

Roseburg News-Review

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Your Fault?

ALONG with numerous other newspapers, magazine writers, radio commentators and columnists, we have taken a healthy swing at politicians from time to time. We have grieved about the doings of congress. We have complained generally about the way things have been, and are being done. When all is said, congress is the authority in our government.

Congress, meaning the legislative branch of our government, is a sound and proven institution. It has survived the trials of more than a century and a half. But congress, meaning the individuals thereof, could apparently do with a vast amount of improvement.

The membership of the 77th congress has not distinguished itself for brilliance or for courage. That is your fault—our fault. The people of this country can change every member of the house of representatives of our congress this fall if they choose to do so. They can change one-third of the membership of the senate if they so desire. If the membership of either house—or of both houses—of congress is not satisfactory don't blame the men who are there. Place the blame, where it belongs, upon the voters who put them there.

Oregon People Safer Drivers

AT LAST traffic fatalities are decreasing. Deaths in Oregon this year (first half totalled) are less than three-fourths the total for 1941. For the nation as a whole the toll this year is a little over ten per cent under the deaths for last year and about the same as for the same period in 1940. This information is released by the office of Secretary of State Earl Snell.

When people drive slower and with greater care for wear on the tires and on their car, there is far less danger of accident. Accordingly fewer deaths result. It is a queer thing that we foolish people must have a war to fight in order to control our desire for speed and resultant auto deaths.

Editorials on News

(Continued from page 1.)

reaches interior Russia.

ACTIVITY in Egypt as this is written is confined to the air. British and American planes strike not only at harbors along the African coast but reach across to Suda bay, in CRETE, and even into the Ionian sea, where they sink an axis supply ship.

They are HITTING AT THE SOURCES to stop reinforcements destined for Rommel.

ANKARA (Turkey) reports that five trains have passed through Yugoslavia into Greece carrying 120 eighteen-ton tanks for shipment to the axis armies in Africa.

Informed military opinion in London holds that although the British still retain the initiative in Egypt the arrival of a SINGLE AXIS CONVOY could swing the balance to the other side.

That is a DELICATE balance. Keeping reinforcements from reaching Rommel is a critically important job.

STEADY allied (Australian and American) dive bombing at-

tacks break up the landing of further Jap supplies at Buna, in New Guinea, and a communique from MacArthur's headquarters says "a number of enemy cargo vessels were unable to unload and were compelled to withdraw northward under naval escort."

But the Japs are believed to have put several thousand men ashore in the neighborhood of Buna and the Brisbane (Australia) Courier-Mail expresses disappointment that the allied forces are not in a position to take the offensive and that the approaching Jap convoy was not intercepted earlier and attacked harder.

That is to say, we still lack the POWER (not the bravery) to stop the Japs.

HENRY KAISER'S boldly imaginative proposal to build a fleet of cargo-carrying airplanes to get out of reach of the submarines continues to fill the front pages. Major Severson, one of our outstanding air authorities, endorses it strongly.

He says the Germans, in their Russian campaign, have handled more than FORTY PER CENT of their supply problem by air transport. Rommel, he says, would have been out of the African picture long ago but for the supplies and reinforcements that have reached him BY AIR.

Recent dispatches tell us the Germans are rushing completion of airports in the flat country of the Don bend and are using them to land transports carrying fuel and ammunition.

AN Italian plane has just made the round trip from Rome to Tokyo and back, and its crew is welcomed home by Mussolini.

It isn't so much WHY IT WENT that interests us, although that would be worth knowing, as the fact that it was able to make the long trip over wide areas dominated by allied forces.

The airplane is coming out of its swaddling clothes.

THE U. S. aircraft carrier Essex, built SINCE we entered the war, has just been launched at Newport News. Its quick construction is described as "implementing the growing emphasis on air power."

Aircraft carriers, the air men contend, are an INTERMEDIATE weapon, useful only to bridge the present period when aircraft lack sufficient range. (As when horses had to be kept handy to haul autos home when they broke down or ran out of gas.)

PORTLAND, July 28 (AP)—The state board of higher education today considered a proposal to raise the pay of 1000 state college faculty members and secretaries.

The raises, which would amount from 5 to 10 per cent for those receiving \$175 a month or less, were recommended yesterday by the board's finance committee after college presidents said they were losing employees to schools offering higher pay.

An allocation of \$34,000 from the state emergency fund would be needed to put the increases into effect. The committee also recommended asking for additional \$14,670 for war damage insurance on college buildings.

The \$45,670 represented a reduction from the \$260,000 the board earlier reported was needed for war emergency needs. Committee Chairman E. C. Sammons, Portland, said it was obvious the full amount could not be obtained at this time.

OUT OUR WAY



THE CHAIN SMOKERS

News of Men

From Douglas County In War Service

John Wesley Leighton, 70, a well known resident of Myrtle Creek, died Sunday night at the Helena Brust nursing home in Roseburg following a three weeks' illness. Born September 8, 1871, in Iowa, he had made his home in Myrtle Creek for the last 20 years.

Surviving are five brothers and sisters: O. E. Leighton and Mrs. Rosa Harrington, Myrtle Creek; E. I. Leighton, Welch, Okla.; Charles Leighton, Eureka, Ark.; Cora Deill, Hysham, Mont.

Funeral services will be held at the Methodist church at Myrtle Creek, Wednesday at 2:30 p. m., the Rev. Mr. Wilkins, officiating. Arrangements are in charge of the Roseburg Undertaking company.

Lillian Gish Returns to Films After Ten Years VICTORIA, B. C., July 28 (AP)—Lillian Gish was back before a camera yesterday after a 10-year lapse, playing the role of a Norwegian woman in the film, "The Commandos Came At Dawn."

The first line spoken by the actress who gained fame as a screen actress in D. W. Griffith's "The Birth of A Nation" was: "We will be back."

Rationing of Dressed Pork Facing Portland

PORTLAND, July 28 (AP)—The meat shortage in Portland probably will result in the rationing of dressed pork, Meade Hadley, of the Oregon meat council, said yesterday.

Council members reported only one-third of normal supplies.

Bullet Hits Woman as She Sits in Automobile

ALBANY, Ore., July 28 (AP)—State police today investigated the wounding of Mrs. R. R. Emer, 18, while she was sitting in an automobile. She was hit in the jaw by a 22 calibre bullet. Hospital attendants said the wound was not serious.

State Patrolman Curtis Chambers said a 22 calibre pistol was found in the glove compartment of the automobile.

John W. Leighton Of Myrtle Creek Passes

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Train Service Due For Partial Slash

WASHINGTON, July 28 (AP)—Transportation Director Joseph B. Eastman said today that, despite some local dislocations and inconveniences, local train service probably would be discontinued for the duration of the war in places where duplicating bus service is reasonably adequate.

Disclosing that he had requested state public service commissions to survey local rail and bus passenger service with the view of releasing engines and cars for more important service, Eastman declared that "unnecessary duplicate service must clearly be avoided."

Commuters' trains would not be affected, he indicated. "There are many places in which local accommodation train service is paralleled by bus service," the transportation head wrote the state commissions. "This is true both as to main lines and secondary lines."

"In all such cases where the bus service is reasonably adequate it would seem that under present conditions, the local train service should be discontinued and the equipment placed in more important uses. This should be done in spite of some degree of local dislocations and inconveniences, for the war time needs of the nation must be paramount."

U. S. Fliers Badly Mauled

Until the high command releases the facts of the battle of the mist it will be impossible to announce the number of PBV and fortress bombers that have been lost by navy and army. It may be a dozen; may be 20 or more. One was shot down at Unimak, east of Dutch Harbor, in the direction of the mainland; another off Egg island went down in flames; another at Unalaska, with all hands killed; another was blown to nothing when an anti-aircraft shell hit its bomb load; another flew away in the fog and that was the last ever heard of them, probably landing in the icy waters of Bering sea or the north Pacific. Jap fliers machine gunned survivors on Ilersatt. The flying fortress bombers and the PBV have returned to base so riddled with bullet holes that they sank on landing or were worthless. Engines have been shot away, wings crippled and crewmen killed at their post. Despite the damage to the Japanese (all their Kawanishi flying boats were destroyed one afternoon at Kiska), the American fliers have taken a terrible beating. Only the army and navy commands in Alaska know how many of the bombers have disappeared in the fog forever or have piled up against some rugged mountain peak in mist or a snow storm.

Problem Gets Harder

Normally, in the Aleutians the ceiling is approximately 500 feet, which is very low for aerial operations, and if there is a break in the clouds and the Americans attempt to take advantage of it, they are met with incessant anti-aircraft fire, for all the Japanese have to do is to "cover" any break in the clouds and blaze away at any planes that appear in the clear spot. If there appears to be a paucity of flying patrol boats and bombers at the air fields of Washington and Oregon their absence may be accounted for by the reinforcements which have been dispatched to Kodiak and Dutch Harbor to replace the lost planes.

It all sums up that the Japanese are still on American territory, and the way they are increasing their invading manpower it will require real force by the United States to rout them out and destroy them. With all of the preliminaries for a second front in Europe, Secretary of the Navy Knox has said that the Japanese

Concerning the NORTHWEST

As Viewed at the National Capitol By John W. Kelly

WASHINGTON, D. C., July 28.—Losses in men and material in the fog-wreathed battle of the Pacific have been heavy and the destruction of some 18 ships of the Japanese has been paid for dearly by American lives and in long-range fighting planes, such as the PBV of the navy and flying fortress of the army. American soldiers have been machine gunned, bombed and drowned. The Japanese with Zero planes and anti-aircraft guns have taken their toll. The Japanese invasion is a genuine menace to the Pacific northwest; they are landing thousands of troops from transports, establishing themselves and bringing with them the Kawanishi flying boats, their version of the PBV; building runways for land-based planes and establishing radio stations.

Communicates on the Aleutian situation tell, from time to time, of the destruction of submarines, destroyers, cruisers, carriers and transports, but of American losses there is complete silence.

The first attack by the Japanese was at Dutch Harbor June 3, but the enemy had already "taken" Attu (in the Near island group) and Kiska (Rat island group) before sending planes over Dutch Harbor in Unalaska. Oil reserves, warehouses, etc., at Dutch Harbor were strafed; a PBV was destroyed while trying to take the air, half the crew killed by machine gun blast from a Zero. The attack was dismissed rather casually in a communique. The fog closed down and so did the censor.

A week later American flying boats discovered that Kiska was occupied, the magnificent harbor having a dozen Japanese warships at anchor near the base of the Kiska volcanic mountain. Bombs were dropped, disposing of some of the fleet. July 11 American fliers saw the busy Japanese at Attu, with hundreds of soldiers established and machine gunned a detachment.

Scattered along the Aleutians were a number of weather reporting stations such as at Kango, Alaska, Kiska. The fliers evacuated all but those at Kiska. These weather observation points forecast what the weather would be in the Pacific northwest. The cold air coming down from the Arctic and Bering sea, striking the warm Japanese current, results in fog, snow and rain. In August and September the weather is at "its best". At Attu and Kiska the Japanese now have the advantage of knowing the weather first—a fact which is considered serious by the congressional delegations of Washington and Oregon and a number of eastern congressmen who are studying the situation.

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DAILY DEVOTIONS

DR. CHAS. A. EDWARDS On a hot lonesome road a ragged old man with a pack on his back was trudging aimlessly along when a car came to a stop beside him. Wouldn't you like a ride? spoke the driver in a friendly greeting. "Oh, I dunno," mumbled the old man after a little hesitation. "Guess I'll just walk. I ain't goin' nowhere in particular and I might just as well be here as anywhere else. "Guess I'll just walk." Recently a soldier boy wrote home to his parents, "I cannot tell where I am, because I don't know where we are, but even if I did know where we are I could not tell you where I am, because we are not supposed to know where we are, so don't tell anybody where I am." Do we as individual Christians have a clear vision of where we are going? Have our churches? Has our whole Christian movement or are we just going nowhere in particular? If Christians had their goals as definitely defined and pursued them with as much fervor as do organized groups of labor in our country, how much further we would be along the way to the Christian solution of our world problems, and we would find many an unexpected lift. The trouble is, "we ain't goin' nowhere in particular, and we might just as well be here as anywhere else." The path of the Christian leads to the eternal heights. Amen.

Rotarians Hear Lecture on Japan

Six members of the Roseburg Rotary club, headed by Club President John Runyan, went to Marshfield Monday night to hear the lecture on Japan given by Professor I. J. Fisher. The speaker, 23 years a resident of Japan and while there an advisor to naval and military officers, arrived back in this country on the last boat to leave Japan with refugees. The complete story of Japan's plans of conquest, together with numerous details of preparations made were given in the address, following which the speaker answered questions asked from the audience for fifteen minutes or more.

The appearances of Professor Fisher are being sponsored by the Seattle Rotary club, together with the Rotary clubs in the various towns. An effort is being made to present him in Roseburg.

Accompanying Runyan were Clyde Beard, Story Iles, Harris Ellsworth, Bruce Yeager and Jack Sinniger.

Mrs. M. A. Hunt, Daughter Of Douglas Pioneers, Dies

Mrs. Mary Ann Hunt, 52, died suddenly at her home in Drain Monday. She was born in Roseburg, February 25, 1890. For a number of years she resided at Comstock and for the last five years had been a resident of Drain, where she was employed as a nurse. She was a daughter of Mr. and Mrs. William Skidmore, pioneer residents of Douglas county, and a member of the Christian church.

She is survived by two sons, Robert D. Hunt and Edgar W. Hunt, residents of Drain; a sister, Mrs. Maudie Mack, Portland, and her mother, Mrs. Phoebe E. Skidmore, Cottage Grove.

Services will be held in the Christian church, Drain, Wednesday at 2 p. m. Interment will be in the Comstock cemetery. Arrangements are in charge of the Stearns mortuary, Oakland.

Williams, Reiser Lead Hitters by Same Mark

NEW YORK, July 28 (AP)—This time last year the National league was suffering tinges of embarrassment whenever batting average Ted Williams of the Boston Red Sox was burning the fences with a 400 plus average.

But it is even-strengthen now with Williams leading the American league and Pete Reiser of Brooklyn topping the National with identical marks of .354.

Williams took a big lead over Joe Gordon of the New York Yankees during the last week and Reiser shaded Ernie Lombardi of the Boston Braves to indicate that the 1942 batting championships in both major leagues may go to the same hitters that won them last year.

Gordon, after setting the pace much of the season in his circuit, has slipped to .336 and Lombardi, himself a former batting champ, backed down to .340.

Group to Sew—George Starmer auxiliary to United Spanish War Veterans will hold an all-day sewing meeting Wednesday in the Red Cross rooms, upstairs in the Roseburg branch of the U. S. National bank building.

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U. S. PETROLEUM CO-ORDINATOR

Horizontal and vertical crossword puzzle grid with clues and answers.

Large crossword puzzle grid with a portrait of a man in the bottom right corner.

Advertisement for Abraham's clothing store featuring 'MID-SUMMER Clearance' and 'JUST A FEW MORE DAYS AMAZING VALUES'.