page two

ROSEBURG. NEWS-REVIEW

get ready for a "Car shortage."
"It is time to raise very seriously the question whether the
railways are not approaching another period of congestion oi traffic and 'shortage of cars'," says the Railway Age. "On May 31 the number of idle freight cars was 504,702 . This does
indicate any danger of a shortage of equipment. But let us co indicate any danger of a shortage of equipment.
sider some other facts. The number of cars loaded with freight in the week ended May 28 was 821,121 . coal was 74,241 less than in the same week of 1921 and 83,212 less than in the same week of 1920 . If coal loadings had been normal The total
900,000 .
900,000 . It is but a matter of time until the coal strike will be settled, after which, owing to the depletion of coal stocks, the railway undoubtedly will be called on to move at least 100,000 loads o
coal weekly more than they are moving. Experience in the fall o
 able it was extremely difficult for them
000,000 carioads of all freight weekly.
"It is evident, therefore, that a lar
"It is evident, therefore, that a large increase of coal shipments and a continuance of the increase of other traffic would soon tax them to their capacity. But will other traffic continue
to increase? propects, especiany in the west, aro umastally good. Secoud, l. wing operations are srowins throughoit
there are many signs that the stocks that
there are many signs that the slocks that most manufacturers and merchants have on hand are low, and that as the signs of the
turning prosperity become more numerous and convincing the turming prosperity become more numerous and convincing for the raw materials of manufacture, as well as for finished products, will grow rapidly.
"It would appear that the only thing needed to give the railways a business that will break all records is a settlement of the
coal strike. If this is the case, the only possible way to avoid car shortages and congestions within a few months are, first, to speed up the repairs of all equipment that is not in serviceable condiand railway improvement work already ordered; and, third, to begin an effective campaign to secure the most efficient utilization possible of all available railway facilities.

In 1920 the greatest transportation difficulties in history were met and pvercome by the cooperation of the railways through dividual managements. The lessons learned then should be re membered and the methods used then should be revived.

Public attention is drawn again to "monkey glands" b planted in his body. His physician, while refusing to divulge the planted in his body. His physician, while refusing to divuge hit with the transplanting of glands from monkeys long before the sensational announcement of that process by Dr. Voronoff at Paris, and that he has discarded them and now uses human gland instead. It may be, then, that the patient in question is endeav ing for some of his own half-worn-out glands those of a sturdy, ing for some of his own half-worn-out glands those of a sturdy sideration. It may work, and it may be justifiable. The averag person, however, naturally revolts at the idea of mixing wit his own bodily organs those of another person, and would "rathe
bear the ills he knows than fly to others that he knows not of. bear the ills he knows than fly to others that he

The case of the State of Oregon vs. Richard M. Brumfield the latter at one time a resident of this neck of the woods, an and with a more or less national reputation to his career, was argued before the supreme court at Salem las as usual, that the Roseburg News-Review published first-han Russell's decapitated body was found until Brumfield was caugh all of which is the truth, the whole truth, and nothing more-
and a mighty fine recommendation for the home town newspapr
 Tunduicin


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THOS. D. PETCH,
cen

\author{

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