

# The News-Review

CHARLES V. STANTON, Editor and Manager  
ADDY 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.

Entered as second class matter May 7, 1936, at the post office at Roseburg, Oregon, under act of March 3, 1879.

## BETTER AIR SERVICE

By Charles V. Stanton

Air service from Roseburg will be very greatly improved if recommendations by a Civil Aeronautics Board examiner are approved.

If the examiner's proposals are accepted, West Coast Airlines will be able to fly nonstop from Medford or Klamath Falls to Sacramento and San Francisco. The company also will extend its service to Boise by way of Lakeview and Burns, and add an Oregon stop at Salem, a connection we have long needed.

West Coast Airlines is set up exclusively as a "feeder" line. It is designed to provide a local service connecting at terminal points with through and transcontinental airlines.

There has, however, been a weakness in the West Coast schedule in that connections with transcontinental flights at San Francisco required changes at Medford or Klamath Falls to either United or Southwest lines, with another change at San Francisco. The necessity of changing planes often caused long waits. Because of this fact, a great many people have been driving their cars from Roseburg to San Francisco rather than use air service. Direct service should add many passengers to West Coast lines. This will not take business from other lines, but will, rather, add to use of the airways and lessen ground travel in private cars.

### Salem Stop Needed

The Salem stop also may be expected to produce a considerable amount of new business for the airline. Klamath Falls and Medford, which also are served by United Airlines, have had a schedule by that carrier into Salem. But no such connection has existed for North Bend and Roseburg. Inasmuch as the United Airlines will no longer stop at Klamath Falls, if the new program is adopted, the residents of that area also will need service to the state capital. A great many Douglas County people do business with state agencies at Salem from time to time. An airlines stop in Salem will be of particular importance when the legislature is in session and local people attend hearings, either as witnesses or observers. The Salem stop, in my opinion, will give West Coast Airlines a very considerable amount of new business from southwestern Oregon.

The recommendations also would add stations in Washington.

The examiner's report follows extensive hearings held earlier in the year, at which time the various airlines submitted proposals for extension of services. Some of these applications were in conflict, making it necessary for the examiner to propose adjustments. West Coast Airlines has been seeking authority to extend its service to Reno, but has not yet been successful in getting permission to serve that station.

### New Planes Coming

West Coast Airlines expects to have new planes in service in the late summer. The first of the new planes, the Fairchild Friendship, F-27, has come off the production line and is now being tested. One or more soon will be made available to the airline's pilots that they may familiarize themselves with its operation before it is put into service.

The plane has an airframe based upon Fokker patents. It will be powered with twin Rolls-Royce turbo-prop engines.

The turbo-prop engine is one in which the burning fuel sends hot gases through a turbine which is geared to a slow-speed propeller. The engine maintains a comparatively constant speed while power is applied by changing pitch on propeller blades. The angle of attack of blades may be reversed to provide braking power. Thus these planes, using kerosene rather than expensive high-test gasoline, will be much easier to fly in and out of small airports. The planes will be pressurized and air-conditioned. They will carry 40 passengers. Being high-winged planes, they will provide much better visibility. They will be quieter and have less vibration than the DC-3s now in use.

West Coast will, of course, continue to use its DC-3s temporarily, as the extension of its service will make full use of all the new equipment as rapidly as it is received. It is the plan of the airline, however, to replace all its present equipment with the new type of plane as rapidly as the ships become available.

## IN THE DAY'S NEWS

By FRANK JENKINS

(Continued from Page 1)

the minds of his hearers (who were largely Eastern industrialists) this question:

Where shall we move?  
For an answer to that question, let's go back a little better than a century.

In 1851, John Babson Lane Soule wrote an article in the Terre Haute, Indiana, Express, in which he offered this advice: "Go West, young man, and grow up with the country."

Soule's pungent phrase came under the eye of Horace Greeley, the distinguished editor of the New York Tribune, and he used it in an editorial. It caught on. People began to quote it. Gold had just been discovered in California, and the attention of all Americans was strongly oriented toward the West.

Because of his reference to it in a Tribune editorial, the advice was generally credited to Greeley. So, being an intellectually honest editor who refused to be the beneficiary of a plagiarism, he printed Soule's article in its entirety in the Tribune to show the source of his inspiration.

Back in 1851, when young men hearkened to the advice to "Go West and grow up with the country," their minds were filled with dreams of gold. In their ears sounded the miner's glowing chant: "There's GOLD in them thar hills, podner."

So WEST they went, telling their left behind Susanah consolingly: "Oh, don't you cry for me."

Keep your eye on the West. What will happen here in the next decade or so will be worth seeing.

**CLEAR FOR TAKEOFF**  
SAN DIEGO, Calif. — A re-modelled bar in a downtown hotel offers patrons an extra precaution against the routine hazards of alcohol. Safety belts at each stool.

## Bridge of Sighs



—Hal Boyle—

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

Life must be one big headache for many of us . . . Americans now consume 21 tons of aspirin daily.

If a man 21 now marries a girl of 17 the chances are better than two out of five that both will survive for 50 years.

A sadist, according to the American Journal of Psychotherapy, is a man who keeps telling a hypochondriac how well he looks.

If a polar bear is chasing you the poorest way to escape is to jump into the water, these bears are such powerful swimmers they venture 30 miles or more to sea.

The pronghorn antelope—not the pedestrian—is the fastest animal native to North America.

You should beware of a doctor suffering from ergasmanias, which means, "an excessive eagerness to perform operations."

Comedian George De Witt tells of the movie actor who had such a big head that at his wedding they threw puffed rice.

Kings named Edward are the traditional hard luck rulers of Britain. Edward II was murdered. Edward V was smothered in the tower as a child. Edward VII died of tuberculosis at 16. Edward VIII had poor health and reigned only nine years. . . . and Edward VIII abdicated.

A delegate-at-large can be de-

finied as a guy who attends a convention without his wife.

From 1904 to 1950 the number of people over 65 years of age quadrupled in America, but the number of those in this same bracket admitted to mental hospitals rose nine-fold.

Laboratory tests have shown dogs can carry their liquor better than people.

In Korea men under 27 cannot marry without the consent of their parents.

Soviet Russia, engaged in a race to outproduce America, last year turned out only 98,000 passenger cars for its 202 million people.

It was Kin Hubbard who observed, "The safest way to observe your money is to fold it over and put it in your pocket."

—Peter Edson—

**WASHINGTON** — (NEA) — Most important new job created in President Eisenhower's proposed Department of Defense reorganization bill would be that of "Director of Defense Research and Engineering."

It would be raised to the status of the present secretaries of Army, Navy and Air Force.

This would put the new man on the third level of the Pentagon hierarchy, just below Secretary of Defense Neil McElroy—to whom he would report directly—and Deputy Secretary of Defense Donald Quarles.

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The job would replace that of assistant secretary of defense for engineering and research. It is now held by Dr. Paul Darwin Foote, 29, a retired vice president of Gulf Oil.

Dr. Foote is now one of eight assistant secretaries of defense who have limited authority. The new bill cuts the number to five.

**WHAT THIS TOP JOB SHIFT** emphasizes is the increasing importance attached to military research and development.

One other way to gauge it is appropriations for R. and D., is now a five-billion-dollar annual operation.

In his last press conference, President Eisenhower said he thought all research money should be appropriated to the secretary of defense. This would enable him "to put all those very, very expensive programs where they could best be carried out by the several services."

This was what the famous Rockefeller committee report of last January recommended.

But it does not seem to be provided for in President Eisenhower's new draft legislation.

**THIS BILL WOULD MAKE** the new director of research principal adviser to secretary of defense. It would authorize him to "supervise" all research. It would let him "direct" all research the secretary deems to require centralized management.

But these powers would not let the new director of research run all Army, Navy and Air Force research projects. Only those that crossed service lines would have direct appropriation to Department of Defense.

What is apparent here is that the administration is hesitant to make the full jump to centralized Department of Defense control this

## Reader Opinions

### Holmes Has Good Start On Commutation Mark

There appeared in the Saturday Evening Post for March 26 an article by Governor Averell Harriman of New York entitled "Ordeals of Execution Night."

He told of the trials and tribulations of an executive who had the power of life or death over convicted murderers. He feels that the power of reprieve or commutation should be used sparingly and then only under extenuating circumstances.

He cites the case of the governor of Oklahoma who, between 1911-1915, automatically commuted every death sentence, twenty-two in all, to life imprisonment.

Our governor, Mr. Holmes, has a good start on the record of the Oklahoma governor. He will, he says, commute each death sentence as it comes up, thus setting himself above our courts and trying to play God.

I believe every man, and this includes Governor Holmes, is entitled to his own opinion about capital punishment, but I see no reason for Governor Holmes' perverting his power of commutation just because he does not believe in capital punishment. All of the cases he has commuted have been given every possible legal aid and a few of them have exhausted all appeals to the higher courts.

A Portland newspaper in an editorial, while asserting opposition to capital punishment, chided Governor Holmes for his wholesale commutation of sentences of convicted murderers. The editorial writer felt the governor was exceeding his authority.

So, when the proposal for again abolishing capital punishment appears on our ballots, let's smack it down very decisively.

**Party Not Important If Job Performed Well**  
To the Editor — I am registered as an Independent and have always voted for the man I felt most capable, no matter what party he represented. However, a few local Republicans, I am sure, have changed my future voting.

First, the childish response given Gov. Holmes' appointment of our district attorney. Who cares what party he is connected with if he does his job well?

As to the juvenile subject, these so-called juveniles haven't missed a thing. They think, too, you know, like a lot of residents of this county, they also feel there has been "Something Potrid in Peru!"

Many school board members argue that high schools have neither the time nor the money for "trifles" of this kind.

Meanwhile the statistics pile up. One death every 32 minutes, or about 10,000 a year. The teen-ager record is especially bad when it comes to fatal smash-ups—five times as many deadly accidents as people the age of their parents.

The most dangerous drivers in the United States, in the opinion of the National Commission on Safety Education, are not high school students but young men between the ages of 20 and 25. For years it has been this group that has had the highest accident rate of all.

I think the best way to help teen-agers drivers is to have the high schools offer driver training. If teen-agers had special training at school, they would be more interested in learning to drive safely. At the same time they are receiving driver training, they could be drilled in driving safety.

At least three states now require all high schools to offer driver training. Those states are Michigan, South Dakota and California. Many school board members argue that high schools have neither the time nor the money for "trifles" of this kind.

Meanwhile the statistics pile up. One death every 32 minutes. Diane Hayman, 1749 N. Sunset Lane, Roseburg, Ore.

**Criticism Of Davis Branded Ridiculous**  
The several Reader Opinions on the 24th were very interesting. The writer of the April 17th letter makes a continued effort to prove an obscure point. Her entire condemnation of Robert Davis' motives in seeking the circuit judgeship and the association of juvenile advisory council activity with his candidacy seems to me to be ridiculous and quite "irrelevant."

To use one of her own terms, I believe that sincere, thinking people will agree that it is no more reprehensible to have a fine record

## Near 6 Million Jobless Foreseen By Labor Leader

**WASHINGTON** — George Meany, AFL-CIO president, said Monday he is quite sure unemployment will go close to six million in June unless some miracle happens.

Meany gave the estimate to reporters after a closed meeting of the AFL-CIO general board, comprising representatives of all AFL-CIO unions. The latest government count was 3,200,000 unemployed in March.

The board adopted a statement saying that little to combat the recession has been accomplished despite the 1946 Employment Act, making it federal responsibility to "promote maximum employment, production and purchasing power."

"Little has been done," the statement said. "But the administration and the Congress have a responsibility under this law to halt the recession."

"As a result the nation is faced with a depression."

**Gloomy Outlook Seen**  
Meanwhile, Senate House economic subcommittee heard a generally gloomy appraisal of the nation's economic outlook. Most witnesses urged further government action to counter the recession.

The most optimistic testimony was given by William F. Butler, vice president of New York City's Chase Manhattan Bank. He expressed belief the economic slump is approaching bottom and "we shall see a renewed advance before year's end."

Paul A. Samuelson, a professor of economics at Massachusetts Institute of Technology, said the present recession is worse than any previous postwar downturn and the end is not yet in sight.

## Editorial Comment

From The Oregon Press

### THE BARKER SEZ

The Douglas Fir

Recently the Roseburg News-Review has adopted an editorial policy of placing political emphasis on every move made by Senator Dan Dimick. The editorial of April 21, 1958 characterized the circulation of petitions to the International Paper Co. as a clever move to enhance Dimick's position as candidate for circuit judge.

The editor ignores the months of effort by Congressmen Kelsay and Fiegl and Senator Dimick to induce the paper concern to locate in Douglas County.

The editorial indicates that the paper company is anxious to publish opinion and that political motivation on the part of Fiegl and Kelsay, both candidates for office. The dart is aimed solely at Dimick. Without circulation of these petitions, how would the company be aware of public opinion, to which it is supposedly so sensitive? Who else has attempted to obtain a sampling of public opinion in the Roseburg area? Is Dan Dimick to ignore his duties as state senator merely because he is a candidate for circuit judge? The editor places himself on the horns of a dilemma — the paper company is sensitive to public opinion, but should be deprived of the opinion because there is an election next month.

Any move by an elected representative can be characterized as political for the simple reason that there is always an election next month, next year, or the year after next. The position adopted by the editor is an argument against any activity whatsoever by an elected official because of possible political implications. He apparently desires to perpetuate the strain of political drones which has characterized the State of Oregon in the past.

Looking to possible political implications, the foregoing editorial was quite cleverly accompanied on the same page of the newspaper by two "letters to the editor" denying and denouncing possible political implications of sudden activity by Robert G. Davis in the field of education and juvenile problems.

The editorial page of April 21 condemns one candidate and praises the other for the same type of activity. Would logic not dictate the denunciation of the approval of both? It is also interesting to note that the same issue of the News-Review which carried the story of the circulation of these petitions also carried the story of the selection of Davis as "Education Champion of Douglas County." The placement of these items in the newspaper was such that the Davis article occupied a three or four column spread at the top of the first page while the Dimick story was buried at the bottom.

Actions by Dimick can be associated with his duties as Senator from this County. What justification can be given for Davis' sudden activity and publicity? Many of the "letters to the editor" in behalf of Davis have cited his long service to the community. Regardless of the truth of such statements, how many of us have read publicly on account thereof until this campaign?

Our community needs economic assistance which can only come through utilization of our waste products from the manufacture of lumber. The move by Dimick is trifling for political purposes, only good can come of it. An important question brought to mind by the editorial is this: Admitting political motives on the part of both candidates, is it more reprehensible to use economic gain to the community as a stepping stone to political office or to seek to play upon the sympathies of parents and to use our children as tools for political aggrandizement? Like most politicians, we all love children and we are all against sin.

**WHY WAIT UNTIL NOW**  
Sutherland Sun  
A drive to get signatures on a petition inviting the International Paper Company to locate a pulp and paper plant in Douglas County by State Senator Dan Dimick during the last week, beats about anything yet.

The Sutherland Chamber of Commerce did the same thing in this area some months ago, and received enough publicity at the time that we are sure that the senator knew about it. And knowing that, why in the world didn't he make his move to circulate petitions then to assist in the effort to bring the plant into the county? It just wouldn't have been good timing in seeking the circuit judgeship, is the only reason that we can post.

To make the move now when all information available says that the company has already picked a location, but is waiting for a better price, is to shape up before announcing that location, is just plain publicity seeking, in our estimation.

We are certainly glad that everyone is of the same caliber, or the only cure things accomplished would be at pre-election time. What

**GRANDPAW FUDDLE SAYS:**  
Part Umquap Courier  
Lot's of folks are disturbed to hear that State Senator Dan Dimick and Rep. "Sun" Kelsay have been pushing petitions to move our "IP" pulp mill to good old Roseburg, readin' some folks to think we'd hire a couple of politicians instead of a Port Manager — but, mebbe, we'd oughta revise the old IWW slogan and say — "Workers of the Lower Umquap arise, yah have nawthin' to lose but yer votes."

**Water Project Bill Embraces Ike's Program**  
WASHINGTON — Rep. Russell W. Mack (R-Wash.) Monday introduced a \$1,350,000,000 water project authorization bill incorporating changes sought by President Eisenhower.

Ranking Republican on the House Public Works Committee, Mack said his bill doesn't include Eisenhower's objection in vetoing a similar bill, recently. Eichenlaub's project are included in modified form in line with the President's recommendations.

The bill would authorize future construction of about 140 flood control, navigation and beach erosion projects.

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