

The News-Review

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EFFORT MADE TOO LATE

By George Castillo

The Douglas County Court acted correctly this week when it turned down a request by a Roseburg Chamber of Commerce committee requesting funds for airport improvements.

The court said, in effect, that no money had been earmarked for the project, so it could not be granted. The request had come too late for serious consideration. The budget had been completed and approved after due process.

Except in the cases of emergencies, this appears to be the proper approach on all requests for money.

This certainly doesn't disqualify the importance of the airport committee's requests. The members contend, reasonably, that with additional facilities on the west side of the strip, more business for Roseburg, better service for visiting fliers and a better impression of the city's facilities would result.

These benefits appear likely, and the Chamber has done a solid job of working on them. The committee deserved credit, but the job is still no emergency.

One other consideration on the project is whether the project benefits the rest of the county enough to bring in the county financially. Judge V. T. Jackson calls it "completely a city affair." There is little doubt that the onus of the project rests on the airport operator and the city which owns the airport. The airport does serve other parts of the county in addition to Roseburg, but the benefits accrue to the city.

IMPORTANCE OF ZONING

The importance of zoning was pointed up graphically recently with the devastating blast of a fireworks warehouse in Portland.

It was located in the center of a residential district. When it exploded in the middle of the night, it took the life of a child and injured several other people.

It doesn't necessarily follow that if the warehouse had been located in an industrial or commercial area the death and injuries would not have happened, but it would have been less likely.

It's a good example of the need for planning and zoning. Seldom have the needs been pointed up so dramatically. The argument is often made that property values are shored down, noisome smells permeate the neighborhood, clutter of junkyards and rumbles of machinery make pleasant living difficult when areas are not zoned. Seldom is death cited as a reason, but the threat is apparently there.

Planning and zoning are designed for the health, comfort and welfare of the citizens of an area. The benefits far outweigh the drawbacks, as was obvious in Portland.

BOUQUETS

Men and boys of the Roseburg community deserve commendations for throwing their shoulders behind the wheel to put Stewart Park's baseball field into playing condition.

The project was dragging until last week, so a Junior Legion baseball-minded community went to work feverishly to complete the Roseburg team's home field. With everybody working together, the job was completed by game time Saturday night. The Lockwood Motors team repaid the community by winning.

It just shows what community spirit can do.

Reader Opinions

Steelhead Catch Favored To Viewing Stream Falls

I'm writing this letter hoping that a copy will arrive on Gov. Holmes' desk.

I'm writing in regard to the non-sense cluttering page 1 lately regarding the ridiculous arguments to building of a fish ladder over Steamboat Falls.

I've lived in Douglas County 17 years and the high point of my disappointments in all that time came when I spent hours driving the necessary miles to view the "wonders" of Steamboat Falls. The Game Commission's officials have already stated their intentions to construct the ladder in such a manner as to leave the falls changed as little as possible and to top the fishway with concrete camouflage in natural rock leaving a natural appearance. What more could we want?

I feel that most of us go and visit a scenic spot and, having seen it, return seldom, if ever, to view it again.

But I also feel that a better steelhead run would give us many interesting trips every year for many years to come. I'll wager you can find more pictures of the Umpqua's steelhead than you can of Steamboat Falls in the family albums of Douglas County.

Tourists? Which will attract more tourists—the prospect of a fighting 10-pound fish on the end of a fly line or driving 50 miles or so to peer out from under a sweaty brow at the jaw of grayly taking water over a rock?

Past opportunities for new industry were ignored too late and now we cry.

Our fish population is facing heavier fishing pressure every year and the creel comes home lighter. Again we cry. Yet when the Game Commission comes up with possible ways of helping our depleting fish they meet that same type of complacency.

We cherish hope that someday the North Umpqua Highway will be a major east-west route. Visitors

from the east side of the mountains are more apt to be enticed into our area by good fishing on the whole river than by a demonstration of gravity in one small out-of-the-way spot.

B. B. Brejcha
774 NE Knoll Ave.
Roseburg, Oregon.

Civil Defense Warning Holds Three-Hour Alert

SALEM (AP)—Oregon's civil defense warning system held a three-hour test alert Wednesday as part of a surprise nationwide exercise.

The first test warning came at 8:13 a. m. from Colorado Springs, Colo., center of the warning network.

Col. Arthur M. Sheets, state civil defense director, said imaginary enemy aircraft were tracked by radar throughout the country.

He said it took under 15 minutes to alert civil defense agencies throughout the state.

The state warning point is Salem. District warning points are located at Pendleton, The Dalles, Portland, Salem, Eugene and Medford.

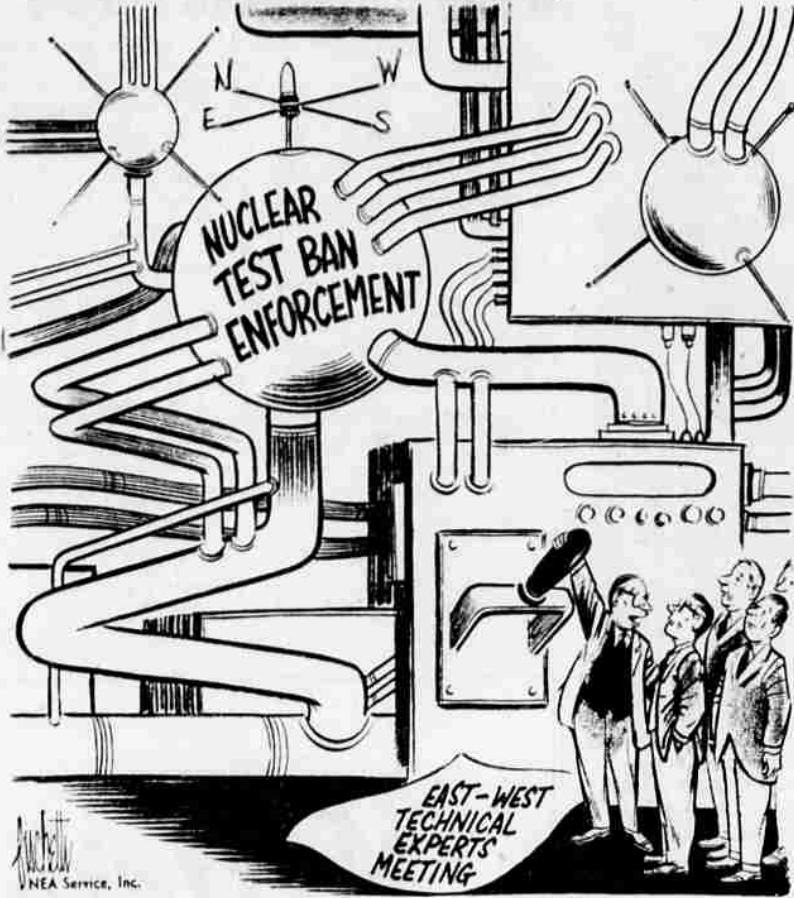
Col. Sheets said the test shows that Oregon's warning system is immediately operative. He said the test was one of the best yet held.

Pope Pius Postpones Departure For Summer

VATICAN CITY (AP)—Pope Pius XII decided Wednesday to postpone departure to his summer residence to remain in close contact with developments in the Middle East.

The 82-year-old head of the Roman Catholic Church had planned to go to the summer residence of Castel Gandolfo Saturday. A Vatican press officer spokesman said the pontiff would delay his departure for at least a week to remain in close contact with the diplomatic corps at the Vatican.

"It May Go Boom, but There'll Be a Bigger Boom if We Don't Try"



Editorial Comment

From The Oregon Press

VISIT CRATER LAKE

McMinnville News-Register

Over the Fourth of July weekend your editor and his family visited Crater Lake National park, the only national park in Oregon. After viewing this "wonder of the world," it is with a certain amount of sheepishness that we admit that, like a great number of other people in this area, we have lived in the Pacific Northwest for over ten years, and this was the first time we had been to the lake. Now we know that we are ten years too late, having missed the knowledge and the memory of the scene for all that time. Belatedly, your editor has become a partisan of Crater Lake. He intends to do all he can to persuade his fellow Oregonians to visit their own special national park.

We talked to Superintendent Thomas J. Williams of the United States National Park service and to Harry W. Smith, who, with his father, owns and operates the Crater Lake lodge and other facilities for the public. They both told of their frustration at the relatively small number of Oregonians who visit the park.

The following columns show the attendance of visitors from Oregon, Washington and California for the busy months of July and August last year:

	July	August
Oregon	12,242	13,474
California	9,564	10,699
Washington	2,411	2,836

Of course, Oregon's figures lead the others. Nevertheless, when distance is considered, the record is pretty pathetic for our state. It is our feeling that if one were to ask Oregonians on the street how many had been to Crater Lake, the number would be disappointing.

Why is Crater Lake significant? The answer lies wrapped up in two words: "uniqueness" and "beauty."

First as to its uniqueness: The lake is formed in the tremendous cavity left by the explosion and later subsidence of the top of a great volcano which towered up over 12,000 feet high. The explosion seems to have taken place a little over 7,000 years ago. The cavity is misnamed a crater; it is really a caldera (cal-dare-uh). A crater would be much smaller and would be the natural opening of a volcano. Over the millennia since that period of untold violence there has accumulated from snow and rain the lake in the great cavity. The lake is of water purer than that we drink from our own water system built as to mineral content and bacterial count. It is about 20 square miles in area, 6 miles wide and has 20 miles of shoreline. It is about 2,000 feet deep. The surrounding cliffs rise as much as 2,000 feet to the rim, which averages about 7,000 feet in elevation.

The beauty is made up of a composite of stark and jagged cliffs made of volcanic rocks, the lake, blue beyond description, the changing sky, with clouds or without them; the wind on the surface of the lake, and the sense of mystery engendered in the observer's mind as he tries to comprehend the magnitude of the great cataclysm which once shook the mountain.

You know, it is an easy trip from McMinnville. We left just before five o'clock on Friday morning and drove into the park around 9:30 a. m. we went via Eugene and the Willamette pass. It can be made as a one-day trip, but you must try to stay longer. Give yourself time to take the rim drive, and plan to take lots of pictures—in color. This is one of the most photogenic spots in the whole world. There are camping accommodations both inside and outside the park. There are cabins and the lodge, both run by the Crater Lake company. The lodge has a dining hall, and there is a new cafeteria, typical of these fine eating establishments fostered by the government but run by private individuals in most of our national parks.

Whatever you do, don't put off your visit to this most beautiful of all spots in our state at your editor's did for years. He is ashamed and plans to go back soon.

50-MILLION-DOLLAR SURPLUS Salem Capital Journal

Oregon state's general fund surplus at the close of the fiscal year, June 30, was \$50 million and will total \$20 million when the biennium ends next June 30, state finance director John F. Richardson reports.

"The figures apparently bear out the accuracy of the revised estimating procedure of the State Tax Commission and the Finance Department," Gov. Holmes said. "And justify our insistence that calling the special legislative session to reduce taxes was economically sound."

The Governor should call another special session to ease the strain on the taxpayers in these days of recession and joblessness for all that is needed is a balanced budget and not a \$50 million surplus. It also would be "economically sound."

Cutting taxes is not the bureaucratic way, however, nor is it the legislative way, that is why a surplus in a public treasury is so rare. In addition to our overgrown bureaucracy there will be 90 legislators busy with plans to spend the millions in surplus for local pork barrels, as every department discovers expansion necessities with dollops to the "deserving." The recent action of Multnomah County Assessor Wiley W. Smith in raising the ratio of property assessment to 100 per cent of true cash value reflects how some public officials regard the taxpayers as cows to be milked—a fine inducement to scarce investors and industries away.

The November ballot measure to increase the state's participation in the Veterans' loan program is the typical legislator's bid for votes, by increasing the state debt as is also raising the ceiling for veteran's loans from \$86 million to \$140 million and the ceiling for state debt to \$210 million.

It takes a lot of gall for Oregon to ask for federal financial assistance with \$50 million surplus in the state treasury but that's one thing our Congressional delegation has a surplus of.

YOUTHFUL SOLVE PROBLEM Salem Capital Journal

Teen-agers of Pleasantville, N.Y., a residential village 30 miles northeast of New York City, population 3000, irked at having no gathering place to meet except the village plaza, have organized a company to finance a Teen Center. Boys and girls, individually and in groups, are selling yellow certificates costing \$1 each and expect to raise \$2500 for the venture, which they hope will start operations in September.

This youthful enterprise has brought community cooperation from parents and citizens generally, so the financing is not the hurdle it might have been. A flurry of bad boy pranks and a few delinquency cases have stimulated the project. The village board has voted to make available the top floor of the Village Office Building for use.

Of the comparatively small sum needed for a start, \$1000 is the youngest's own quota. When this has been raised and it nearly has been, the parents committee will seek the remainder. This \$2500 will also pay the salary of a part-time director. At the beginning the center will be open Friday evenings for junior high school students and Saturday evenings for high school boys and girls.

The new center will have a student board of directors and a paid adult director and an adult board to work with them. But to the initiative of the teen-agers is due the credit for the project.

EDEN DECLINES COMMENT LONDON (AP)—Ex-Prime Minister Sir Anthony Eden, who triggered the British-French invasion of the Suez two years ago, declined to comment Wednesday on U.S. intervention in Lebanon.

Eden, who is still suffering from a bile duct ailment, sent this message from his country retreat in Wiltshire to a reporter who had asked for comment on the Marine landings:

"Regret stop impossible."

In The Day's News

(Continued from Page 1)

war. That knowledge is worth something.

Dispatches tell us that in Western Europe the reaction to American intervention in Lebanon can be summed up in these words: GENERALLY FAVORABLE, BUT WORRIED.

The British and Turkish governments were the only ones to announce complete approval of the American action. In other NATO capitals, officials are taking a hands-off view. They seem to regard the landings as a necessary evil in which they prefer not to be involved.

Their idea appears to be: "Let Uncle Sam do it, but count us out." It is worth remembering that that is the way our European friends and allies felt about Korea.

Here at home, stocks in New York rose fractions to more than three points in a vigorous extension of Tuesday's late rally. The financial wires report that the rise, taking in virtually all sections of the market, reflected evident approval of the strong Middle East stand, along with a number of favorable business news developments.

The grain markets, which swung upward early in the week, are tending to ease off. On general averages, over the long years, the stock markets tend to fall off and the grain markets tend to rise on news indicating that shooting war is imminent.

Here's a guess: I think the American people agree that probably it had to be done, but they wish it hadn't. They are getting tired of policing the world.

—Peter Edson—

WASHINGTON (NEA)—The big question raised by the new "Conference on Transportation Unity," just announced here by President James R. "Jimmy" Hoffa of the teamsters' union, is whether it will create a labor force strong enough to tie up the country in a transport workers' strike.

The official answer given is that it would not.

"Even if all the transport workers of the country got this power," says one Hoffa aide, "they would never use it. It would be too much like using the atomic bomb. A general transportation tie-up would militate against us. It would put us in public disfavor."

What the organizers of the transportation unions' conference, called for August, are counting on is that employers will welcome it as a stabilizing influence on their industry.

Employers in the past have been whipsawed by rival unions and victimized by jurisdictional disputes.

IF UNIONS COULD settle these things among themselves beforehand, it is believed this would lead to more orderly collective bargaining.

There is considerable doubt that all U.S. unions in transportation industries will affiliate with the Hoffa-inspired conference. But if all 50 come in, they'd represent about three million workers.

Hoffa estimates the number at 3.5 million. U.S. Department of Labor puts it at 2.7 million.

Thinking It Over

By Robert L. Dieffenbacher, D. D.

(Written for NEA Service)

When materials are attached to each other they must be glued, pasted, bonded, welded, soldered, bolted or held in place by some other procedure. The method of attachment depends on the materials to be joined and the purpose of the union. A permanent joint requires thorough cleaning and preparation of the parts as well as proven materials and tested methods.

Human partnership and man's partnership with God require careful union. Some human partnerships may be temporary but much of the shortness of union results from poor preparation rather than from original lack of desire.

When we determine human fusion, one must test the union and the materials for bonding. This can best be done with the standards of God. We must be certain of sincerity, honesty, love, and the presence of God.

Hoffa's own teamsters' union claims 1.8 million membership in 893 local unions, biggest in the country.

Joining with Hoffa in the call for the new Transportation Unity Conference are Joe Curran of National Maritime Union and Capt. William V. Bradley of International Longshoremen's Assn. N.M.U. claims 40,000 workers in 30 ports in L.A. 52,000 members in 286 locals.

In addition to these three, Seafarers International Union with 75,000 members is expected to join the other three in the conference organization. S.I.U. is a holding federation of autonomous unions.

PAUL HALL, head of S.I.U., was unable to attend the Washington meeting at which the conference agreement was signed. But Hoffa talked with Hall by phone and was authorized by Hall to say he looked on the conference with favor.

Over a million of the transportation workers are in railway brotherhoods. They usually pursue independent courses. What Hoffa is believed to be counting on to bring them together is the depressed state of railroading today.

Air transport workers unions, which will also be invited to join the conference, have about 145,000 members. This includes 11,000 in the Airline Pilots' Assn., 11,000 other flight personnel, 85,000 clerks and 58,000 maintenance workers in mechanics and other unions.

ONE OF THE STUMBLING blocks in the road to transport union unity is the question of what to do about Harry Bridges and his west coast International Longshoremen's and Warehousemen's union. It claims 70,000 members in 83 ports.

Bridges is being invited to the August conference. But Hoffa, Curran and Bradley make clear the conference itself will make its own rules and decide who comes in. This leaves the way open to invite Bridges out. But in this connection it is pointed out that the West Coast Conference of Teamsters has an operating pact with Bridges' longshoremen.

Hoffa has been working for months to build up a series of pacts with other unions teamsters work beside.

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