

The News-Review

CHARLES V. STANTON, Editor and Manager
ADDY WRIGHT, Business Manager
GEORGE CASTILLO, Assistant 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.

SUBSCRIPTION RATES—IN Oregon—By Mail—Per Year, \$15.00; six months, \$7.50; three months, \$4.00. Outside Oregon—By Mail—Per Year, \$18.00; six months, \$9.00; three months, \$5.00.
By News-Review Carrier—Per Year, \$15.00 (in advance), less than one year per month, \$1.50.

Carriers and Roseburg P. O. Boxes
1 Month \$1.50—6 Months \$9.00—1 Year \$15.00—Per Single Copy 5c
Mail Rates Apply Outside City Limits
Mail Subscriptions Must Be Paid In Advance
Entered as second class matter May 7, 1930, at the post office at Roseburg, Oregon, under act of March 2, 1912.

HIGHWAY COSTS

By Charles V. Stanton

The Legislative Interim Committee on Highways reports it expects to recommend an increase of one cent per gallon on gasoline sold in Oregon and an increase of \$5 on each registration.

This means that the Highway Commission has won its point. The commission has been proposing these advances for a number of years.

From this extra money, as with all other money raised for highway purposes, the Highway Commission will distribute 19 per cent to county governments. That means every county will have more money to spend on roads, provided local road taxes are not reduced. The same applies to cities which get 10 per cent of the state highway revenue. The Highway Commission spends 3 per cent of its revenue as a tithe to support the state police. So, though you may pay one cent more for gasoline, and your registration fee may jump from \$10 to \$15, the state Highway Commission will be turning 32 per cent of its revenue over to strictly local purposes.

Money Badly Needed

The Oregon Highway Commission is in critical need of more funds than it had a few years ago. In the first place, we have a much more ambitious highway construction program than ever before. The state of Oregon is participating in the federal superhighway program. We are building our through highways to federal specifications, which demand four lanes, two in each direction, with adequate separation. All our new highways, on the specified routes, are being built with four lanes. As rapidly as possible, the Highway Commission proposes to come back and pick up the two-lane road and complete the four-lane highway required by the federal government. That will mean a large expenditure here in Douglas County where one-third of Highway 99 is located.

But in addition to this federal requirement, the Highway Department is faced with higher costs, just like everyone. The commission must pay more in wages. It must pay more for materials. All along the line the cost has gone up. Consequently we need more money to get as much in the way of road construction as we once had, and even then we weren't keeping up with traffic demand.

We still are not meeting the volume of traffic. The new highways we are building, fine as they are, won't carry all the trucks and cars that crowd them. Nowhere can we maintain a high speed. Even on roads with two lanes in one direction we find congestion at times.

Oregon motorists, in my opinion, will raise little objection to an increase in gasoline price and registration cost. The saving to the average motorist will more than pay his extra cost in taxes.

Toll Vs. Tax Roads

We are inclined to compare Oregon's roads to the toll roads in eastern states. The comparison comes out in our favor. In the East a good many roads have been built on revenue bonds. Motorists pay anywhere from 25 cents on up to drive on those thoroughways. Here in Oregon we have built comparable roads from the public fund. People drive them for free, aside from the money they have paid in taxes. We pay toll in taxes, but save in driving.

As an example, we can consider the highway between Roseburg and Eugene. It still isn't a four-lane road all of the way. However, we have reduced our time from Roseburg to Eugene by 45 minutes to one hour. We use less gasoline. We put less demand upon the mechanical functions of our automobile.

Then, between Eugene and Junction City we hit the old highway. We waste gasoline, get impatient because we can't get around slow traffic. We take chances and abuse the automobile.

In other words, we're saving money between Roseburg and Eugene. We're losing money between Eugene and Junction City.

If the money raised by an additional tax on gasoline, plus a boost in registration, goes into better roads, we'll save more money. I believe the system to be much superior to the toll roads built in eastern states and which, according to popular magazine articles, aren't all paying off as expected.

—Bruce Biossat—

Those who agree with American Middle Eastern policy and those who disagree with it can unite on one thing: Arab nationalism is a rampant force in the area and must be reckoned with in any realistic policy we devise.

America throughout its history has been a celebrated champion of the national and other unifying aspirations of people all over the globe.

Therefore it is in keeping with our highest tradition that we see the basic drive for Arab unity as good, and shape policies friendly to its development.

As a practical matter, we probably could not impede its growth for long, anyway. But there is grave danger for our future in the Middle East if we should allow ourselves to be identified either with hostility to Arab nationalism or with more negative, grudging acceptance of it.

UNHAPPILY, the problem of framing friendly policies which can be seen and understood as such by the Arab people is very complex.

In almost any situation that develops in the Middle East, we are torn between our traditional espousal of emerging peoples and our concern for the strategic and economic needs of our Western allies, especially Britain and France.

We have our own direct concerns in the area, mindful always of its oil and its strategic location at Russia's side door. But the oil is vastly more important to Western Europe than to us right now.

Consequently, our policies often tend to be hammered out in com-

promise which generally is not really acceptable either to our allies or the Arabs. Matters are complicated by the fact that Britain and France, no less than we, have been slow to make clear to the Arab world what should be our joint encouragement of its aspirations.

FURTHER complicating the matter is the question of what Arabs, specifically, we should encourage. We are chided for siding with kings who are said to represent "outmoded feudal dynasties."

But the bloody-handed men who killed King Faisal in their brutal Iraqi coup hardly seem the kind we would single out in advance to support.

Nor is the rampaging President Nasser of the United Arab Republic a man we can easily regard as a fitting bearer of the unity standard.

Nasser, to be sure, is the idol of millions of Arabs. But he gives nationalism an evil voice and a warped image.

His crude resort to violence, to intrigue and to the inflammatory dispensing of anti-Western hatred via Cairo radio puts him on the defeated level of the communist dictators.

And on that level, the worry must be how fully Nasser is or may be in league with Moscow. He is to be trusted about as far as you can throw a food freezer. One day we may find Nasser aside the whole Middle East. Then, if not before, we may be compelled to accept him as the leader and symbol of Arab nationalism.

"Yessiree, There's Nothing Like Vacation Time"



NEA Service, Inc.

—Hal Boyle—

NEW YORK (AP)—A friend of mine had a strange experience the other night.

"I watched television for two hours," he said, "and didn't see a single horse."

This may mark a historic moment in the video industry. For come the falling leaves this autumn, such an experience may be next to impossible.

The hoofbeats of the horse opera will echo in the nation's living rooms as never before.

Two years ago there were only 11 Western series on the major networks, last year 16. But the season upcoming will have nearly two dozen—that is, if Hollywood doesn't run out of horses and blank cartridges.

Does the sight of a galloping nag now give you a kind of queasy sea-sick feeling? Well, there's only one way out. You turn off your TV set and turn on your radio. Then you won't have to watch a Western program—you'll just have to listen to it.

Whether westerners are really as popular with the people as producers and sponsors seem to think is open to argument. But there is no question they have had a tremendous impact on our current culture.

Would Buy Alaska

More money is spent in filming Westerns each year than was required to buy all of Alaska in 1867. Many a small girl now not only wants a toy gun as well as a doll. She also insists that her doll have a gun, too.

Many of us now feel more familiar with the streets of such old Western towns of Tombstone and Dodge City than we are with the streets of our own city. Many of us feel we know Wyatt Earp and Billy The Kid better than we do our next door neighbor.

The cult of the cowboy and the

gunman, like the cult of bosom worship in America, sometimes seems to have gone beyond the boundaries of pure entertainment and to have approached the proportions of a national neurosis.

Escape Medium

One veteran program chief gives this as the reason behind the epidemic of westerns:

"TV is an escape medium. The best kind of escape is one in which you are shocked and threatened—but not in a way that really could happen to you."

"That's why Westerns succeed. You enjoy the tense feeling of watching someone walk down a street in Dodge City in 1870 to face a gunman. But one reason you enjoy it is that, basically, you know you won't have to do it yourself."

"Modern plays about the loneliness and despair every man must face in living may be great art, but they are too real. Sponsors don't like them because they scare you out of your house and into the nearest bar."

This estimate of the situation is probably true. Watching Westerns is for many of us—like the ostrich's fabled custom of sticking its head in the sand—a way to keep from thinking about our own lives and problems.

Meanwhile, back at the ranch—seen any interesting new horses lately?

—Peter Edson—

WASHINGTON (AP)—A slow burn of criticism on U. S. policies in the Middle East is developing here.

No one wants to be quoted on it yet. The prevailing mood is "Well, the Commander-in-Chief has seen fit to order troops into the Middle East. So let's back him up."

The rationalization for this has been, "What else is there he could do?" But this spirit may not last. "This situation isn't like Korea," says one congressman, cautiously and off the record. His point is that in Korea, communist armies crossed the 38th parallel in force. The Lebanese and Iraqi crises are more subtle than that.

ONE OF THE GREAT difficulties in analyzing the Middle East mess is that there are so many inconsistencies in it, other congressional sources point out.

United Arab Republic President Nasser, speaking over Damascus radio after his flight to Moscow, asked:

"How can the United States forget its own history?" It's considered a good, tough, embarrassing question.

No one has to be a historian, or very old, to remember that only two years ago President Eisenhower successfully intervened to stop British, French and Israeli invasion of Egypt in the Canal crisis.

That won't Arab praise. But this advantage has been completely lost now that the United States itself has moved its armed forces into the Middle East. And this country has countenanced movement of British troops into Jordan.

The British paratroopers in at the request of young King Hussein to save his throne and possibly strengthen his hand in reestablishing the Federated Arab State of Jordan and Iraq.

CONTRAST THIS WITH what happened in March, 1956, when King Hussein kicked out British Gen. Sir John Bagot Glubb and other British officers of the Arab Legion.

That was hailed as a great victory for Arab nationalism.

Those situations are completely illogical.

The U. S. position in the United

Judge Continues Restraining Order Against Church

EVERETT (AP)—Superior Court Judge Thomas Stiger continued a temporary restraining order Wednesday and promised an early trial date in the case of the First United Presbyterian Church here and its refusal to join the recent national merger of two Presbyterian bodies.

Judge Stiger set another hearing for Friday.

The Everett congregation of 400 members was the only one in the country which failed to join in the recent merger of the United Presbyterian Church of North America, of which it previously was a member, and the Presbyterian Church in the U. S. A.

The suit, filed in the names of both parent bodies, asks for an injunction or restraining order preventing the local congregation from "using the Presbyterian name" and properties of the church. It also asks that the Rev. Robert D. Brown be restrained from preaching.

The national organizations maintain the property belongs to the Presbyterian Church of North America. The local church acknowledges the property is deeded to the parent body, but claims it was bought and paid for locally.

The temporary restraining order prevents the local congregation from disposing of the church and manse until after a final determination is made.

Senate Confirms Appointments Of Eisenhower

WASHINGTON (AP)—The Senate Wednesday unanimously confirmed President Eisenhower's appointment of five delegates and five alternates to represent this country at the United Nations 13th General Assembly.

Henry Cabot Lodge, U. S. Ambassador to the U. N., tops the list which includes Miss Marian Anderson of Connecticut, noted Negro concert singer, as an alternate.

Other delegates are Sens. Michael J. Mansfield (D-Mont.) and Rourke B. Hickenlooper (R-Iowa).

Herman Phleger, Redwood City, Calif., attorney and former state department counsel, and George M. Harrison of Cincinnati, Ohio, veteran railroad labor leader.

Other alternates are James J. Wadsworth of New York, Lodge's deputy at the U. N.; Watson W. Wise, Tyler, Tex., businessman; Mrs. Oswald B. Lord of New York, now on the U. N. Human Rights Commission, and Irving Salomon, Chicago, board chairman of Royal Metal Manufacturing Co.

Oil Pipe Line Co. Has Lower Daily Deliveries

VANCOUVER, B. C. (AP)—Trans Mountain Oil Pipe Line Co. reports daily average oil deliveries of 90,289 barrels for the first six months of 1958, compared with 183,316 in the same period last year.

Trans Mountain pipes oil from the Alberta producing fields to British Columbia's west coast and the U. S. Pacific Northwest.

The drop in deliveries is attributed in the first half report to reduced exports to the U. S. President D.M. Morrison said in the report that "foreign oil can still undercut Canadian crude in the U. S. Pacific Northwest."

Estimated consolidated net profit was \$348,000 compared with \$5,629,000 in 1957. Gross revenue in the six-month period was \$7,302,000 compared with \$16,273,000.

BODY RECOVERED

REDDING, Calif. (AP)—The body of Ward McPherson, 28, of Medford, Ore., was recovered Wednesday from Shasta Lake. He fell from a boat Saturday while fishing, and drowned.

Mrs. May Hempton of Sacramento, a summer visitor, sighted the body while looking over the lake with field glasses.

Reader Opinions

Why Should Hatfield Resign? Asks Wellman

We note with a bit of weariness a letter in "Reader Opinions" from Mr. Sidney Leiken. We fail to see where the full contents of a letter from Rep. Charles Porter has added anything to its importance.

However, we were interested in his final paragraph suggesting that we should call for the resignation of Mark Hatfield. We read the papers pretty carefully and have yet to find where Mr. Hatfield has been accused of any crime. To be sure, he did get married, which might be considered a mistake by some bachelors, but marriage has never been considered a crime, or even a misdemeanor, to the best of our knowledge.

We have done considerable cogitating and some investigation to try to figure out why Mr. Leiken thinks we should ask Secretary Hatfield to resign. All to no avail. Nobody seems to have even dreamed of such a thing.

One remote possibility has come to our mind, and to that of others with whom we have discussed the matter. Perhaps some may think the secretary of state should resign because he is also a candidate for governor.

While the custom of hanging on to a political job while campaigning for a different job or for the re-election to the same job has become customary, it might be better for the country if all candidates for any political office, while already holding one, should resign during their election campaign.

If this is what Mr. Leiken has in mind, we will go along with it, providing he extends the suggestion to Gov. Holmes and Rep. Porter. As far as we can learn, Mr. Hatfield has been very close to his job all along, except for a marriage ceremony and short honeymoon.

Gov. Holmes, on the contrary, has done a lot of traveling over the United States, which we may consider possible state business. But we would like to list a few purely political trips within the state, taken by the governor.

On June 1, we saw him down at the Azalea Festival in Brookings. A couple weeks ago he attended a labor convention in Roseburg, at which he made a political speech. On July 26 he made a trip to Seaside to take part in ceremonies of the Miss America beauty contest.

He made an appearance at Ashland at the Shakespeare plays, and on Aug. 9, he is scheduled at the Newberg Berrian Festival. These few trips, of many, have taken considerable time from his desk. Yet, nobody, not even any Republicans, has suggested he should resign.

As for Rep. Porter, he has made several trips to Central American governments while Congress was in session. And he takes considerable time out to write "letters to the editor" justifying those trips, and always seems to get in a nice plug for his re-election. Even though his constituents might think they could be better represented if their representatives in Congress stuck a bit closer to his job, nobody has even hinted that maybe he should resign till the campaign is over.

We hope we have not tried Mr. Leiken's patience too severely by waiting so long with this explanation as to why we haven't suggested that Mr. Hatfield (or any other candidate for office) should resign. We say, let them run, and may the best man win.

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

Youth Sentenced To Custody Until He Is Of Age

TACOMA (AP)—Ronald Barrett, 15, of Ft. Lewis, has been sentenced to custody for the remainder of his minority. He pleaded guilty last week to shooting his stepfather with a shotgun.

In imposing sentence Tuesday, federal judge George H. Boldt analyzed a recommendation calling for a federal institution. The youth stood before the judge, apparently unmoved by the sentence, stroking his chin vigorously.

The boy shot his stepfather, Army Capt. James L. Jackson, in the right arm after the officer threatened to whip him July 19.

"It is only by the grace of God, my boy, that you are not here charged with first degree murder," Judge Boldt said.

The judge said he found plenty of evidence of premeditation in the act. A pre-sentence report showed Boldt had hidden the shotgun under his mattress a week before the shooting, the judge said.

He said Capt. Jackson has a splendid record, both as a soldier and a stepfather. The judge said the captain had tried in every way to help the boy, even seeking professional help.

American Airlines Buys 20 Additional Airliners

SEATTLE (AP)—American Airlines announced Wednesday the purchase of 20 additional Boeing jet airliners at a cost of about \$75,000,000, bringing to 50 the number it has on order.

All of the planes in the new order will be intermediate-range jets, designated by the Boeing Airplane Co. as its 720 model. They will be delivered in 1960 and '61.

American said it will change its original order for 30 Boeing long-range 707s to 25 long and five intermediate range models.

Boeing had previously reported the sale of the 20 additional commercial airliners but had not disclosed the buyer or type. The order boosted to 187 the number of 707s and 720s on order.

Thinking It Over

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

Symbols are simplified messages which tell whole stories to those who understand them. If we do not know the story behind the symbol or the message of the sign, the whole communication system is meaningless.

The pattern of lights on an airfield gives a message to the pilot in the plane high above the airport. The signals on a traffic light and the symbolic signs along the highway tell the driver how to proceed and what cautions to take.

A cross standing upright on a church, on an altar or in many other places tells the story of the hope of the world. It portrays the sacrifice of the Son of God on a man-made instrument of death. It tells of much lack of understanding and need for faith. It promises salvation and it offers peace to all mankind. We must study our symbols and know the messages they give. Otherwise we may miss the directions to follow.

EXPELS CZECH

BERN, Switzerland (AP)—The Swiss government has expelled Jaroslav Antos, third secretary of Communist Czechoslovakia's legation in Bern, on charges of spying against Switzerland. The police department said Antos had been under observation for some time before he was given 24 hours to leave the country. Official sources would give no additional information.

NATO Allies Hit Critical Stage

PARIS (AP)—The NATO allies of the Western Big Three reached a critical stage Wednesday in efforts to iron out summit conference differences among Britain, France and the United States.

The NATO Council met twice and called a further special session Thursday in an effort to reach a compromise which would allow a common response to Russia's move for a summit conference on Middle Eastern problems.

A spokesman said the talks among the 15 NATO powers were at an extremely delicate stage. The sticking point remained French insistence on a big-power summit meeting behind closed doors and the British and U. S. position that such a conference must be held within the framework of the United Nations Security Council.

The Russians are only bystanders to the present Western maneuvering.

Business Opportunity

Profitable, Local
Small Business

Present net, \$1,000 per month.
Full price, \$10,000. Owner wishes to retire. Write

BOX 741

c/o The News-Review

WHEN SOMEONE FINDS A WAY TO REACH, INFORM ENTERTAIN, AND SELL PEOPLE ON THE ROAD BETTER THAN RADIO DOES NOW... WE WILL MOVE OVER!

Meanwhile, of all advertising media, radio alone is in the driver's seat. And nationally, the CBS Radio Network delivers radio's biggest audiences to advertisers -- 41 per cent more listeners than the next network.* What's more, these are listeners who really listen. The very nature of the whole program schedule tells you so. And we can prove it!

*Nielsen Radio Index, January 11 Through May 10, 1958.

CBS RADIO NETWORK AND KRNR - 1490 KC. RADIO ROSEBURG