

ROSEBURG NEWS-REVIEW

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ROSEBURG, OREGON, TUESDAY, JUNE 14, 1927.

THE FUTURE OF FLYING.

The public's grasp of flying has gone forward in a big leap in the last few weeks, and just such a public appreciation was needed to assure the future of aviation in this country.

Since the war a number of far-sighted experimenters have been making their predictions and spending we know not what sums in exploring the way for the inevitable future of the air, but the lethargic public, slow to catch on, has not become air minded. Now is the chance.

Detroit, already in possession of the world's motor production capital, would like the air capital as well, and the Detroit movement to raise a fund of \$50,000 which would go to the first plane to fly from Detroit to London with a load equivalent to five passengers, is a sound business offer to develop aviation and put it on a paying basis.

Up to the present, aviation has been a good bit in the class of grand opera: pretty and spectacular, but requiring fat subsidies. Flying will not develop on any such aesthetic backing. It must be made to pay its own way. It cannot subsist on prizes and charity.

The two trans-oceanic hops, successful as they were, do not mean that the day of regular service between Europe and America is at hand. The pilots had to wait for the most favorable weather. That they were not forced down in mid-ocean is a blessing, but not all planes could repeat the stunt with such success.

At the present time, the future seems to lie in the multi-motored plane. With these planes, the failure of one or even two engines does not necessitate a landing in mid-ocean. One motor will permit the ship to carry on till relief in the form of a substantial ocean liner or sea-going tub can be reached. De Pinedo's experiences near the Azores prove this conclusively.

The need, therefore, as much as for airplanes themselves, is for mid-ocean emergency landing "fields." Ingenious dreamers have suggested any number of forms that these fields may take: huge floating doughnuts with sheltered quieted water in the holes, or cruising aircraft carriers such as the navy now has in the Langley. Between such stations, of course, a constant patrol would have to be maintained.

No summary of flying achievements would be complete without mentioning the airmail, which has been the foremost pioneer in this country. The acquisition of flying fields and the construction of beacons for night flying were necessary before this service could be carried on.

The problem of securing landing fields closer to business districts will have to be solved, or transportation to flying fields will have to be quickened considerably, as there is now too much time lost in going to and from the points of departure and landing.

It is no pun, therefore, to say that the future of flying lies on the ground. Flying accessories right down on the surface of the earth are woefully behind the achievements of ships in the air.

The Roseburg News-Review is arranging for another cooking school, June 21-24, and this should be great news for the June bridegrooms.

The Oakland Gobblers today announce a three-day July 4th celebration. Those turkey-herders certainly know how to celebrate.

Local pessimists are feeling badly this week for the builders of the city have stolen their hammers.

When a tourist asks for information, don't growl at him. Tell him about our great valley with a smile.

Attend the Flag Day exercises at the Elks lodge rooms tonight. A fine program awaits you.

Today we salute Old Glory. It's a grand old flag and an inspiration to the world.

Speaking of heroes, we wonder what has become of "Red" Grange?

When Coolidge arrives in the Black Hills his vacation will end.

LOCAL GOLFERS GOING CORVALLIS

The Roseburg Country Club is arranging a 20-man golf team, which will go to Corvallis next Sunday to meet a similar team on the golf course at that place in a return tournament. The Corvallis golfers recently came to Roseburg and in a close tournament trimmed the local pellet-smashers by a very narrow margin. The Roseburg team hopes to even the record in Sunday's match.

DR. NERBAS DENTIST

Painless Extraction
Gas When Desired
Pyorrhea Treated

Phone 488 Masote Bldg.

IN BANKRUPTCY

In the District Court of the United States for the District of Oregon.
In the matter of Edward W. McBoe, Bankrupt.
To the creditors of Edward W. McBoe, of Douglas, and district aforesaid, a bankrupt:

Notice is hereby given that on the 2nd day of May, 1927, the said Edward W. McBoe was duly adjudicated bankrupt, and that the first meeting of his creditors will be held at the office of the undersigned referee in Roseburg, Oregon, on the 25th day of June, 1927, at 10 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt and transact such other business as may properly come before said meeting.

Dated June 13th, 1927.
C. L. HAMILTON,
Referee in Bankruptcy.

Used refrigerator for \$8.00. New ones at low prices at Powell's.

PRUNE DICKIN'S

By BERT G. BATES

GOOD EVENING FOLKS—

Just when the insipid Calif. Strawberry season is over
In comes the Pale pink watermelons
From the Sun-kist estate.

The nashua gardens are leavin' the village tonight for the battle-front and many a broken heart is left behind which'll be mended just as soon as the home guard get a haircut and a massage.

The country club gswf links are becomin' overrun with novices who are makin' dern sight better drives than the fellows who took up the game seriously.

It started to cloud up today, Jupe Pluvius just hearin' that Portland is havin' a Rose Festival.

When a woman tells how many quarts of strawberry jam she 'put up today' she often neglects to mention that poor hubby hulled the dern things.

The Noos-Revi is gonna have a cookin' school and later we'll have a night school for fellows who wanta learn to wipe dishes.

Another election is comin' as the voters who can't write their names are gittin' anxious to clutter up a ballot with X's.

The school marm has left for the summer causin' the local batchelors to have nothin' to do but write postal cards with the fond inscription thereon, "I wish you were here."

A feller was in town yesterday with a cougar and a flock of red-blooded fellers stood around lookin' at the cat's carcass draped across a fender and yearnin' for the days of old when you could go out in yer backyard and shoot down a varmint.

It's too bad Lindbergh couldn't have had the benefit of all the advice of street corner loafers before he left for Paree or he'd made the trip in half the time.

LAFE PERKINS SEZ—
"Most gals are sweet and demure until they take up golf and start cussin' their slices."

DEGREE TEAM TO PUT ON WORK AT PORTLAND TODAY

Officers and several members of Roseburg Chapter Ross Croix, Scottish Rite, went to Portland today to confer the 15th degree on a class of candidates in Scottish Rite Cathedral in that city. Those going to Portland were A. C. McClellan, Bert Wells, Morris Bowker, George Spaur, W. M. McGee, H. A. Cray, I. Abraham, K. F. Bucher and Ray B. Compton. This is the second time the Roseburg Rite Masters have put on the degree work at Portland during the past six months. The team from this city has also conferred the degree in Eugene, Marshfield and Medford, since the first of the year.

Pure whole milk, and it's past-sterilized. Roseburg Dairy. Phone 169

EGG PACKING PLANT TO BE TOPIC AT FORUM LUNCHEON

The proposition of meeting the requirements of the Pacific Cooperative Poultry Producers for a branch egg packing and grading station at Roseburg will be the topic for discussion at the forum luncheon to be held by the Chamber of Commerce Wednesday noon at the Umpqua Hotel. This association has promised that Roseburg shall have such a station, which is badly needed at the present time, as soon as a sufficient number of hens have been signed up. Due to the big increases made in the poultry industry in this locality, it is now thought possible to give the company the necessary guarantee and the proposition is to be thoroughly discussed at the meeting.

This plant means a great deal to Roseburg as it is a great forward step in the poultry industry insuring a steady payroll and increased profits to merchants and poultrymen. It will also stimulate a greater interest and impetus in the poultry industry.

The Chamber of Commerce is particularly anxious that a large number of poultrymen be present to give the benefit of their experience in the discussion.

FUNERAL J. W. NICHOLS WEDNESDAY AFTERNOON

The funeral services of James Webster Nichols will be held Wednesday afternoon at 2:30 o'clock at the Douglas Funeral Home. Rev. Frank B. Matthews will officiate. Interment will take place in the Masonic cemetery. H. C. Stearns, funeral director, will have charge.

CARD OF THANKS

We wish to thank our many friends for their kindnesses during beautiful floral offerings during the illness and death of our loved one.

Mrs. Harriet Lohr
Mr. and Mrs. H. H. Lohr
and Family

Mr. and Mrs. B. F. Lohr, Jr.



Fifty-Fifty With You On Straw Hats

58 Straw Hats—an offering that should make you act quickly.

\$4.50 and \$5.00 Swiss Yedo fancy hats, light as a feather, priced to you now

\$2.50

\$3.00 Senate Split Wheat Straws now

\$1.50

\$4.50 Leghorns pinch front block

\$2.25

\$3.50 Optimo Toyos, now

\$1.75

HARTH'S TOGGERY

GROUND BROKEN BY S. P. CO. FOR MODOC BRANCH

(Continued from page 1.)

giving the Southern Pacific and Oregon Trunk railroads until June 17 to bring work on their proposed extensions in lieu of which their permits would be withdrawn, forced the Southern Pacific to take some action on the Modoc Northern railroad to hold the permit. The act in breaking ground for the project at this time is more to hold the project than to start major construction work.

Similar action was taken by the Oregon, California and Eastern—Southern Pacific subsidiary—recently, when work was started on the construction of the Sprague River-Lakeview 70 mile extension.

S. P. Announcement
SAN FRANCISCO, June 14—The Southern Pacific company announced late yesterday that construction of a standard gauge line to replace the narrow gauge track of the Nevada-California-Oregon line, between Wendell, Calif., and Lakeview, Oregon, would begin immediately.

The announcement said work would be carried on actively until the job was completed. The narrow gauge line connects with the Southern Pacific's Fernley Branch at Wendell, and extends northerly thru Alturas, California, to Lakeview. The Southern Pacific took over control of the line by stock ownership last November.

3 States Ask New Line
WASHINGTON, June 14—Railroad commissions of three states, Oregon, Idaho and Washington, jointly petitioned the Interstate Commerce Commission today for an order requiring the Union Pacific and Northern Pacific railroads to build 119 miles of new line.

The construction would follow the line of the Snake River from Elmoreston, Oregon thru Clarkston, Wash., to Lewiston, Idaho. The petition declared that such a line would connect up sections of both railroads and furnish necessary service to agricultural and mining territory.

Camp at Idahoyd Park.

NOW YOU ASK ONE

TEN ABOUT THE FLAG

Today being Flag Day, all the questions are about the history of American flags. Answers to all the questions will be found on the back page.

1—In what battle did the Stars and Stripes get its baptism of fire?

2—Under what flag was the Declaration of Independence signed in Independence Hall, Philadelphia?

3—How are the stars arranged in the American flag today?

4—Are the stars five-pointed or six-pointed?

5—What is the president's flag?

6—How were the thirteen stars arranged in the original Betsy Ross flag?

7—How many stars were there in the flag at the time of the Civil War?

8—What is the American Jack?

9—Did the flag ever have more than thirteen stripes?

10—What was the official flag of the Continental Congress, flown before the adoption of the Stars and Stripes?

11—Barbecue sandwiches and two forever. Brand's Road Stand.

ATTENTION BOY SCOUTS

All Boy Scouts are requested to attend the Elks Flag Day exercises tonight 8 p.m. Elks Temple.

Douglas Coos Council.

COOLIDGE SEES UNEQUAL PACE IN U. S. GROWTH

(Continued from page 1.)

a wilderness in half a century has been instrumental in the nation's advancement, the President continued. That these ideals might continue to dominate the course of humanity America entered the World War, he said, and helped to perpetuate them through its victorious conclusion.

"When America has drawn the sword it has always been the people who have won," he declared. "While a very large emphasis is entitled to be placed on our imperfection, after all it is the progress we have made which is of chief significance," he said. "The conclusion that our institutions are sound, that our social system is correct, has been demonstrated beyond question by our experience. It is always very easy to promise everything. It is sometimes very difficult to deliver anything. In our political and economic life there will always be those who are lavish with unwarranted criticism and well supplied with false hope. It is always well to remember that American institutions have stood the test of experience."

Character Above All

"The estimation which we as a nation set upon the patriotic efforts of those who have served us in time of war is revealed not only in the untold treasure which we have lavished upon them and their dependents but also in the possible honors which have constantly been conferred upon them by their fellow citizens. As a people we stand in respectful reverence before the things that are unseen. It is but a passing glance that we bestow upon wealth and place, compared with that which we pour out upon courage, patriotism, holiness and character. We dedicate no monuments to merely financial and economic success, while our country is filled with memorials to those who have done some service for their fellow men."

"It has been said that the war was fought to make a world fit for the shade of heroes. I want to see our country the first to make that expectation a reality. But if it is to come true, it can only be through the industry, the devotion, and the character of the people themselves."

PRESIDENT COOLIDGE'S SPECIAL TRAIN, DUBLIN, OHIO, JUNE 14

Approval was given by President Coolidge today as he sped westward across the farm belt for a summer in the Black Hills of

THE TINY MITES

STORY BY HAL COCHRAN—PICTURES BY KNICK

King Roar had spread the news around that Scouty sure was safe and sound, and when the "Phins" went to bed they all seemed satisfied. But, in the middle of the night, wee Scouty woke, as it is said, no matter how he tried.

"I'll bet I know what's ailing me. Wee Scouty's on my mind," said he. "I think I'll sneak down to the dock and look around a bit." He crawled away, and didn't peep, but left the others sound asleep. And when he reached the dock he found a dandy place to sit.

The moon was high, the sky was clear and not a sound could Scouty hear, except when little fish would jump, or frogs nearby would croak. It made him drowsy sitting there, so comfy in the cooling air. He fell asleep, an hour or two, and then again awoke.

The moon by now was almost gone, and Scouty thought, "Well, soon be dawn. I guess I'll wait till then," said he, "for Scouty may appear. If he comes up I know he'll call, and try to signal to us all. The others will be fast asleep, so I'll just wait here."

Then dawning brought the broad daylight, but Scouty was nowhere in sight. The stream was just as quiet and as pretty as could be. So Scouty thought, "Well, I'm in trim and feel like taking quite a swim. Somebody must find Scouty, and I guess it's up to me."

With spirit then he was alive and from the dock he took a dive. Right quickly through the water, like a little fish he sped. Down, down he went quite unafraid and when the trip was almost made, he suddenly spied Scouty, in the sea-



(READ THE STORY, THEN COLOR THE PICTURE)

weed, just ahead. (Scouty cuts Scouty free from the seaweed.) Copyright, 1927, NEA Service, Inc.

THE REAL STORY OF THE U. S. FLAG FEW KNOW THE FULL HISTORY OF OLD GLORY



This unusual picture shows Old Glory floating over the quarterdeck of a U. S. battleship. It was taken during the recent naval maneuvers off the New England coast.

By NEA Service

there is a history of the flag that to most people is new.

From about 1705 Dutch merchantmen had been seen in New York harbor flying their flag of thirteen red and white stripes, with a red cross in a white field in the upper left corner.

Another American flag was once green and white.

Still another was red and yellow.

American flags, in fact, have had a little of about every color there is. They have borne rattlesnakes, pine trees, and motes in Latin that most good citizens today would be unable to interpret.

And the Stars and Stripes are officially 150 years old June 14, 1927, historians of the flag are coming more and more to the conclusion that while the stars are 150 years old on this date, the stripes go back to about 1705, or earlier, and that they are Dutch stripes which came into American ports on East Indian Company merchantmen.

The stack tale that has been handed down to school children for generations is that George Washington went to Betsy Ross and asked her to make a flag, and she did, and Congress approved it June 14, 1777, and that's how Old Glory was born.

More to the Story

It is a pretty story and it is not without foundation, but behind the event that took place in the back room of Mrs. Elizabeth Ross' home in Arch street, Philadelphia,

Continental Congress appointed George Washington, Robert Morris and Col. George Ross to plan a flag for all the colonies.

Col. Ross picked out the maker of the first Stars and Stripes. She was a niece of by marriage, 25 years old, a Quaker, beautiful and a widow. She was struggling along trying to make both ends meet by running the upholstery shop that had been willed to her.

It is generally supposed that George Washington drew the rough sketch for the first Stars and Stripes. Where he got the idea for the stripes is not hard to see. Where he got the idea for the stars is not definitely known, and perhaps never will be.

Used Five-Point Stars

It is legend, but not history, that Washington suggested six-pointed stars, because they were easier to make, but Mrs. Ross cut a five-star pattern, and so the flag was made with five-pointed stars.

Ross received her order that Congress approved the flag she had made. Later, they paid her 14 pounds sterling—about \$70—to make some more.

These are but a few of the bits of little-known history about the United States flag. There are many others.

No two wars in which the United States has engaged have ever been fought under the same flag.

The Betsy Ross flag received its baptism of fire at Fort Stanwix, N. Y., Aug. 2, 1777, some six weeks after it had been officially adopted, but it was little used during the Revolution.

The flag of 1812 was fought under a flag of 15 stripes and 15 stars, two stripes having been added after the admission to statehood of Vermont and Kentucky. These extra stripes were removed in 1818.

The Mexican War of 1846 was fought under a flag of 29 stars.

The Civil War began under a flag of 34 stars and ended under a flag of 36 stars. West Virginia and Nevada having been admitted to statehood during the struggle.

The Spanish-American War was fought under a flag of 45 stars, and the World War under a flag of 48 stars.

The flag was first raised at sea by John Paul Jones in Portsmouth Harbor, July 4, 1777.

It first went around the world on the ship Columbia, which left Boston in September, 1787, and returned to that port in August, 1790.

It was first called Old Glory by Capt. William Driver, commander of the brig Charles Dargrave, as that vessel set out for a voyage to the South Pacific in 1831.

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