

The News-Review

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DEATH AT INDIANAPOLIS

By BOB CLARK

When Pat O'Connor died in the flames which enveloped his racing car as 150,000 persons looked on at Indianapolis last Friday, the atmosphere must have been much like it was some 2,000 years ago in the Roman Coliseum. The analogy is exaggerated. But, considering the fact that the annual Indianapolis race is held in our modern "humane, civilized" society, the comparison is not so far-fetched, after all.

No driver is forced into entering the 500-miler. And each contestant realizes he is "taking his chances" when he steps on the throttle at the beginning of the first lap. How he fares in winning the race — and the jackpot that goes with it — and in avoiding injury or death is partially up to his ability as a driver. But not wholly. From all reports from the track last Friday, O'Connor could have done about as much to avoid losing his life as an ancient Christian on the floor of the Coliseum.

The "Indy 500" undeniably is a great sports event, its death-dealing nature aside. It is an outstanding test of courage, driving skill and automotive equipment.

But weighed against this is the stark fact that 48 men have met death on the big rectangular track in the 47-year history of big-car racing at Indianapolis. An average of one man dies in each race. Considering the size of the field for each race, this death-a-race pace means that each driver who lines up at the start faces odds of one in 30 that he won't survive the next three and a half hours. Sport? Or automotive Russian roulette?

Endorsement Is Questioned

Organizations such as the U.S. Auto Club endorse the "Indy 500" on the one hand and broadcast highway safety slogans on the other.

Highway safety proponents don't oppose reckless driving because it is reckless driving. They do so because reckless driving causes injury and death. Undoubtedly, drivers who qualify for the 500 are quite accomplished at handling their vehicles. They are expert; it is their business to be so. But the nature of the race nevertheless results in that same inevitable result: Death. So endorsement of the 500 by safety proponents, by this reasoning, would seem highly inconsistent.

Many defend the race on grounds it furnishes valuable testing of the latest automotive equipment. Such testing, the argument goes, results in development of safer equipment for highway use. That cannot be denied. But since when does automotive equipment testing necessarily have to occur under racing conditions? Actually, new equipment can be tested just as thoroughly and just as effectively through solo runs. Experimental equipment will function exactly the same during a solo run as it will while the car in which it is installed and 32 others vie for position on the track.

Few drivers have died at "Indy" as the result of accidents involving only one car. O'Connor was killed in a 12-car smashup resulting, apparently, from an error in judgment on the part of another driver. That driver escaped unscathed — as he would have had he been testing equipment on a solo run. Had no other cars been on the track, the mishap would never have occurred. Elimination of the race would in no way curtail equipment testing. And so the "testing for safety's sake" argument goes up in smoke.

Pros, Cons Outlined

Thus, elimination of this would-be saving factor boils the question of the race's value down to these pros and cons:

Each year, it provides a financial jackpot for at least one driver and racing fame for the winner. And it provides thrills for 150,000 spectators and entertainment and conversation for countless racing fans.

On the other hand, the enthusiasm of spectators and fans too frequently is dampened by death. Past races have resulted in grief for the families, friends and followers of 48 men. And the race will continue to take its toll for as long as it is held.

—Hal Boyle—

NEW YORK (AP)—Sidewalk scrawls of a pavement Plato: The stars will never look the same to us again.

In troubled times in the past a man has always been able to walk out into the night, turn his face skyward to the stars and tell himself, "Up there is quiet . . . peace . . . serenity." Somehow, in his own loneliness, the lonely sky has always comforted him.

But . . . never again — never, never never!

Dr. Harlow Shapley, retired director of the Harvard College Observatory, has destroyed forever our cherished myth that the sky was either lonely or serene. Lonely? Why it turns out that the heavens are more crowded than a beehive, or a ball park during a free Sunday doubleheader.

Dr. Shapley, who rates the earth as a lowly mudball circling around a third rate star (our sun), estimates there may be 100 quadrillion stars in the known universe. That, friend, is 100,000,000,000,000,000.

But, hold on. There's worse to come. Man has long speculated there may be forms of life on one or two of our neighboring planets. This is a piker's view to Dr. Shapley. He figures that if even only one out of every trillion stars in the universe has conditions roughly similar to those of our sun, then there may be 10 million planetary systems with life on them.

Affected Via Dreams

We don't know how this possibility affects us, but we do know how it has affected us. Ever since reading Dr. Shapley's estimate we have been dreaming, not of sea-

ing flying saucers, but whole flying pantries.

The heavens may house vaster griefs than any we have known—but may get to know later.

A hundred million different planets may have different kinds of life in a hundred million different stages.

Some may have people much as ourselves, occupying themselves as they whirl through space with such diversions as children, murt-gazes, Bingo and wars.

Hail Brings No Reply

Some may have people even more advanced than ourselves, people who have lost the art of locomotion altogether, but developed two heads so they can think through their problems better.

Personally when we go out alone at night now here's what we do. We close our eyes, turn up our face, cup our hands to our mouth and holler, "Halloo, up there! Halloo!"

So far, we are glad to report, we have had no answer. But we have lost our old time feeling of fellowship for the stars. They have become strangers for-

The Main Course



—Bruce Biossat—

It seems reasonably safe to assume that this summer we will all start paying more for using the mails. The votes by which Congress adopted its postal rate and pay rise bill make it just about veto-proof.

The measure can bring in an estimated additional 347 million dollars in postal revenues. That is a good deal better than nothing, but it is still far short of solving the Post Office Department's chronic financial difficulties.

The department has a present annual deficit of around 700 million, which is threatening to rise to

In The Day's News

(Continued From Page One)

changes that apparently will be accepted by De Gaulle. The third (enabling changes in the constitution to be made by the people) is before the assembly for consideration.

A spokesman for the general has just issued a statement asserting that "not until after ALL THREE have been adopted by parliament will De Gaulle complete his cabinet and define the functions of the ministers and secretaries of state he has named."

We'll see what we'll see.

When the New York Stock Exchange opened after the three-day holiday, the financial wires tell us, a "sprinkling of good economic news and an EASING OF POLITICAL TENSIONS ABROAD" combined to send the market to a new high for the year.

All major groups participated in the upswing, which was a continuation of Thursday's sharp advance.

Why quote the stock market? It's a reflection of how people feel. When people are optimistic, they buy, sending prices up. When they are pessimistic, they sell, sending prices down.

And—

In these days—

MILLIONS of common, ordinary people buy and sell securities on the nation's stock exchanges.

Klamath Region Scene Of Two Traffic Deaths

MACDOEL, Calif. (AP)—A huge truck and semi-trailer overturned after a highway collision at about 6 a.m. Monday, fatally crushing a woman in a car and blocking U.S. Highway 97 for hours.

The victim was Mrs. Wilbert E. Pruett, 42, of Searcy, Ark.

The car, driven by Pruett, 48, and the truck collided about five miles south of here.

The long rig crushed the car and stretched across the highway, tying up traffic into early afternoon.

The Pruett's eldest son, Tilbert, 18, suffered possible internal injuries and was hospitalized at Klamath Falls, Ore. Pruett and two younger children, Roland, 9, and Wayne, 5, were cut and bruised.

The name of the truck driver, apparently unhurt, was not immediately learned.

KLAMATH FALLS (AP)—Billy Allen Cartwright, Cassville, Mo., became Klamath County's seventh traffic fatality of the year on his death in Klamath Valley Hospital Saturday, following injuries in an accident on the Keno Road Thursday morning.

Survivors include his parents at Exeter, Mo., and a brother, Lee Cartwell, of Klamath Falls.

ARCHITECT NAMED

SALEM (AP)—Neil R. Kochendoerfer, Portland, was appointed by Gov. Robert D. Holmes Monday to the state Board of Architects Examiners. He succeeds Irving G. Smith, also of Portland.

BIBLE SCHOOL SET

The Episcopal Church of the Holy Spirit in Sutherlin will hold vacation Bible school June 9-20 from 9 to 11:30 a.m. All children from pre-school age through eighth grade are invited to attend.

Thinking It Over

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

When people come to their end of life we have them buried in a cemetery with "perpetual care" or with what appears to be reasonable attention. Regardless of how little we have honored the living we seem to be awed by death.

On last Memorial Day we checked the graves of those who have left this life before us. We cleaned up the family plot and placed flowers or wreaths or shrubs on the graves of others. Momentarily we dug into our memories about the lives of our departed loved ones. We shed a few tears out of loneliness or because we felt sorry for ourselves. We knew we had lost something in the way of service or love or attention.

Now, back in the workaday world, it would be well to dedicate something worthwhile to the memory of the deceased. We should dedicate a part of our lives to serving others. Our departed friends left much undone which made death very important to them. We could all create living memorials of service and love instead of buying material memorials which will decay as all material things do.

BALLET IN PARIS

PARIS (AP)—Moscow's world-famous Bolshoi Ballet opened a Paris run last week. It got an enthusiastic review from the Communist newspaper Humanite but nobody else seemed to like it very much.

"Dowdy," "Old-fashioned" and "too long" were some of the adjectives used to describe the three-hour work based on Shakespeare's "Romeo and Juliet" with music by Sergei Prokofieff.

Reader Opinions

Geddes Assailed In His Stand On Imports Issue

I think it is important that all supporters of President Eisenhower be aware of the type of campaign which has been started against Representative Charles O. Porter in the 4th Congressional district.

Like me, Mr. Porter is a Democrat. We oppose the present Republican administration on many important issues. Yet Rep. Porter is joining me in upholding the administration's reciprocal trade program against bitter attack. President Eisenhower asked for renewal of this program with these words:

"The enactment of this legislation—unweakened by amendments of a kind that would impair its effectiveness—is essential to our national economic interest, to our security, and to our foreign relations."

But Paul Geddes, the Republican nominee in the 4th Congressional District, has begun his campaign by assailing Rep. Porter's support of this program and his opposition to imposing quotas against Japanese plywood imports.

Mr. Porter has pointed out—as have several Oregon newspapers editorially—that these imports are of hardwood and not even competitive with Oregon's predominant softwood products. Nevertheless, Mr. Geddes is making speeches demanding that the Japanese imports be restricted by import quotas—perhaps to draw attention away from the tight money policies that were the real reason for the decline in the lumber and plywood market in the past two years. Of course, the administration is opposed to this demand for quotas. Once such quotas or similar special restrictions are imposed against plywood imports, then similar restrictions will be obtained in favor of minerals, pottery, a score of other manufactured products, and the reciprocal trade program will be dead.

It is significant, I believe, that the Democratic congressman from the 4th Oregon district is defending a program by which President Eisenhower sets such store, and that, by contrast, the Republican nominee is attacking that program. These are facts which no Republican supporter of President Eisenhower can ignore, when he goes to the polls in Oregon's 4th District in November.

Mr. Geddes' performance is of a piece with that of the Oregon Republican chairman who assailed me for my "anti-economy" record in 1957 when I voted right down the line to support President Eisenhower's requests in the field of foreign aid. It is of a piece with the action of the Republican-controlled Oregon Legislature in 1955, which

memorialized us to defeat reciprocal trade at that time in spite of President Eisenhower's plea that "if we fail in our trade policy, we may fail in all."

In the face of this Republican attack, I voted for the program as submitted by the President; and I write this letter to you today as the Democratic senator who, according to the Congressional Quarterly, gave the President's foreign-policy requests more support on rollcall votes during the last session of Congress than any other member of my party. Now that we again face, in the Congress, the question of whether or not to support programs that the President calls essential to our national interest—but that lend themselves to irresponsible and demagogic political attacks at home—I think that the leaders of the President's party in Oregon should be asked to state publicly whether or not they agree with the type of campaign that has been initiated by their candidate against Rep. Charles O. Porter on the issue of reciprocal trade.

Richard L. Neuberger
United States Senator

Father Jailed For Whisky Death Of His Son, Age 10

BUFORD, Ga. (AP)—An unemployed tannery worker is in jail charged with involuntary manslaughter in the moonshine whisky death of his 10-year-old son.

Sheriff G. R. Leak said Felmur James, 42, is being held in \$2,000 bond for grand jury action.

The sheriff said he signed the warrant for arrest after the state crime laboratory reported that Ray James, a fifth grade pupil, had 0.31 per cent ethyl alcohol in his blood and that this was the cause of death.

TV Set, Twice Stolen, Sold, Yields Thief \$50

ATLANTA (AP)—Eugene Williams is happy to have his television set in storage at police headquarters.

He reported the theft of the 21-inch set from his home last week. Detectives located it at a store where it had been sold for \$20. They returned it to Williams.

The same thing happened again yesterday. Neighbors told police they saw the same burglar take the set a second time.

Detectives found it at another store where it had been sold for \$30.

They are holding it as evidence until the persistent burglar is caught.

Newspaper At Bend Closes After 34 Months

BEND, Ore. (AP)—The Central Oregon Mid-Stateman, a weekly newspaper here, has closed.

M. F. Bevans, the sixth publisher in the 43-month history of the newspaper, said the plant equipment is for sale.

The newspaper began in October, 1954, shortly after the International Typographical Union started picketing the daily Bend Bulletin in a dispute over typesetter equipment jurisdiction. The weekly newspaper closed last week.

BABY'S BODY RECOVERED

WALDPORF, Ore. (AP)—The body of an infant victim of a May 26 traffic accident was recovered from the Alsea River near here Sunday.

It was that of 14-month-old Danny Earl Edwards. His mother, Mrs. Thomas J. Edwards, Spokane, and an older brother, David, 9, also were killed when their car plunged off a fog-shrouded bank into the river.

Danny's body was found 1 1/2 miles downstream from the accident scene.

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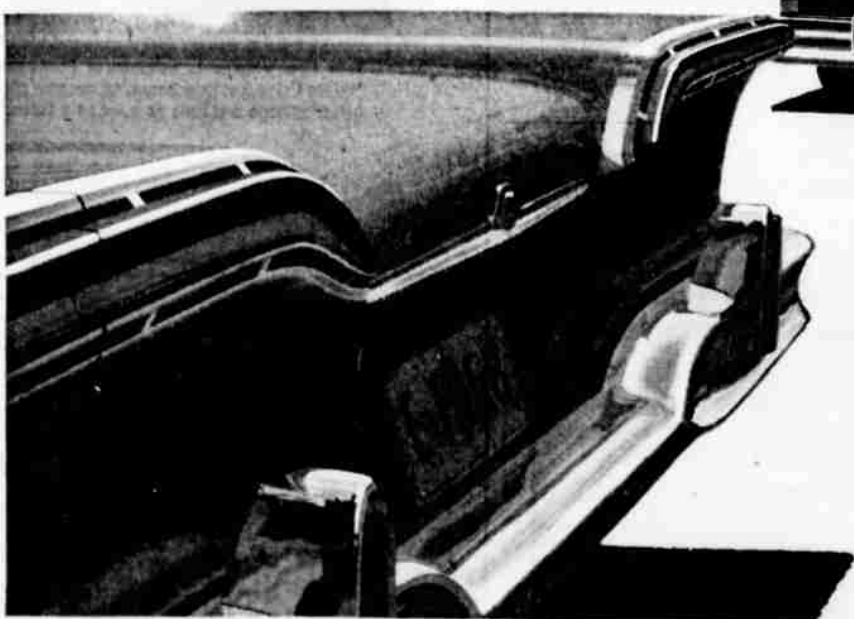
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