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PROBE STARTS INTO NATION'S AIR DEFENSE

(Continued from page 1.)

by money. That our technical and research work is satisfactory is evidenced by the fact that the army air service holds an extraordinarily large percentage of world records in aviation.

"The efficiency of the whole service was strikingly shown by the success of the round-the-world flight, a triumph of organization as well as of flying skill. Training is entirely in the hands of the flying service itself, under broad general policies, and the chief of the air service will discuss the subject later. A detailed statement of the current appropriations will also be given by him. But to the broad considerations of public policy affecting the whole government, appropriations are insufficient to carry out the approved war department program, but that situation exists in other services as well. Within the department, the air service appropriation in recent years has been consistently favored, sometimes at the expense of other services, to sum up, after a fairly intimate association with them for three years, I do not hesitate to assert that our air service officers and men are competent, efficient, loyal and patriotic.

Aims of Service Detailed
"In peace, the primary mission of the air service, as of the other services, is to carry out the injunction of first commander in chief, George Washington: 'In time of peace, prepare for war.' This is accomplished by:

"1. Developing its personnel and material to the highest efficiency and assisting in the development of the air service branches of the national guard and the organized reserves.

"2. Preparing plans of action for the mobilization of personnel and procurement of material in accordance with mobilization and war plans of the war department.

"The secondary measure in peace is to promote in every possible way the welfare, progress and prosperity of our country.

"In war, the measure of the air service is:

"1. As a fighting arm with combination of the other fighting arms, to win the victory and bring about peace as quickly, as effectively and as cheaply in lives and money as is humanly possible.

"2. As a supply branch to develop and procure the equipment and supplies pertaining exclusively to the air service in such quantities as may be required for its operations.

Built For War Not Peace

"In considering these missions, I believe one thought should always be kept in mind, that the war mission must be the predominant consideration. A policy might be adopted in any service which would enhance its development and prestige largely in peace, but would greatly lessen its effectiveness as a member of the team. The war mission must always govern."

"The national air act controls the relations of the air service to the other parts of the war department. The secretary of war is the responsible head of the department. The assistant secretary of war is charged with the supervision of the procurement of all military supplies.

"This supervision is of a business, not of a technical nature, the actual procurement being carried out by the supply branches. Whether this business supervision or procurement has been helpful or harmful to the best interests of the air service can be best shown by the testimony of the chief of air service.

"As regards commercial aviation, it is every body's opinion that the transportation facilities of a nation are a vital element in its development. Hence the creation of an extensive air transportation system forms an integral part of any national defense policy. Furthermore the development of a self-supporting aeronautical industry offers the greatest advantage because of its essential mobile character. It is more directly adaptable to military purposes than most industries. It will provide a reserve for both flying and ground personnel for rapid development in an emergency, of the necessary military aviation. As commercial aviation develops into a supporting industry, it will simplify the problem of defense."

Wants Service to Earn Keep
"Reviewing the problem of commercial aviation, Mr. Davis said the air service, "within its appropriations is doing all it properly can do," to aid its development.

"I believe," he continued, "that there are two fundamental principles for a national policy, which will most effectively promote the early establishment of a self-supporting aeronautical industry:

"(1) Indirect government aid to commercial aviation by the development of technical equipment and methods suitable for commercial air transportation, by the establishment of the necessary ground facilities along the principal traffic lines of the country and by continuing the carrying of air mail, will prove more economical and permanently effective than any form of direct subsidy.

"(2) The placing of the administration of purely civil aviation under a military division is an economically unwise practice and is basically unwise. Military and civilian aviation should cooperate closely, but should be administered separately.

"These principles have been determined by an intensive study of the accumulated experiences in the development and administration of civil aviation in all the important countries of the world.

"In the relation to airplane manufacture, the war department is

convinced that a strong airplane industry is vital to the national defense. The industry has been staying to death since the war, due to the fact that it has been dependent solely on military orders, but I believe that a much brighter prospect exists at present. The war department has done and will do everything in its power to assist the aircraft industry.

No Standard Craft Yet
"We must have a sufficient number of qualified manufacturers of aircraft to design and build planes of the latest type in sufficient quantities in case we are forced into war. Due to rapid developments, aircraft cannot yet be standardized and the unit cost is necessarily high. The government should pay a price which will enable manufacturers to make a fair and reasonable profit. Until the industry is established, I believe that the restrictions governing the method of governmental purchasing might well be relaxed temporarily under proper safeguards."

"Discussing the possible war-time need for planes, Mr. Davis continued:

"It has been thoroughly understood that there would be necessary a great enlargement of manufacturing facilities, which now exist. Surveys of all existing factories either have been made or in progress and in some cases the manufacturers have made definite approved plans for such expansion.

"The requirements of the air service in time of war have been computed as carefully as possible and have been reduced to terms of raw material. This has been a task of great difficulty, due among other things, to the rapidly changing types of aircraft, but it is proposed to keep this study up to date and actually to allocate to the different factories the war-time work which they must do and to make provision for securing for them the necessary supplies of raw materials. This is what we call industrial war planning and the air service phase of it is very complex."

Mr. Davis pointed out the army and navy joint board had turned over the development of rigid dirigibles to the navy, but stated that the "approved plan for the organization of the air service provides for a certain amount of lighter-than-air craft, which it is believed will be of value in military operations."

Specific recommendations for betterments and economies in the air service, Mr. Davis said, were submitted as a "broad subject," which he would request the privilege of discussing more fully at a later time.

The department's policy of the organization and development of the air service, he said, was set forth in the Lassiter board report, a copy of which would be furnished to the board. The acting secretary, however, had these broad recommendations to lay before the board at this time:

Davis' Recommendations
"The research and development of advanced types of aircraft, which, as shown by the flying records, has been wisely, efficiently and economically conducted by the air service should be continued and where funds permit, expanded.

"Additional personnel and material should be made available for the air service when government finances permit, but not at the expense of other vital needs of the department.

"A large reserve of flyers should be built up when funds permit. "Any duplication of army and navy service installations, if any still exist, should be eliminated.

"An additional brigadier-general should be authorized by congress to head the supply section of the air service and to develop the industrial preparedness plan.

"Restrictions on the method of government purchases of airplanes should temporarily be relaxed, under proper safeguards.

"A clear delineation of the missions of the army and navy in coast defense should be adopted.

"The permanent housing bill, introduced by the war department during the last congress, should be adopted, to alleviate conditions now existing in many posts may be improved.

"A bureau of civil air investigation should be established under the department of commerce."

As to the proposal for the establishment of a separate department of aeronautics to provide for a unified army and navy air service, the acting secretary called attention to the previously expressed views of Secretary Weeks as presenting the attitude to the department on that question.

Explaining that the secretary was prevented by illness from appearing before the board, Mr. Davis quoted from Mr. Weeks' testimony before a congressional committee in opposition to the proposal.

In that testimony, Mr. Weeks declared, "the present organization under the national defense act providing for an air service as an integral part of the army is sound and should not be altered."

"It is the unanimous opinion," he added, "of officers who have successfully directed the combined operation of all arms during the World War, that the army cannot operate efficiently without an air service, and further, that there is no mission for a separate air service which cannot be executed by the army air service."

Explaining that more detailed information on air service activities would be presented to the board by the military authorities to follow him, Mr. Davis added:

"While they will discuss the war department policies, it is probable that on some of the questions their personal views will differ. Particularly on the question of organization, the best military minds of all nations differ. I do not know and I do not care to know in advance, what they are going to say to you. With the hope that the board will give the war department an opportunity later to answer any criticisms that may be developed in the course of your inquiry, I leave the further discussion today in their hands.

Service Has Good Record
"In conclusion, may I briefly sum up the condition of the army air service as I see it. Its personnel, although somewhat limited in numbers, is unexcelled by any service in the world. From the technical standpoint, the remarkable development of the service is evidenced by the many world records held. The amount of equipment is inadequate, but this is controlled by the funds available. The air service is under the leadership of an able flying officer, General Patrick. The outstanding aeronautical achievements of all time is the around-the-world flight. The organization, which carries this epochal flight to success thereby proved its right to public confidence. I can see no reason to be perturbed about the condition of the army air service."

Gen. Hines Testifies
After Mr. Davis finished reading his statement, Major-General John L. Hines, chief of staff of the army, outlined in general way the air-craft situation from a military standpoint.

Most of General Hines' testimony was of a technical military character. He said it was the duty of

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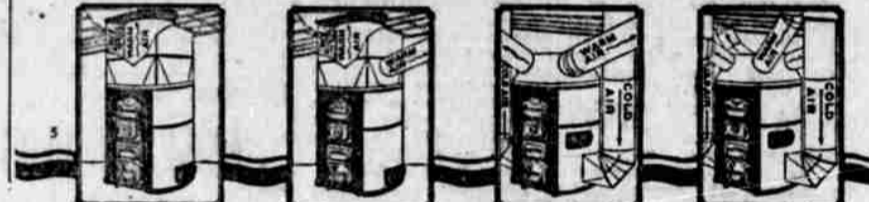
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CRATER LAKE DISCOVERER HONORED WITH PLAQUE

(Associated Press Leased Wire.)
KLAMATH FALLS, Ore., Sept. 21.—A bronze plaque was dedicated at Crater Lake Park yesterday in memory of John Wesley Hillman, native of New York, who discovered the lake, June 12, 1853. A heavy snowstorm which deposited more than a foot of snow at the rim Saturday night held down attendance, and the ceremonies were held at Crater Lake Lodge instead of at the rim because of the inclement weather. Speakers included Will G. Steele, former superintendent of Crater Lake National Park; Captain O. C. Applegate, Modoc war veteran, and E. R. Hall of the Klamath Chamber of Commerce.

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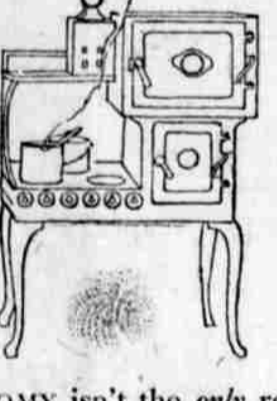
Roseburg Steam Laundry PHONE 79

HASKELL ENROLLMENT 100 PERCENT AMERICAN.
LAWRENCE, Kan., Sept. 21.—Haskell Institute may set down its claim to honor as "one hundred percent American." For only true Americans may enter here. Largest of the government's Indian schools, already opened for its fall term, Haskell Institute last winter drew 1,916 American Indian girls and boys from nearly eighty tribes. From Key West to Ketchikan they came, and from Yakima to Yonkers. Twenty-eight states sent qu-

tas of students to Haskell last year. Oklahoma's delegation numbered 333, almost one-third of the student enrollment. Yet her neighbor state to the south, Texas, and but one representative in the student body. Kansas was second in numbers with 194 and South Dakota next with 193. Alaska was represented by a single student of the Eyak tribe. Outnumbering any single Indian tribe are the Sioux, whose 115 members here came from five Middle Western states. Cherokees and Potawatomi made up the third largest tribal delegation.

The Chippewas came from the greatest area. They had roved the continent. Then there are Apache and Molave, Navajo and Papago, Hopi and Platte from the southwest; Hattcock and Net Perce, Flathead and Shoshone from the northwest; Kikapoo and Sac and Fox, Chippewa and Ottawa, Wyandotte and Winnebago from the middle west, and from Oklahoma and the south come Chickasaw and Choctaw, Creek and Cherokee.

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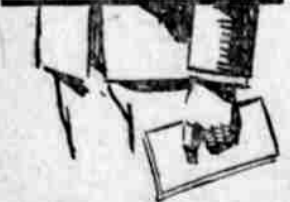
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