your SELF-INTEREST inclines you to look at the doughnut or at the hole.

If you are an office — holding or office — seeking Republican, hoping that your crowd will go on sitting in the driver's seat and running the business, you will LOOK AT THE DOUGHNUT. Not only will you look at it. You will point to it with pride, insisting that everything will turn out all right if nobody rocks the boat.

If you are an office — holding or office — seeking Democrat, hoping to throw the ins out and take over in your own right, you will be apt to LOOK AT THE HOLE, insisting that things are in a bad way and certain to get worse as long as the present ins are bossing the job.

That's about the long and short of it.

Hatfield Answers Gill On 'Successor' Charge

PORTLAND — Secretary of State Mark Hatfield said here that it would be a violation of Oregon law for him to name at this time the person he would appoint as his successor if he were elected governor in November.

Hatfield was replying to a question by State Sen. Warren Gill, who asked this information from both of his opponents for the GOP nomination for governor.

State Treasurer Sig Underwood, the third Republican candidate, said it was untimely to think now about a successor, but added, "I have made no commitments regarding any of the appointments I might make."

COUNTIES TO GET SHARE

SALEM — Oregon counties received \$2,619,637 Thursday as their 18 per cent share of state highway revenues during the first quarter of this year.

The amount is \$600,000 more than erroneously reported two days ago by the state Department of Motor Vehicles.

The distribution is made by Secretary of State Mark Hatfield.

Mounting Costs Of Education And Institutions Will Give State Plenty Budget Trouble

By PAUL W. HARVEY, Jr.

SALEM — Mounting costs of education and institutions will give the state Department of Finance and Administration plenty of trouble in the state budget for the two years starting July 1, 1959.

The department, of course, hasn't come up yet with any figures. But a survey of a few state departments shows that this year's budget-making task might be harder than ever before.

The new budget will be submitted to the 1959 Legislature. It either will have to prune some departmental requests, or increase taxes, or both.

The budget for the present biennium is 278 million dollars. Any increases beyond that probably would require a tax increase.

Judging from the demands for more money for schools and institutions, the next budget could easily total more than 325 millions.

Here's where those demands are coming from:

Demands Listed

1. Basic school fund. It will require almost 111 millions in the next biennium to continue basic school aid to local districts at the present rate of \$105 per school census child per year. This total is 13 millions more than for the current biennium.

2. Buildings. The state Board of Higher Education probably will ask for 20 millions for new buildings to keep pace with the rapid increase in college enrollments. State institution needs will be about 12 millions. This 32-million total, representing what state officials believe to be the minimum needs, is almost 18 millions above that appropriated this biennium.

3. Higher education. With college enrollments increased almost 10 per cent a year, the operating budget is expected to be at least 5 millions above the present 45-million biennial budget.

4. Institutions. During the next biennium, the state will begin operating the new mental hospital at Wilsonville and the new correctional institution at Salem. Fairview Home for mentally-retarded persons is adding 600 beds. So the 33 million dollar-institution budget could be increased by another 4 millions.

5. Welfare. This now amounts to 33 millions. If economic conditions don't improve, a sizable increase could be demanded.

No Place To Cut

The budgets of all other state activities total only 35 millions, so it would be hard to cut much there.

When you talk about cutting state expenses below current levels, you would have to eliminate all of the requested increases.

But, to include those increases for education, buildings, institutions and welfare, you would

have a budget totaling more than 324 millions.

A budget that big would require at least 40 million dollars of additional taxes.

That's the dilemma faced by John F. Richardson, state director of Finance and Administration.

All state agencies will be sent their budget instructions about July 1. The new budget won't be completed until about Jan. 1.

About the only thing that would give the problem would be for the economy to take an unexpected vigorous upturn. That might increase tax collections to the point where they would support a larger budget.

The revenue estimates now being used are based on the assumption that economic conditions will remain the same during the next biennium.

Thinking It Over

By Robert L. Diefenbacher, D.D.
(Written for NEA Service)

Overenthusiasm is somewhat of a disease in some folk. They become greatly interested in some aspect of life or some small hobby. Suddenly they are attracted by the brilliant flash of some new facet of living or a new fad. They forget the first enthusiasm, and give all their attention to the fresh will of the wisp.

Somewhat these people never have an anchor to which they can fasten their souls. They constantly keep chasing rainbows although they know that there will never be a pot of gold at the end of the prismatic arch.

Some find a momentary thrill in turning toward the Divine. They become enthusiastic yet quickly turn away from God for lesser interests. They do not anchor their lives to the rock of love.

Those who find great peace with God will not allow their soul-satisfied enthusiasm to shift to other interests.

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'53 FORD \$798

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'56 OLDSMOBILE \$1898

2-tone green and white. Low, one-owner mileage. Clean inside and out. A good buy for sure.

'55 CHEVROLET \$1498

Powerglide, radio, heater, new white wall tires. 2-tone green and white finish. Eye it and you'll buy it.

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'52 CHEVROLET \$548

2-tone green. Radio, heater.

'51 CHEVROLET \$498

Custom covers, radio, heater, good tires. Light tan finish.

'51 MERCURY \$398

New paint, custom covers, good tires and guaranteed OK.

'50 OLDSMOBILE \$348

Custom covers, new red paint, good tires. Runs good.

'53 PONTIAC \$798

2-tone green, radio, heater, hydramatic. Very clean. New tires. Guaranteed OK.

'53 CHEVROLET \$798

Radio, heater, light blue finish. Very good tires. Guaranteed OK.

'54 CHEVROLET \$898

Radio, heater, powerglide, good finish, clean interior, fine tires. A real good value car.

'51 BUICK \$398

Runs exceptionally good. Radio, heater, dynamo. Real good transportation here.

'50 CHEVROLET \$348

Black finish, red custom covers. Just good transportation at a low cost.

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