

Roseburg News-Review

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HARRIS ELLSWORTH, Editor

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The S. P. Meets the Situation

FROM hence on, for the dura-

tion of the war, regular pub-

lic transportation lines will carry

people who must travel. Rubber

scarcity will curtail long trips in

private cars. The railroad com-

panies and bus lines will benefit.

The Southern Pacific company

promptly meets this situation by

WITHDRAWING the last re-

maining passenger service to

California from southern Oregon.

On January 12th the train that

now runs from Grants Pass to

San Francisco will be no more.

Of course the stub train from

Grants Pass did not pay. The

railroad company and the bus line

(of which the railroad company

owns a substantial part) contrived

to arrange the schedules that it

would be most unpleasant for

folks from the Roseburg area to

go to San Francisco on that train.

We had best go via Eugene, they

tell us, so that they can mick

all passengers another dollar and

a half bus fare to Eugene and

a little higher fare from Eugene

to Portland.

The through Shasta train would

not pay, they said. People did

not travel it—preferred to go

the Cascade route because it was

quicker. But in order to keep

people from traveling the Shasta

route north from the Los Ange-

les area, it was necessary to have

the Shasta train leave Martinez

junction less than 10 minutes be-

fore the train north from Los

Angeles arrived there. Then the

Portland passengers waited a

couple of hours and took a train

via the Cascade line, that arrived

in Portland SOME LITTLE TIME

AFTER THE SHASTA TRAIN

DID! Faster? Phooey.

But the Shasta route trains

were taken off. The only through

public transportation we have in

this valley is the bus line and

Roseburg is the only city of com-

parable size on the Greyhound

lines in Oregon that does not have

a suitable passenger terminal.

Our city Administration has gra-

duously made it possible for the

bus company to save the cost of

providing a decent terminal by

settling aside a city block in the

down town district where the

buses can let people get on and

off in the rain.

Are we helpless in the hands

of this transportation monopoly?

Possibly, now. The railroad heads

were clever. They did not take

the trains off at all once. They

provided Josephine and Jackson

counties with a semblance of

service. The result was just a bit

of smugness on the part of the

cities down there. They were duly

sorry for our plight—but after all

they DID have service, so there

wasn't much of a row put up. The

Hitler tactic of picking us off one

at a time was quite successful.

But now, NOW! The people in

Grants Pass, Medford and Ash-

land, and the rural people down

there, are truly aroused. And

this is to state the belief that

folks here will be mighty pleased

to join with them in whatever

action they plan to take.

The Medford Mail-Tribune in

an editorial entitled "An Outrage"

gives an inkling as to how they

feel, as follows:

"Like a bolt from the blue,

comes the announcement that the

slight remnant of a decent pas-

senger train service we now have

here in southern Oregon will be

discontinued January 12th!

"If there is neither government

nor military necessity to justify

this drastic action, the people of

this community simply should

of travel by train becomes more
and more pressing, and is today
more a matter of PUBLIC
NECESSITY than has been the case
in decades.

"No doubt the plea of the Sou-
thern Pacific will be the usual
one—can't operate passenger
trains at a loss. Under the cir-
cumstances this alibi has no real
validity whatever.

"There is hardly a passenger
train in the country that pays
for itself,—that doesn't on a basis
of strict bookkeeping, operate at
a loss. With few if any excep-
tions, passenger trains are oper-
ated on freight train profits. This
is not only true today, it has been
for many years.

"How much freight does the
Southern Pacific get from this
section of southern Oregon, and
what are its profits therefrom?"

"These facts can be secured.
They should be secured, and im-
mediately presented to the prop-
er authorities.

"Who doubts for a moment,
that if the Southern Pacific did
not enjoy a COMPLETE MONO-
POLY in this valley, as far as
perishable freight transportation
to the eastern markets is concern-
ed, not only would it make no
move to deprive this community
of what little passenger service it
has, it would maintain a service
similar to the type maintained
now, in ALL COMPETITIVE sec-
tions of its far-flung system.

"Here is something certainly
for the local Chamber of Com-
merce to take up, take up im-
mediately and with every re-
source at its command.

"If the Interstate Commerce
Commission can't prevent this
blow being struck at the welfare
of this community at this time,
then certainly this department
knows nothing about its true
functions or the chief reasons for
which it was originally establish-
ed."

Editorials on News
(Continued from page 1.)

fleets can't be expected to operate
effectively in the South Pacific
until they can obtain ADEQUATE
AIR SUPPORT."

(Everything in these days, you
see, hinges on planes and more
planes and STILL MORE PLAN-
ES.)

So far the Japs have the planes
and we lack them.

THE British spokesman con-
tinues:

"The Japanese may even be
able to NEUTRALIZE the use of
SINGAPORE as a naval base by
bombing from air bases in Ma-
laya."

Everything finally comes back
to PLANES and more and more
and more of them.

The "spokesman" concludes (by
way of reassurance):

"But we must keep the long
view of the Pacific situation, re-
membering that in the LONG
RUN the allies can outbalance the
Japs. The situation, however,
needs careful handling at the
present moment."

IN Washington FDR tells report-
ers that moving airplane and
other war industries from the vul-
nerable seacoast back into the in-
terior is being studied.

He points out the obvious wis-
dom of splitting production fac-
ilities so an entire plant can't be
destroyed in a single raid. He
speaks of duplication of plant fa-
cilities to prevent interruption of
production by enemy bombing.

(Remember at this point how
pleased we were a little while
back to learn that the Russians
had been moving their essential
war industries back into the in-
terior.)

EFFECTIVE immediately, sale
of all new cars and trucks is
stopped. The 450,000 cars on hand
in salesrooms and warehouses can
be bought only by the govern-
ment, the lend-lease organization
and essential civilian users. (We
don't know yet what civilians are
essential, but we'll find out.)

The purpose is to devote our
WHOLE vast and efficient auto-
mobile industry to the production
of war supplies.

It is a sound purpose.

Sale of tires and tubes for civil-
ian use has already been re-
stricted by 90 per cent, and may
be wholly stopped at any time.
Rubber is a war essential.

If you haven't as yet adjusted
yourself to the fact that your
COUNTRY IS AT WAR with
bold, resourceful and well-prepared
enemies, you'd better do so at
once.

This game we're playing is

FOR KEEPS.

P. T. A. To Meet—Riversdale

P. T. A. will meet Tuesday eve-

ning at the schoolhouse. All pay-

ments are urged to attend.

OUT OUR WAY



Defense Buying Sought of All Income Earners

The Douglas county defense savings committee will be increased by new appointments to handle the pledge card program of obtaining more defense sav-

ings. Chairman H. O. Pargeter announced today. Every man and woman in Douglas county with an income will be contacted by members of the committee with cards pledging a share of each income check to defense savings.

January 20th is the date set for the commencement of the pledge program. A general meeting is to be held prior to that date for planning the drive.

The drive is to be county-wide and everyone will be afforded the privilege of signing a pledge for a certain amount to be paid weekly, monthly or yearly to be invested in defense savings stamps or bonds.

The United States treasury department wants every person with an income to take part in this defense program by investing in defense bonds, Mr. Pargeter states.

KRNR

Mutual Broadcasting System
1500 Kilocycles

(REMAINING HOURS TODAY)

MONDAY, JANUARY 5

4:00—Fulton Lewis, Jr.

4:15—Here's Morgan.

4:30—Music Depreciation.

4:45—Shafter Parker.

5:00—Jimmy Dorsey's Orchestra.

5:15—Orphan Annie, Quaker Oats.

5:30—Capt. Midnight, Ovaltine.

5:45—Jack Armstrong, Wheaties.

6:00—Dance Review.

6:30—Dinner Concert.

6:50—News, Cal. Pac. Utilities.

6:55—Interlude.

7:00—Raymond Gram Swing, White Owl.

7:15—Spotlight Bands, Coca Cola.

7:30—Lone Ranger.

8:00—Boy's Town.

8:30—Double or Nothing, Feena-mint.

9:00—Alka Seltzer News.

9:15—Dance Orchestra.

9:30—Fulton Lewis, Jr.

9:45—Bob Crosby's Orchestra.

10:00—Number Please.

10:15—Sign off.

TUESDAY, JAN. 6

6:30—Top of the Morning.

7:00—News, L. A. Soap.

7:15—4-H Club and County Agent Program.

7:30—Stuff and Nonsense.

7:40—Motorist's Edition of State and Local News.

7:45—Rhapsody in Wax.

8:00—Breakfast Club.

8:30—This and That.

8:45—As the Twig Is Bent, Post's Bran Flakes.

9:00—John B. Hughes, Asper-tane.

9:15—Man About Town.

9:30—Melodies by Miller.

9:45—Close Your Eyes.

10:00—Alka Seltzer News.

10:15—Helen Holden.

10:30—Front Page Farrell, Ana-cin.

10:45—Sweet and Hot.

11:00—Cedric Foster.

11:15—Colonial Network Orch.

11:30—Roseburg Hi Program.

12:00—Interlude.

12:05—Sports Review, Dunham Transfer.

12:15—Rhythm at Random.

12:45—State and Local News, Hansen Motors.

12:50—News Review of the Air.

1:00—Henninger's Man on the Street.

1:15—Mutual Goes Calling.

1:30—Johnson Family.

1:45—Boake Carter.

2:00—David Cheskin's Orch.

2:15—I'll Find My Way.

2:30—At Your Command.

2:45—Let's Play Bridge.

3:00—Dave Wade's Orch.

3:30—News, Douglas National Bank.

3:45—Gene Krupa's Orch.

4:00—Fulton Lewis, Jr.

4:15—Here's Morgan.

4:25—Around the Ring.

4:30—Music Depreciation.

4:45—Shafter Parker.

5:00—American Legion Aux-iliary.

5:15—Orphan Annie, Quaker Oats.

5:30—Capt. Midnight, Ovaltine.

5:45—Jack Armstrong, Wheaties.

6:00—Dance Review.

6:15—Phil Stearns' News, Av-ilon.

6:30—Dinner Concert.

6:50—News, Cal. Pac. Utilities.

6:55—Interlude.

7:00—News and Views, Stude-baker.

7:15—Spotlight Bands, Coca Cola.

7:30—Your Defense Reporter.

7:45—Recital Hall.

8:00—What's My Name, Stand-ard Brands.

8:30—BBC News.

8:35—The Shadow.

9:00—Alka Seltzer News.

9:15—Dance Orchestra.

9:30—Fulton Lewis, Jr.

9:45—Tiny Hill's Orch.

10:00—Number Please.

10:15—Sign Off.

Return Here — Attorney and Mrs. Maurice L. Hallmark and family have returned to their home on South Main street, fol-lowing a trip to Waldport to visit Attorney Hallmark's parents.

LATE BRITISH PEER

HORIZONTAL

1,5 Pictured late ex-viceroy of India.

14 The constella-tion Ara.

16 Part of foot