

Thousands Strike By Air. Sea
In The Day's News By Frank Jenkins

In these travel sketches, mention has been made from time to time of the attitude of European people toward touring Americans. Practically without exception, they are friendly and courteous and thoughtful. There could be a reason for this. The amount of money Americans are spending overseas is literally fabulous. It is an important item in Europe's economy, which is obviously prosperous.

But the coin could have another side. Imagine your town simply overflowing with foreign travelers. The hotels jammed with them. The streets crowded with them. The streets a Babel of foreign tongues. The normal life of your community disrupted by a flood of aliens. You would probably get fed to the chin with it all.

But the Europeans take it with good grace. They seem even to ENJOY it. Anyway, their interest, their friendliness and their courtesy go a long way toward making European travel a pleasant experience.

What of the Americans? How are they acting? What are they doing to contribute to international friendship and good will?

Well, taking them by and large, they are doing a good job. To begin with, they are enjoying themselves. They are seeing things they have always wanted to see. They are doing things they have always wanted to do. They are happy. They are contented. They have the feeling that they are getting their money's worth.

So they are on their best behavior. Taking them as whole, these touring Americans are spreading good will for their country.

There are exceptions, of course. There is the American on a city bus tour in Rome. He was quite a little over on the VIP side. That is to say, HE regarded himself as quite a big shot. He lost no opportunity to let it be known that HE was quite a guy. That in his own pond he was a big duck. The bus, of course, was filled with Americans, who took his measure quickly enough. But he couldn't be in a bus all the time. And as he acted there, he probably acted elsewhere.

He was smoking a long, fat cigar. It was a little too much for two girls in the seat in front of him. They asked him if he would mind smoking a cigarette instead. His answer was that he had been told that he could smoke inside, and that he had paid for his ticket and so he was going to smoke. I'm pretty sure this fellow is making no friends for the U.S.A.

Then . . . There was the American on the European airliner the other day. He was big and a little on the beefy side. When the stewardess came around with candy and chewing gum as we were taking off, he TOOK A HANDFUL.

When, a little later, she came around with highballs before lunch, he took THREE. When she brought him veal for lunch, he wanted ham. And so on. Nothing pleased him.

As the flight wore on, the stewardess came around with attractive little trinkets as souvenirs. In one case, there was a choice. His wife chose one. He said, "Give her BOTH." The stewardess explained courteously that there weren't enough to go around that way, so a choice had to be offered.

When the stewardess started on, he called her back. "When you get all around," he said, "see if there isn't one of these others left over. If there is, bring it to my wife. I paid a lot of money for this trip, and I want to get all there is out of it."

You can imagine the red faces among the American passengers on that plane. And the disgusted faces among the European passengers. Fortunately, few Americans of that type are on the loose in Europe.

STILL ALIVE
 HAMPTON, Va. (AP) — J. F. Stall, superintendent of sanitation, thought a bomb uncovered in digging a drainage ditch would knock good outside his office. He changed his mind after an ordinance disposal team from Langley Air Force Base found the World War I relic was loaded with 52 pounds of high explosive.

The News-Review
 Published by News-Review Publishing Co.
 345 S. E. Main St., Roseburg, Oregon
 CHARLES V. STANTON Editor
 GEORGE CASTILLO Managing Editor
 ADDY WRIGHT Business Manager
 DON HAGEDORN Display Adv. Mgr.
 Member of the Associated Press, Oregon Newspaper Publishers Association, the Audit Bureau of Circulation
 Entered as second class matter May 7, 1920, at the post office at Roseburg, Oregon, under act of March 2, 1873
 Subscription Rates on Classified Advertising Page

EDITORIAL PAGE

4 The News-Review, Roseburg, Ore.—Tues., June 13, 1961

COASTAL FOOT TRAIL

By Charles V. Stanton

A project in which Douglas County should take extreme interest was launched recently. The goal is a footpath extending along Oregon's beautiful coast.

A good many people in past years, have put packs on their backs and have hiked Oregon's beaches, camping along the way.

A few have crossed bays and rivers by swimming. Others have been forced inland, some for many miles, to cross waterways. But everyone who has tried this sort of a trip has praised it highly.

Here in Douglas County we have some exceptional attractions to woo the beach hiker. The cost of a trail wouldn't be excessive. It is, I believe, a project which should command the interest of our County Park Department.

The project is quite thoroughly explained by the *Eugene Register-Guard*. The following explanation of the plan is taken from the editorial columns of the Eugene newspaper:

Two and a half years ago Sam Dicken, head of the University of Oregon's geography department, suggested that a trail, a foot trail, be established the length of the Oregon Coast. His idea was slow to catch on. The project sounded bigger than it is. Just recently, the proposal got new support. The state parks department, cool at first, has taken some interest in it. Clayton Anderson, formerly director of Springfield's Willamalane program and now state parks recreation director, has been assigned to look into the proposal.

The assignment of Clayton Anderson to the job just about guarantees that something now will be done with Sam Dicken's fine idea. Mr. Anderson says he intends to hold a brain picking session this summer. Persons who know the coast well will be asked for their ideas.

The Oregon Coast is approximately 400 miles long. But that doesn't mean that we need 400 miles of trail. Far from it. A pedestrian right now can walk at least half the length of the coast on the sand. He need not fear getting lost as long as he has brains enough to keep the ocean on his right (or left). A great deal more of the coast can be followed along good, straight highway. Remaining are only two kinds of country where trails will have to be built.

Trails will be needed where the highway swings inland—for example at Cascade Head. However, there are already trails over some of these headlands. Tillamook Head and Cape Lookout are examples.

Trails will be needed where highway and traffic conditions make road walking hazardous. At Arch Cape and Heceta Head, tunnels make for uncomfortable, not to say dangerous, walking. At some other headlands—Neahkahnie Mountain, Cape Sebastian, Cape Perpetua—road and traffic conditions make road walking at least spooky.

Beyond that, what is there to build? Furthermore, the trail need not be built all in one summer or in a continuous project, north to south. Planners would do well to study the history of the magnificent Pacific Crest Trail System, of which the Oregon Skyline Trail is a part. The system is just that, a system. It runs from Canada to Mexico because existing trails were connected by little trails. This took many years to accomplish and represents the work of many agencies and several firms owning private land along the Cascade and Sierra crests.

The coast project, as we see it, will consist largely of marking routes, of identifying the trail, and probably of putting together a little guide pamphlet. Visitors will need to know what they can do in an afternoon, what in a day, what in longer periods.

The state parks people, through Mr. Anderson, can be of great help. But they can't do the job. They can work only on state land, and by no means all of the coast area, back of tideland, belongs to the state. The federal government, counties and private owners are also involved.

The federal government currently is pushing its recreation program. Private owners, through such organizations as the Oregon Coast Assn., should be willing to cooperate. The counties could play a large role. Of the seven coastal counties, two, Lane and Douglas, have excellent park departments. Tillamook and Coos have made excellent starts toward park organizations.

This will have to be a cooperative affair. But there is no reason to let it overwhelm us. It can be done skyline fashion, piece at a time. At all stages of development it will be a great asset—to business along the coast and, especially, to tourists who want to get a close-up look at 400 miles of beach.

Hal Boyle

Hal Holbrook Will Hang Up Wig After Long Run As Mark Twain

NEW YORK (AP)—After playing Mark Twain more than 1,850 times in 13 years, Hal Holbrook has decided to hang up his white wig and mustache for a while.

It isn't that the 36-year-old actor is weary of impersonating the famous American humorist at 70—a job he's done in 900 cities in 14 countries on three continents. He just feels it is time for a little change.

"I'm not giving up Mark Twain for good," he said, "see if there isn't one of these others left over. If there is, bring it to my wife. I paid a lot of money for this trip, and I want to get all there is out of it."

You can imagine the red faces among the American passengers on that plane. And the disgusted faces among the European passengers. Fortunately, few Americans of that type are on the loose in Europe.

Murrow Cautions On New Countries
 BALTIMORE, Md. (AP)—Edward R. Murrow, director of the U.S. Information Agency, today cautioned against trying to impose American institutions on the emerging countries.

"We must not fall into what I call the 'fallacy of forms,'" Murrow warned in a speech prepared for delivery at the Johns Hopkins University commencement ceremonies.

Imitation, Murrow said, may be flattering, but in politics it may also be foolish.

"We must neither impose our forms and methods nor expect others to imitate us in every respect. We cannot afford the folly of believing that our way is the only way for the multiple world of nations," Murrow said.

Murrow, former radio and television commentator, objected to the phrase that the world is divided. This, he warned, may be misleading.

DEAR ABBY

Abigail Van Buren



Subtle, And Almost Effective!

DEAR ABBY: About a year ago my husband started bringing a woman home from his office to do extra work. Then he asked me to make the den into a bedroom for her as he thought it was dangerous for her to drive home alone at night. I did this, thinking it would last only a little while. Now the woman is making her home with us. She bosses the children around, and has practically taken over the house. My husband said she is smart and I should listen to her ideas. Last night when he suggested I take the children and spend the summer with my parents (600 miles away), I realized I had been a big fool. Abby, I want that woman out of my house. I love my husband and don't want to lose him. What excuse can I use?

DEAR TRUSTING: You don't need an "excuse"—you have two good reasons. Without pointing an accusing finger, tell your husband you want that woman OUT of your home immediately. Don't threaten him, and don't make a scene. Explain that it is your love for him and your family that makes it impossible to tolerate a "live-in guest" at your home.

DEAR ABBY: Won't you please say something about people who buy birds as pets and mistreat them? I have actually had people say to me, "Our canary flew into the dishwasher and was drowned." Or, "Our parakeet flew into the open fireplace and got burned up." Or, "The cat got it." Or, "The dog got it."

I once knew a man who used to give his parakeets vodka just to see how it would act. This same man is big and strong and, just be-

cause the bird pecked him on the ear, he knocked the bird down and broke its wing. Can you tell me why birds are the most abused of all pets?

BIRD LOVER
 DEAR LOVER? Not all pet birds are abused—only those who are unfortunate enough to belong to people who belong in cages.

DEAR ABBY: I hope this settles your argument about the Southerners who say "you all." They never use it to address ONE person. For example? In Act Two of Shakespeare's "Julius Caesar," Anthony said, "Friends, I am with you all and love you all." Also in his famous funeral speech, Anthony said over Caesar's body, "You all did love him."

And in the Holy Bible, Paul, writing to the Philippians, said, "I thank my God upon every remembrance of you all. . . always in every prayer of mine for you all." Crystal clear, isn't it? Now, if anyone from Brooklyn, who thinks it is proper to say "youse guys" will write to me, I will straighten him out.

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Reader Opinions

Chamber Secretary Says Mayor Plays Politics

To The Editor:

I have never detested anything so much in my life as having to write a "Letter to the Editor," but you have been goading me for a week to do so and the recent actions of the Mayor of Roseburg and of Local No. 2949 Lumber and Sawmill Workers, United Brotherhood of Carpenters and Joiners of America rather compel me to do so, unless I desire to sit with folded hands while being the victim of their propaganda tricks.

Mayor Serafin wrote a high-handed, demanding letter, full of fighting words and of misleading statements. He is using his public office as Mayor to promote his personal desires, for there is sufficient evidence at hand to show that he was opposed to Daylight Saving Time from the beginning. Political and business reasons might be an added factor.

Mayor Serafin took great pains to see that The News-Review got a copy of his letter to the Chamber of Commerce. It has long been an ethical tradition in public matters that one does not write a letter to another and release copies to the press before it has been received by the recipient.

Serafin knows personally every officer and director of the Roseburg Chamber of Commerce. He knows he could have had an audience at any time, but for reasons of his own he chose making a grandstand play to the public.

Serafin's action was not a heart-breaking appeal to save commendable civic projects—it was part of the labor campaign to scare the wits out of anyone desiring Daylight Saving Time, and to make the business element of the community, including the news media who meet their payrolls and make their profits by selling advertising to the business element, conscious of the power that labor has through the use of boycotts.

There has been much said the past ten days about democracy, the value of one's ballot, of the will of the majority. Let it also be said that in a republic, which is the form of government enjoyed in these United States of America and the State of Oregon, that the law goes to great length to also protect the rights of the minority.

Every organization which runs its meetings by parliamentary procedure knows the safeguards provided for the minority viewpoint. The writers of the Constitution of the United States of America wrote the original document to provide for representative government by the majority of the people, but these founders of our nation never permitted the pen to get out of their hand without adding the Bill of Rights to protect the rights of the minority.

Let's take a look at the November 8, 1960 election. The form of government in Oregon is that of a republic, a representative democracy and not an absolute democracy (see Webster).

There were fifteen "Propositions" on the ballot. Thirteen of them were referred to the people by the Legislative Assembly; one a referendum ordered by petition of the people, one proposed by initiative petition. Furthermore, twelve of them were amendments to the State Constitution and three were proposals to obtain an expression of the voters to the Legislature.

The exact wording of Proposition No. 2 on the ballot was: "Daylight Saving Time—Purpose: To establish daylight saving time in all parts of Oregon within the Pacific time zone from last Sunday in April until last Sunday in September."

The Legislature did not pass a bill establishing DST in all parts of Oregon, but just giving local option to five counties. A short five months after the election, on Feb. 11, 1961, the Oregon State Building and Construction Trades Council, with headquarters in Eugene, Oregon, and a part of the organized labor movement in Oregon, caused House Bill No. 1502 to be introduced in the Legislature and HB 1502 did propose Daylight Saving Time in every political subdivision, or in all parts of the state. The November 8 vote on Proposition No. 2 was 357,499 in favor and 393,652 opposed, a majority of 36,153 opposed.

Proposition No. 14 was a petition of the people in opposition to a bill passed by the 1959 Legislature which would increase state revenues and abolish federal tax deductions. The November 8 vote was 115,610 votes in favor of the 1959 Bill and 570,025 opposed to the 1959 Bill, a majority of 454,415 against raising more money from the personal income tax and abolishing federal deductions—quite a majority compared with that on Proposition No. 2. Yet, the 1961 Legislature, in House Bill No. 1001 did propose the changes which were voted down.

Proposition No. 15 pertained to the State regulating signboards on the highways. The November 8 vote was 475,290 opposed to State regulation and 261,735 in favor of regulation—a majority of 213,555 opposed to regulation, a considerable larger majority than on DST. Yet the 1961 Legislature in Senate Bills No. 233 and No. 235 did make regulations.

Now—why has all of the furor been about the "mandate" of the people on Daylight Saving Time and "nary" a word about the other two matters on which the people also expressed themselves on November 8?

Some of the solid citizens of this area might well begin looking around for the motives behind the current controversy. Much of the going on indicate that efforts are being made to bring about significant changes in our political and public life.

The letter of H. D. Mack on your page four, June 10, 1961 was certainly "patently in complete error." Every informed person knows that the parking meters are the property of the City of Roseburg, under the control of the Mayor and the City Council, and if there is a racket being worked with them it is not an act of the Chamber of Commerce.

Harold P. Reaume, 929 W. Luellen, Roseburg, Ore.

Summer Reading Time Slated At Glendale

Mrs. Bob Harris, Glendale librarian, has announced a summer reading program for children, under the sponsorship of the County Library of which the Glendale library is a unit.

Youngsters will receive a card, on which will appear a flag sticker for each book read.

Mrs. Harris states that the library now has a number of new books for children, including many which are especially easy for younger children to read. A new shipment of books for all ages is expected.

Editorial Comment

A BAD MIXTURE
 Pendleton East Oregonian

In summarizing the work of the Oregon Legislature we expressed the opinion that it was good and it was bad. On the bad side, we have repeatedly deplored the involvement of the legislative branch of government in those areas that clearly belong to the executive branch. This was more pronounced during the Legislature's 1961 session than ever before.

It has been suggested by ex-Gov. Charles Sprague, among others, that Gov. Hatfield must demand a show-down by asking the courts to rule on those specific cases which involve legislative infringement upon executive authority. We cannot urge Gov. Hatfield too strongly to do exactly that. It must be done before reckless men go further down a dangerous road.

The case that pointed up this whole matter (although there are others that could better be taken to the courts) was the Legislature taking unto itself authority that has heretofore been vested in the state Highway Commission.

We won't argue with the Legislature's decision to finance construction of a bridge across the Columbia River at Astoria. We cannot foresee the day when the Highway Commission would have sufficient funds to build that bridge at the same time carry on the rest of its program. So, the bridge could be built only by bonding.

We do, however, object strongly to the Legislature's decision to provide funds for reconstruction of Highway 42 between Roseburg and Coquille, and improvement of a highway in Wasco County. These are worthy projects, but it should have been the sole responsibility of the Highway Commission to determine when they would be undertaken. The Highway Commission always has been responsible for the planning highway construction for the entire state. Only the Highway Commission has the facts and the judgment to determine where and when highways should be built.

Wherever a state's highway program has become involved in politics the result has been tragic. Oregon has been spared the scandal that inevitably comes out of the bad mixture of highways and politics. But it will not be if we have any more such wheeling and dealing as the 1961 Legislature engaged in.

The ramifications, and they're all bad, that will come out of mixing highways and politics in this state are many. The editor of the Sherman County Journal, G. L. French, took a look at the situation this week and pointed to one result that all citizens of sparsely settled eastern Oregon must thoroughly consider. This is Mr. French's editorial.

If the action of the 1961 legislature about highways becomes a policy the sparsely settled portions of the state may never have any new highways except such as are accidentally built to serve the purpose of the thickly populated parts of the state. We think it entirely possible unless a constitutional amendment is passed to correct it.

We are referring to the two bond issues, one for \$24,000,000 and one for \$4,000,000. The first was for the construction of an entirely uneconomic bridge across the Columbia at its mouth and the second was for improvement of a very difficult piece of road in Wasco county. Both are evidence of

poor government; both are poor legislation.

Neither of the two counties can muster more than one sixtieth of the population of the state; neither is making growth faster than the state; neither is politically powerful from tradition nor from personnel. That such counties should have done the best they could to break down the well established division of state highway funds on a political basis is to make possible that future highway building will be done in centers of population or between them. This would mean that rural Oregon will get roads when urban Oregon wants to give them, not on an equitable distribution basis as at present.

It was a very important step in state government and a step backward from fair development of the state. Perpetrators of the politics who are responsible should be remembered. They were unworthy of the public trust.

Eastern Oregon is fully protected by a formula which the Highway Commission has long employed in determining the amount of funds to be apportioned annually to each highway district. Any eastern Oregon Legislator who wants to discard that formula because he thinks he can do better for his area of the state by getting into a crap game with the big boys should have his head examined.

GOOD SUGGESTION
 Corvallis Gazette-Times

Guess Walter Norblad isn't thinking about running against Wayne Morse for his Senate seat because he has just made an intelligent suggestion which is sure to rub the people of Portland—Democrat and Republican—the wrong way.

In a letter to the Secretary of Defense, Mr. Norblad suggests transferring the operational base of the United States Army Engineers from Portland to the Tongue

Point Naval Station in Astoria.

The Engineers are currently paying an annual rental of \$190,000 for the Pittock building in Portland. In addition they occupy more space at the Government Moorings, which is the administrative base for the Army Engineers' nine dredges that operate along the West Coast.

Moving the operation to Astoria would save all this money because the government already owns the property at Tongue Point.

There is excellent housing at Tongue Point which would, according to Mr. Norblad, "be more than adequate to accommodate the Army, Engineers administrative and other personnel." There are also machine shops, berthings, and excellent piers and docks to serve every need for the dredges.

The fact that in ten years time the taxpayer would be saved some \$2 million dollars probably won't mean much to the Portlanders. The Rose City people are a little sensitive about folks leaving town every since the regional post office department was shipped off to Seattle while Edith Green and Wayne Morse weren't looking. And this recommendation by Mr. Norblad would take at least 650 more families out of town.

Wonder where this Norblad gets off—trying to save the taxpayers money? Doesn't he know this isn't popular?

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