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EDITORIAL PAGE

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HIGHWAY DANGER SPOTS

By Charles V. Stanton

The editorial writer of the *Oregon Statesman*, Salem, uses a word I don't find in my dictionary. The word is "velocitated."

His use of the word pertains to "velocitated" drivers, and, in my opinion, it is a most apt word.

Oregon is experiencing many automobile accidents. It is my opinion that a study will reveal the wide variation in road conditions to be responsible for a material number of these accidents.

Driving our vastly improved Pacific highway, we become attuned to speed. Our reflexes adjust themselves to the fast rate at which we are able to travel. We become "velocitated."

Few accidents result from speed, providing speed is permitted by conditions. But the "velocitated" driver, accustomed to a high rate of speed, comes off a road in which he has two or more lanes in his direction and none from the other, and all too often finds himself in trouble.

Or, as is found in numerous spots in Oregon, he drives off the new and improved highway, where he has been moving at a high rate of speed, and strikes some of the old highway, where a much slower rate of speed is indicated. But, already velocitated, he doesn't slow down in time, and a wreck results.

Warning Signs Needed

The situation already is critical in the Salem-Albany area. The Bypass around Salem is being four-laned as rapidly as possible because of the high accident rate. Accustomed to high speed between Salem and Albany, south-bound motorists run into trouble on the old highway between Albany and Harrisburg. We find the same situation in the Roberts Mountain area here in Douglas County, where numerous wrecks have happened as the highway narrowed. It is my prediction that the stretch between Eugene and Cottage Grove will become a death trap, just as soon as the Albany-Eugene section of the highway, a very fast piece of road, is open to travel.

The problem, however, isn't confined entirely to the main highway. Our counties, it seems to me, should be doing some very serious analyzing and erect warning signs on our connecting county roads.

A study of accidents, I believe, will show a very high incidence of one-car mishaps on county roads. Multiple car accidents are the rule on highways where there is so much traffic.

An accident study will reveal, I believe, that a good many of our drivers become velocitated on our fine north-south highway. They develop a sense of speed, tuned to highway conditions. Then they turn off on a paved county road.

Conditions Unsuitable

We have some fine county roads. But few of our county roads, even with pavement, are designed for the speeds driven on the major highway. The velocitated driver, however, doesn't always adjust immediately to the road's capabilities. Thus we read where the car rolled on a turn, went out of control, struck a bank, or suffered some other mishap because the driver was going too fast. The fact that so many accidents on county roads result from the combination of road capability and speed, indicates that the driver was velocitated.

The answer, in my opinion, is not a speed limit. Some people seem to have the belief that speed is dangerous. Yet some of our safest roads are our fastest roads. The only way to control speed by law is by strict and costly enforcement. Nor is there any reason, I believe, why speed should be kept below the capabilities of the road. The state and our counties, I believe, would do well to consider the erection of big and frequent caution signs, warning the driver, particularly the velocitated type, of the speed capabilities of the section of road on which he is driving.

We now have, particularly on state highways, speed signs on highway posts. But my opinion is that we need much bigger traffic signs where studies show dangerous conditions exist—and we should have not one but several warning signs to impress the motorist.

Ed Creagh

White House News Covering Requires Superman Ability

WASHINGTON (AP)—Had a letter from a journalism student the other day. He'd seen my name over a story about President Eisenhower, and wondered how a man goes about covering the White House. I wish I could tell him. I've been trying to find out since 1947.

All you really need is the strength of a lion, an encyclopedia in your brain, an endless capacity for boredom, and a family that is used to getting along without you.

It helps if you have a talent for missing meals, battling small-town cops, passing up cocktail parties, hopping off moving trains, and — when necessary — clawing press secretaries.

Marvin L. Arrowsmith, who regularly covers the White House for *The Associated Press*, comes as close as anybody I know to meeting all these requirements. The rest of us occasionally fall by the wayside.

I'll never live down that time I missed a presidential press plane in Chicago.

One part of the White House beat consists in growing bunnies on your spine from sitting around the lobby. Now and then you buttonhole callers from such exciting groups as the Save the Chipmunks Federation. Or you get a thriller-diller of a report on corn pone production since 1903.

You never relax. There's always a big story coming, and often when you least expect it. Then you sprint for your telephone, politely bashing in some other reporter's ribs with your elbow.

Union Bid Turned Down

PORTLAND (AP)—Benson Hotel employees voted 69-55 in a bargaining election against being represented by a union, the National Labor Relations Board said.

In The Day's News

By FRANK JENKINS

An interesting proposal was offered the other day by Sen. Richard Neuberger of Oregon, who urged the Congress to enact a broad program of cancer research as a fitting memorial to John Foster Dulles, America's great secretary of state who was struck down by cancer at the very moment when his exceptional talents were most needed by his country.

Sen. Neuberger — who himself has just emerged from a bout with the dreaded killer — was testifying at a Senate Appropriations subcommittee hearing on a money bill for the federal Department of Health, Welfare and Education. He told his colleagues that an expansion of cancer research funds from 75 million to 109 million dollars could be aimed at vanquishing the disease that took Dulles' life.

He added: "Can we dare to pinch pennies in the face of a challenge like that?"

He was joined in his proposal by Sen. Lister Hill of Alabama, chairman of the subcommittee, who pointed out that cancer has robbed the United States Senate of some of its greatest leaders, including Sen. Taft of Ohio, Sen. Vandenberg of Michigan and many other distinguished and patriotic leaders.

Here's a thought: Maybe we can accomplish what Sen. Neuberger suggests by PINCHING SOME PENNIES — pennies that are being wasted.

For example: There is the palatial new Senate Office Building on Capitol Hill. It was originally supposed to cost about 20 million dollars. Its final cost will be closer to 30 million dollars.

Well, from all we can read in the papers, the job seems to have been VERY fuzzily planned. The floors, it is said, were of a special rubber tiling. After the building was occupied, it was discovered that they were very noisy. The click of the

papers, the job seems to have been VERY fuzzily planned. The floors, it is said, were of a special rubber tiling. After the building was occupied, it was discovered that they were very noisy. The click of the

Damage To U. S. Prestige By Sen. Morse World-Wide, Arizona Senator Charges

SPOKANE (AP) — Sen. Barry Goldwater (R-Ariz.) flew into Spokane in his own private plane Saturday and then took off on Sen. Wayne Morse, the Democrat from neighboring Oregon.

"Morse's remarks on two great Americans, Lewis Strauss and Clare Booth Luce, have done more damage to the prestige of the Senate in the United States than any I've ever heard," Goldwater said.

"And his remarks have done damage to our prestige around the world because the Communists have had a field day with what he said about Mrs. Luce."

Goldwater made his comments to a reporter and said he would follow the same theme in an address Saturday night at a \$25-a-plate Republican fund-raising dinner.

Morse opposed the nomination of Mrs. Luce as ambassador to Brazil and has also spoke out against confirmation of Strauss as secretary of commerce. Mrs. Luce's nomination was confirmed by the Senate but she then resigned after her row with Morse.

Goldwater said Morse was a leader in the action that led to

secretaries' heels and the rattle of the electric typewriters made such a clatter that the senators couldn't think.

So — It was proposed to lay carpets over the tile. But . . . that would cost \$150,000 extra. And . . . the carpets would have been so THICK that it would have been necessary to cut off two inches from the bottom of the costly oak doors so they would open. That would cost more money.

And — The new senate office building called for a new subway from the capitol building to the new office building, with cars to carry the senators so they wouldn't have to walk. So that was tackled. When it was about finished, it was discovered that it came into the capitol building at the wrong place. So the whole end of it had to be done over at a cost of some four million dollars.

And so on.

Here's what I'm getting at: Things like these mean WASTED PENNIES. In comparison with all the FABULOUS waste that goes on in our federal government, they are no more than pennies — although to us taxpayers out here in the brush they look like real money. Senator Byrd has been telling us for years that our whole federal government is shot through with waste like this — waste that could be avoided by the simple practice of our federal government of the kind of economy WE all have to practice in our OWN private affairs.

I'm all for Sen. Neuberger's proposal.

I think it would be WONDERFUL.

But I think it ought to be paid for by PINCHING PENNIES — the pennies that are being wasted. In the fantastic, sprawling structure that we call our federal government there are plenty of wasted pennies to be pinched.

Senate censure of the late Sen. Joseph McCarthy (R-Wis.) and added:

Should Apologize

"Morse ought to get down on his knees and apologize to Joe McCarthy for what he has done on the floor of the Senate."

Goldwater said Rep. Catherine May (R-Wash.), the state's first congresswoman, and others who have been critical of the Luce and Strauss appointments "are being led around by the nose by Morse."

A reporter asked if Republicans had considered some form of censure against Morse.

"I considered a motion to rescind the condemnation of McCarthy, but I think I'll drop it," Goldwater said. "It might hurt Strauss."

"Not that I want to hurt Morse. I have a kind personal regard for him. But he shouldn't tear down the dignity of the Senate."

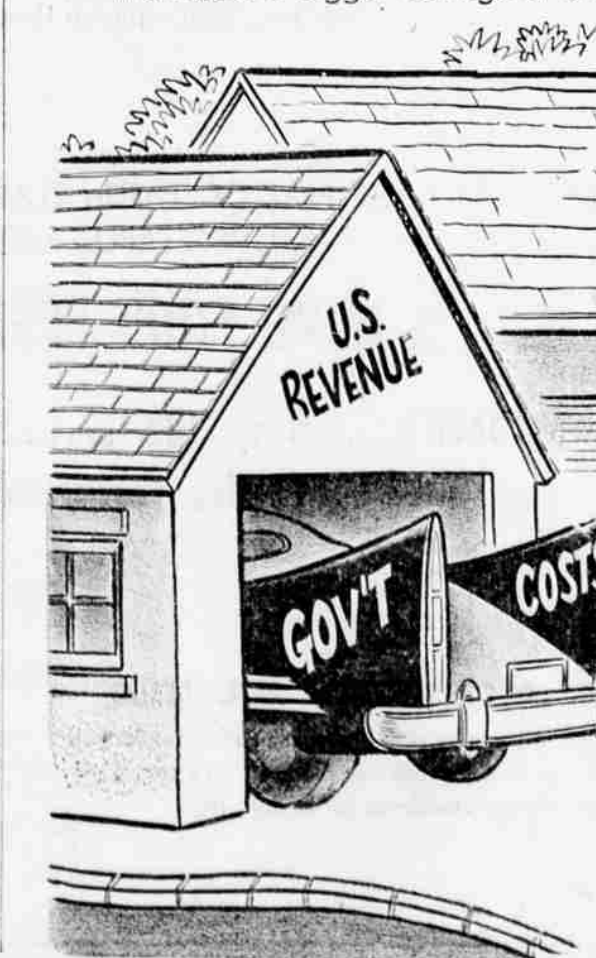
Delinquency Up To Men, Not Boys, Speaker Says

SAN FRANCISCO (AP) — "Ours is not a boy problem," says a former Idaho scoutmaster — Agriculture Secretary Ezra Taft Benson. "It is a man problem. Our boys are delinquent. We want them to have it."

Thus did Benson size up the nation's youth situation in an address Friday night to the National Council of the Boy Scouts of America.

"It is not for us to moan and groan about juvenile delinquency and the other problems of youth," he said. "One problem is leadership. One of the great difficulties confronting our young people is that they have more critics than models."

The Cartoonist Says: We Need a Bigger Garage or a Smaller Car



Editorial Comment

IN DEFENSE OF THE TOOL OF OUR TRADE
Eugene Register-Guard

This language we speak is a wonderful language, expressive, adaptable, colorful and, to be blunt, odd. We grew up with it. It cannot fully appreciate its oddities. For help we must turn to an intellectual foreigner who is struggling with our completely unreasonable way of expressing ourselves. That's what Dr. Alice Hamilton did. She writes, in the June Atlantic, about the struggles of a doctor of laws, a Czech, who wanted to learn English. After looking at the language through Czech eyes she agrees, as her title suggests, that "English Is a Queer Language."

"My mother is going to stay a week," we say with, to us, perfect clarity. But the foreigner objects. How, he wonders, can she go if she stays? The answer, of course, is that "going" has no relation to the verb "to go." It is merely a device for indicating verb tense. And how is it possible to miss a friend who is gone? One can miss the bus. But the bus was there. The friend is gone, or will be, and we know that. So how can the friend be missed?

Ups and downs are also troublesome. A house burns down. It also burns up. This "up" has nothing to do with cleaning up a room, looking up a fact in the Almanac, or looking up to see who spoke. Nor does it relate to hurrying up, making up the mind, making up a story, adding up figures or waking up. It's up to the foreigner to solve this mystery.

And "get!" Travel the tortured path from get well, to get along with a friend, to get going, to get even, to get rich. We put on a hat and put out a fire, as we put a chore off until tomorrow and put up with a language that defies explanation.

Why do we go back and forth, when simple reason dictates that we have to go forth before we go back?

These complaints which the Czech jurist registered to Dr. Hamilton are well-taken. But they also are part of the reason English is as wonderful a language as it is. Because it is so unscientific, so impossible to explain logically, it is more than a language of the brain. It is a language of the whole human being who uses it. It expresses feelings as well as thoughts, hunches and emotions as well as reasoned conclusions. It is a language singularly adaptable to nuances, to shades of meaning.

It is the language of the stylist. In this language it is notable how a man says a thing, as well as what he says. Alexander Pope wrote in English. So did Charles Lamb. So, in our time, have H. L. Mencken, E. B. White and Benly DeVoto. The English sentence can march straight ahead, or it can take the long way around.

Other languages have their body of great literature. But none has been so rich in use of the spoken word as English, the language of Shakespeare and Milton, of Abraham Lincoln and a gee-whiz New York tabloid. It was the language of the scholars who translated a Bible for King James. As artists of other nations have excelled in music or in painting, those of the English speaking world have made their mark by their use of their peculiar, maddening, unreasonable, excessive mother speech.

It's an impossible language, one we can't explain, but we love it and we're glad it is the language we grew up with. "Grew up with," we said. In what other direction can a person grow?

BASIS FOR HATFIELD TALK
The Oregonian

Recurrent speculation in national magazines and the press that the Republican National Convention in 1960 might turn to Oregon's Mark O. Hatfield as its nominee for vice president is based on a lot of "ifs." But it is not beyond the scope of the possible.

At first thought, the idea of the party nominating a man with no more political whiskers than Gov. Hatfield seems unrealistic. He has

legislative experience in the Oregon House and Senate. He served two years as secretary of state and is just beginning his first term as governor. He worked effectively on the platform committee of two GOP national conventions where his liberal views made a dent in the Old Guard line. But he is only 36. He is not well known in Washington, D.C., and has no record in international affairs, although well read in world issues. He is from a western state small in population, convention and electoral college votes.

But the cold fact intrudes: The Republican Party, after regaining the presidency in 1952, has a paucity of candidates for president and vice president. It is the minority party in Congress, and may remain so even if it wins the presidency in 1960. Only two Republicans appear to have a chance for the presidential nomination: Vice President Richard Nixon and Gov. Nelson Rockefeller of New York.

Under the traditional convention pattern of selecting a ticket based on geography, big-state votes and a combination of the liberal and conservative wings of the party, Gov. Hatfield would not seem to fit as the running mate of Mr. Nixon of California. The ideal combination under those guidelines would be Nixon and Rockefeller.

But should the Rockefeller boom pick up speed, it has dropped off in recent months as Nixon has moved ahead in national polls — a combination of the two governors, from New York and Oregon, might be the answer. Our opinion, at this time, is that Nixon will win the presidential nomination.

It may be doubted, however, that Rockefeller would settle for vice president. He has lots of time (as has Hatfield) and as governor of New York a powerful stepping stone to later nomination.

Should a Rockefeller-Hatfield ticket emerge from the 1960 convention, the Republicans would be required to accept the idea of two "liberals" — a rich one and a relatively poor one — on the same ticket. With Rockefeller's wealth, this should not be too hard for the Old Guard to swallow. And it would certainly be a high-riding ticket with the independent voters.

But both of these men are such newcomers on the national scene, and have attracted such attention chiefly because they provided exceptions to the Democratic sweep in 1958, that reason should restrain Oregonians from getting excited prematurely. The odds are that Nixon will be nominated, and in that event the likelihood of Hatfield's being his running mate is dimmed. What intrigues the political dopesters, however, is the question: If Rockefeller declines to accept second place, who would have more appeal than Hatfield?

66,000 Working At Boeing Plants

SEATTLE (AP) — Employment at Boeing Airplane Co.'s Washington operations now is about 66,000 — a decline of 6,500 since Jan. 1 — the firm reported.

President William M. Allen said a "gradual reduction in employment" is occurring at Boeing's Seattle-area plants.

He added the decline for the rest of the year will be at a somewhat lower rate than for the first five months of the year, "dependent upon the outcome of existing competitions."

Allen said the job reduction at Boeing, Washington's largest employer, had been predicted a year and a half ago but was delayed by work on the 707 jet transport and KC135 jet tanker programs.

The decline, he added, "reflects the changing character of the business and the decreasing volume of military production." He expressed optimism regarding future work, but noted these programs require less manpower than big military aircraft production jobs.

He forecast an increasing need for engineering and technical skills.

Most of the employment cut since Jan. 1 has taken place by not replacing normal turnover, the company said.

Tax School Scheduled

SALEM (AP)—The state Tax Commission's annual school for sheriffs and their deputies will be held here next Wednesday and Thursday.

The school will feature explanations on the new tax laws and why taxes are increasing.

James Marlow

House Group To Look Into Influences In Arms Sales

WASHINGTON (AP) — What could be nicer for a retiring general or admiral than to get a job — paying up to \$40,000 a year or more — with a company which sells some kind of military equipment to the government?

But the question Congress is going to ask now is: What does he do to earn his money?

About July 1 a House Armed Services subcommittee headed by Rep. F. Edward Hebert (D-La.) is going to start hearings digging into questions like these:

1. When a retired general or admiral gets a fat job from a company selling to the armed forces, is it strictly because of his executive ability and professional experience?

2. Or is he really hired as a lobbyist or influence-peddler to use his old friendships and contacts in the Pentagon for the benefit of the company which hired him?

There is a third, underlying question: Is a high ranking officer, still in the service, influenced in the selecting of equipment from a particular company by the prospect of going to work for that company when he retires?

Many Do Good Jobs

Hebert says the picture is not all white and black—that many retired officers now with military equipment companies do a good, legitimate job because of their knowledge and background.

However he says he thinks more business in Washington is done on the golf links and over the cocktail tables than is ever transacted in the Pentagon.

But any legislation Congress considers to correct abuses—and Hebert expects to have remedial measures for Congress when it returns in 1960—runs squarely into a problem of individual rights.

Many officers retire in the prime of life and, like nonmilitary people, have a right to make income in addition to their pensions—particularly in fields where their knowledge and experience should pay off best.

Pending results of the Hebert investigation the House rejected last week a ban on such employment for five years after retirement. But there is a long history of congressional agitation about industry which does business with the government.

Munitions Hired Brass

When Sen. Gerald Nye, a North Dakota Republican, conducted his historic investigation into munitions-making back in the 1930s, it was brought out that retired military brass had big jobs in that industry.

There is a difference between the Nye inquiry and the one to be made by Hebert.

The former had its roots in American pacifism and neutralism—this country was isolationist then—and the munitions makers were accused of getting fat by fomenting conflicts around the world.

There is no dispute now about American needs for heavy armament. The American economy is so tightly linked to defense production that a sudden decision to reduce armaments drastically might throw the country into depression.

The Hebert investigation will examine not only the roles of retired officers in firms dealing with the government. It also will want to know how the military equipment makers go about competing with one another to sell their products to the government. Meaning, how they try to influence decisions in their own favor.

President Eisenhower, asked at his news conference last Wednesday about the role of the munitions makers in American defense purchases, said: "Obviously something besides the strict military needs of the country are (influencing) decisions."

Seattle-Tacoma Job Set

PORTLAND (AP)—A two million dollar hangar and general office building will be built at the Seattle-Tacoma Airport.

The D. Diamond Corp., Portland, announced this week it will handle the project for Pacific Northern Airlines.

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