

Roseburg News-Review

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HARRIS ELLSWORTH, Editor
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Air Cargo

UNDOUBTEDLY there is a strong sentiment in favor of expanding our present small air cargo program. This is true not only of laymen, who are intrigued by the sensationalism of the idea, but also among many top men in our planning organizations.

Grover Loening, aeronautical engineer who is consultant to the war production board, has been talking air freight as a solution for our shipping problems for some time.

The real psychological impetus came, however, when Henry J. Kaiser, wonder-man of the ship-building industry, proposed that we turn nine shipyards into air freighter plants.

Donald Nelson, telling Kaiser to go ahead with 500 flying boats despite reported opposition from the navy, has given the program its biggest push. Nelson had said that we could have action any time proponents of air freight demonstrate that they can obtain the necessary raw materials without interfering with bomber and fighter plane production.

It may prove to be significant that, in that statement, Mr. Nelson did not reject the diversion of materials from water craft to air freighters.

If we are to go into an air freight program, to avoid submarine activities, it can be done only at the expense of the merchant marine. In view of the shortage of materials and of plants, we are called upon to make a choice—either ships to be sunk at sea, or planes to take their chances in the air. We can't have both in adequate quantities.

Nobody can predict certainly what the Germans and Japanese would be able to do to interfere with air cargo. Aviation experts are convinced that losses would be much less serious than they are by sea.

Kaiser, whose achievements thus far entitle him to respect as a prophet of production, believes that nine shipyards, turned to making 70-ton flying boats, could begin work in six months and be in full production in 10 months.

Thenceforth, Kaiser believes, those yards could make the air freighters at the rate of 5000 a year.

Others, even more unconventional but fully conversant with aeronautical science, urge that we concentrate upon 200-ton air freighters.

They say that 10,000 such would replace all the ships now available to the United Nations. And obviously, their greater speed and flexibility would be desirable.

One plane could carry only a tenth as much as a Liberty ship. But it could make the longer trips 20 times as fast—and our fighting men, far away, would have weapons while the Liberty ship still was slopping along thousands of miles away.

We could do worse, in this crisis, than lay aside our fears of the unconventional and give every aspect of this radical air cargo proposal a lot of sympathetic study.

Editorials on News

(Continued from page 1.)

you can't fight an enemy that has plenty of aircraft.

AFTER Pearl Harbor and Manila, we were left in much the same position as the British after Dunkerque—that is to say, we LACKED WEAPONS WITH WHICH TO FIGHT.

These long, weary, in so many ways humiliating months since December 7 have been employed

in building up fighting forces to replace those that were destroyed in our first disastrous clashes with the enemy.

These forces are now going in to OFFENSIVE action in the Solomons. If they WIN the stubborn battle that is raging there, we can begin to have some confidence that at last we are on our way.

THAT is why the battle now going on is of such importance. If its objectives are won, it will be dependable evidence that we have found ourselves and are hitting their stride.

If it is lost, we shall have to go back and start over again—as we did after Pearl Harbor and Manila.

It is often said (usually by those at the top) that the American people are complacent. Nearly always it makes us non-insiders, who ARE the people, violently angry.

But, to some extent, IT IS TRUE. We DO have a tendency, in this stern emergency of war as we had in the economic emergency of the depression, to BELIEVE IN SANTA CLAUS—to cherish the delusion that SOMEHOW the war will come to a fortunate and happy end before WE are called upon to put EVERYTHING WE HAVE into it.

(YOU may not believe this statement. It may make you angry to hear it. But SEARCH YOUR INNER CONSCIOUSNESS. See if in the back of your mind, perhaps not definitely recognized or admitted, there has not been the more or less fuzzy hope that something would happen to make everything all right—such as the Russians giving Hitler a terrible licking this summer.)

THE battle of the Solomons has now been on for days. It is still going on. It isn't going to be a case of catching the Japs flat-footed and blasting them out of the water before they know what has happened.

What we win will have to be won by hard fighting. And the battle of the Solomons won't end the war.

There will be no Santa Claus. When we win, as we shall, it will be because we are BETTER THAN OUR ENEMIES.

KRRR

Mutual Broadcasting System,
1490 Kilocycles.

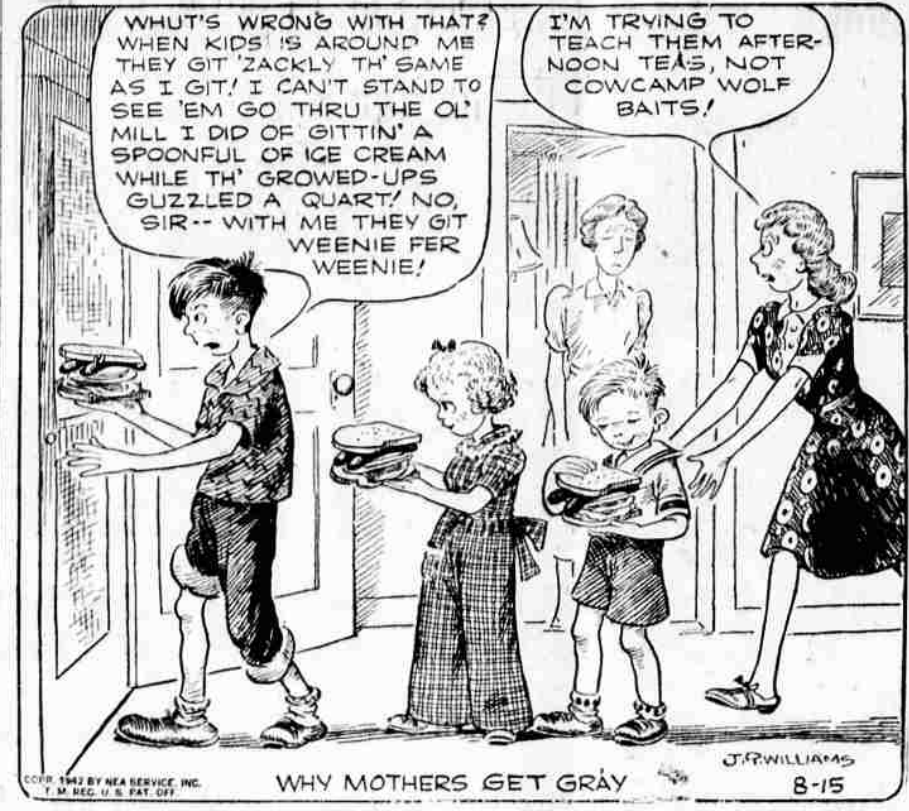
(REMAINING HOURS TODAY)

- 4:00—Fulton Lewis, Jr.
- 4:15—Johnson Family.
- 4:30—Salvation Army Program.
- 4:45—Bob Crosby's Orch.
- 5:00—When Annals of Plays.
- 5:15—Analysis of Propaganda.
- 5:30—"This Is Navy Norfolk."
- 6:00—Dinner Concert.
- 6:30—Treasury Star Parade.
- 6:45—Interlude.
- 6:50—Copco News.
- 6:55—Interlude.
- 7:00—Codic Foster.
- 7:15—Moylan Sisters, Swans-down.
- 7:30—Lone Ranger.
- 8:00—Aircraft Dance Orch.
- 8:15—"Get in the Scrap."
- 8:30—San Quentin on the Air.
- 9:00—Alka Seltzer News.
- 9:15—Hi Neighbor, McKean and Carstens.
- 9:30—Henry King's Orch.
- 9:45—Fulton Lewis, Jr.
- 10:00—News Bulletins.
- 10:02—Sign off.

SATURDAY, AUGUST 15

- 6:45—Eye Opener.
- 7:00—News.
- 7:15—Morning Melodies.
- 7:30—BBC News.
- 7:35—State and Local News.
- Boring Optical.
- 7:40—Rhapsody in Wax.
- 8:00—Haven of Rest.
- 8:30—U. S. Army Band.
- 9:00—Man About Town.
- 9:10—Army Navy House Party.
- 9:30—American Red Cross Series.
- 9:45—Johnny Davis' Orch.
- 10:00—Alka Seltzer News.
- 10:15—Musical Interlude.
- 10:30—Jerry Wald's Orch.
- 11:00—Australian News.
- 11:15—Jerry Wald's Orch.
- 11:30—"Lincoln the Youth."
- 11:45—George Duffy's Orch.
- 12:00—Interlude.
- 12:05—Sports Review, Dunham Transfer Co.
- 12:15—Rhythm at Random.
- 12:45—State News, Hansen Motors.
- 12:50—News-Review of the Air.
- 1:05—Brad Hunt's Orch.—Baseball Round-Up.
- 1:30—Ray Kinney's Orch.
- 1:45—Horse Racing from Saratoga Race Track.
- 2:00—Jimmy Dorsey's Orch.
- 3:00—Anchors Aweigh.
- 3:30—News, Douglas National Bank.
- 3:45—Hawai Calls.
- 4:00—Man Your Battle Stations.
- 4:15—Horace Heidt's Orch.
- 4:30—Confidentially Yours.
- 4:45—Jimmy Grier's Orch.
- 5:00—American Eagle Club.
- 5:30—Bob Crosby's Orch.
- 6:00—Dinner Concert.

OUT OUR WAY



WHY MOTHERS GET GRAY

8-15

Device Assures Safety for Fliers In Blind Landing

SPOKANE, Aug. 13.—(AP)—The beginning of a new era of aviation, in which flying safety will be stressed as never before and larger and larger aircraft will be used, was hailed yesterday by Maj. Gen. Robert Olds, commander of the second air force.

General Olds bespoke the new era in announcing war department approval of three super-aircrafts in the second air force area for safety in flying and for "the larger aircraft already on the way."

The three super-ports will be at Salina, Kas., Clovis, N. M., and Ephrata, Wash.

Each of the fields will be equipped to handle blind landings under any weather conditions as well as the larger aircraft of tomorrow. Each will have two or three runways 10,000 feet long and 1,000 feet wide. All are free of natural obstructions in all directions.

"Existence of the blind landing fields simply will mean that the pilot, suddenly caught in the fog or other adverse weather, can avoid a hazardous landing or possible crash by heading for one of these fields where special direction-finding equipment and long runways will aid him in safely getting his ship to the ground," General Olds said. "Each field will have the usual army air base facilities and will be fully garrisoned."

How Device Works

The ground-air direction finding equipment for the new fields is being prepared by Capt. J. M. Farmer, blind landing equipment expert.

The ultra-modern equipment.

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Captain Farmer explained, makes use of what is known as an "inner marker" 4,500 feet from the end of each runway and an "outer marker" three and a half miles beyond the inner marker and on a direct line.

Pilots will be able to pick up the inner marker from a distance of 75 miles and when he gets "within range" the needle of his directional compass will swing to the marker, setting his course. As the plane crosses the marker a compass swing of 180 degrees will indicate the passing and the pilot will swing to the outer marker. As he passes the outer marker another 180 degree compass swing will be made and the pilot turns back onto the runway course.

When on one side of the runway course a red light near the compass will show and a green will mark the other. Both lights will be dark if on course, which will also be directed by the compass needle.

The pilot begins his glide at a specified angle as he turns back into the runway course and, passing over the inner marker, lands near the head of the runway with plenty of room to roll to a halt.

Portland Taxis Return To Meter Rate System

PORTLAND, Aug. 14.—(AP)—Portland taxicabs went back to the old meter rate charge system today.

The city council passed an ordinance repealing one which placed a \$1 maximum charge for a ride anywhere in the city. Cab companies asked return of the meter system because of federal regulations banning so-called luxury rides.

Reedsport Girls Join Oregon Green Campaign

Two Reedsport girls, Jean and Joyce Willard, having applied to keep Oregon Green headquarters in Salem for membership in the organization, have been named members of the Douglas county volunteer committee. Harris Ellsworth, Reedsport Green chairman for Douglas county and member of the state committee, made the announcement today.

Membership in K. O. G. may be obtained by writing to headquarters, State Forestry Building, Salem, or to the Roseburg Chamber of Commerce or direct to him, Mr. Ellsworth stated.

Mott Denies Charge of Congress Isolationism

SALEM, Aug. 14.—(AP)—Charges that certain members of congress are isolationist are of "subversive origin," Rep. James W. Mott, republican, Salem, said yesterday in an address before Salem service clubs.

Asserting that alphas has been unity of purpose in both the executive and legislative branches of congress, Mott said:

"All differences of opinion became academic when the Japs perpetrated their snake attack on Pearl Harbor. There was immediate unity. Subversive interests attempted to break that unity and ruin this country, but that was a complete boomerang."

Go to Portland—Clarence Rand and John Montgomery, of this city, have left for Portland, where the former will attend to business and Mr. Montgomery will remain there in the forestry office. Mr. Rand is a member of Umpqua forest service.

Concerning the NORTHWEST As Viewed at the National Capitol By John W. Kelly

WASHINGTON, D. C., Aug. 14.—Hints have been given that a new process has been developed which will extract alumina from clays of the northwest. The president has hinted the discovery and it soon may be made public. In the discussions of the new formula the mention of a vast deposit of especially rich clay near Castle Rock, Wash., and another in Lane county, Ore., is noted. The process, it is said, can be applied to other metals, to zinc, tin, lead, nickel and chrome, where the percentage is as low as 11 per cent. Unless the rumor is plain eyewash, the process will open up mineral resources in Idaho, Washington and Oregon which at present cannot be tapped.

If the northwest is to produce cargo carrying planes of 70 tons or 200 tons, as promised, all of these metals, plus plywood, will be required in great quantities. It will call for new industries in the area for there are several thousand items that go into the monster Mars, designed and built by Glenn Martin at Baltimore, the type of plane ordered by Henry J. Kaiser, and these gadgets can be produced in both Oregon and Washington. In the event that stainless steel is used in the flying freight cars the raw materials for this metal are now buried in the ground but can be easily mined and conveyed to a service transmission line from Bonneville or Grand Coulee. Makers of stainless steel have been flirting with Columbia valley power for several years but never could decide, it appears, on any one of the several sites proposed by different communities.

Regional Office Needed

There should be a regional office of war production board for Idaho, Oregon and Washington because of the forest products, electrochemical and electro-metalurgical operations distinctive to that area, writes the chamber of commerce association from Seattle. Regional headquarters for the Pacific coast is in California. The selection of California as a point through which to clear northwest matters is opposed as that state has never been sympathetic to the industries of Washington and Oregon. WPB has selected California, nonetheless, for jurisdiction over allocations, planning and operation of industries and this, it is asserted, places the northwest in a precarious position. The associated chambers suggested a regional office somewhere in the three Pacific coast states with an outstanding industrialist in command.

In a communication to Donald Nelson, chief of WPB, a northwest senator wrote that whenever a set-up is considered for the Pacific northwest or the Pacific coast there is a spontaneous drift to Los Angeles or San Francisco and the interests of Oregon and Washington are ignored.

Mr. Nelson says that the region-

al office in California will not be shifted, but that both Seattle and Portland will have field offices completely staffed for all practical purposes and little or nothing will have to be cleared from these field offices through California.

Ration Booklet Stated

In anticipation of the rationing of a number of commodities ranging from shoes and clothing to certain foods, the office of price administration has devised a booklet to be placed in the hands of the 130,000,000 customers. Once the books are distributed, it will be possible for Leon Henderson, son to announce the rationing of any article over night and thus prevent a rush to buy up available stocks.

There was such a rush with sugar, but with the universal book this stampede can be averted for unless the public has forewarning there can be no hoarding. The book contains pages of different colors and, for example, OPA can issue a statement that coffee is rationed and assign the pink, or blue, or orchid page coupons. The books are a combination of the point system of the British and the sugar rationing system now in effect in this country. OPA has prepared a sizable list of things which may have to be rationed if the war continues and stocks run low, but under the rationing book plan customers will be in blissful ignorance until the bad news is published.

No Steel For Bridges

Additional restrictions have been placed on road and bridge building by the public roads administration. There is to be no steel for bridge construction and no electric wiring for new roads and bridges. Money for improving U. S. route 99 from San Francisco to Puget sound could have been had 18 months ago but army officers said they were afraid to ask congress for the money and the commander at San Francisco said he needed no roads—he could use tanks, not realizing how the tanks would cross the innumerable rivers in California, Oregon and Washington without bridges.

Malone to Get Farewell Party From Local Vets

Vincent L. Malone, who for the last five years has served as chief engineer at the veterans facility here, will leave Saturday for San Francisco, having been transferred to the Fort Miley facility there. During his period of residence in Roseburg, Mr. Malone has been very active in veterans and civic affairs. He served as commander of Umpqua post of the American Legion in 1940 and is now president of Patrick W. Kelly post of the Veterans of Foreign Wars. As commander of the Legion post here, he officiated during the year which saw the local post produce a record membership. He also was active in sponsoring Boy Scout work and Legion Junior baseball. Local veterans are holding a farewell dinner for him tonight at Carl's Tavern. Mr. Malone will be accompanied to San Francisco by Mrs. Malone and their three children. His successor here has not yet been announced.

News of Men From Douglas County In War Service

GLENDALE, Aug. 13.—Robert Lawrence Winkelman, 18, son of Mr. and Mrs. P. Winkelman of Glendale, is enrolled in the naval training school for electricians at Kentucky State Teachers college at Morehead, Ky. He will receive 16 weeks of training in theory, electrical machinery, mathematics, wiring and general electrical methods in addition to advanced training in military drill and naval procedure. Upon graduation he will be eligible for petty officer's rating as electrician's mate, third class. Winkelman enlisted in the navy in May of this year and went through recruit training at the San Diego naval base.

Orland Bender of Roseburg, who was a member of the Roseburg national guard company's softball team prior to the outbreak of the war, reports he plans to return with a softball outfit that will give the city league some real competition. He is now in Australia and from the tone of his letter is well impressed with that country.

Word has been received by Mrs. H. N. Crowley of Tenmile that her son, Marion Enlow, is now in India with the U. S. army air forces. "India is a great place. It is everything you have read about it and more," Enlow writes. "It is just like turning the clock back 500 or a thousand years. The farmers still use oxen and wooden plows. Camels and donkeys are also widely used. Camels were strong and one camel will do the work of two oxen. I was awakened this morning by a monkey playing on the roof."

Wesley A. Carn, son of Mr. and Mrs. W. L. Carn, route 1, Roseburg, has successfully completed the required course of study and will receive the rating of aviation machinist's mate, third class, according to an announcement from the 13th naval district.

Young Carn graduated from Roseburg high school, and also attended Oregon State college. He enlisted in the United States navy January 8, 1942.

Dairyman Using Horses Convicted of Nuisance

SALEM, Aug. 12.—(AP)—Hans Hofstetter, Salem's leading dairyman, who is using horses on his milk trucks to save rubber, was convicted in police court yesterday on a charge of maintaining a nuisance. The complaint, signed by a person who lives near the barn in which the horses are stabled, charged that the horses disturb the neighbors.

Hofstetter filed notice of appeal to the circuit court.

CANADIAN PROVINCE

HORIZONTAL

- 1 Depicted Canadian province.
- 7 Baglike part.
- 10 Earlier.
- 12 Charm (slang).
- 13 Good.
- 14 Bury.
- 17 Having ears.
- 19 Sweet potato.
- 21 New Latin (abbr.).
- 22 Flatfish.
- 23 Doctor (abbr.).
- 24 Invaders.
- 26 Manufactured.
- 31 Negative.
- 32 Railway (abbr.).
- 33 Low haunt.
- 34 Its forests contain many trees.
- 37 Footless.
- 40 Walter.
- 44 Having a mane.
- 45 Siamese coin.

Answer to Previous Puzzle

JOAN BENNETT

VERTICAL

- 1 Tremulous.
- 2 Pertaining to a lore.
- 3 Lout.
- 4 Concluded.
- 5 Music note.
- 6 Thrive (comb. form).
- 8 Ventilate.
- 9 Court (abbr.).
- 11 Suffer.
- 15 New York (abbr.).
- 16 Print measure.
- 18 Timber tree.
- 20 Bitter vetch (abbr.).
- 23 Tritite.
- 25 Its capital is—.
- 27 Isle of Man (abbr.).
- 28 Mistake.
- 29 — is an important industry here.
- 34 Small child.
- 35 Perfume.
- 36 Is able.
- 37 Accumulate.
- 38 Litigant.
- 39 Sponge spicule.
- 41 American composer.
- 42 Muse of poetry.
- 43 Measuring stick.
- 45 Mudar.
- 46 Township (abbr.).
- 40 Hope's kill.
- 50 Island (abbr.).
- 53 Postpaid (abbr.).
- 55 Rough lava.

Blitz-Weinhard Tastes Better because it IS Better!

Buy QUARTS and save two ways!

- Save bottle caps... and conserve vital Metal!
- Save cash... and buy War Savings Stamps!

Help the CONSERVATION Program!

When you buy a quart of Blitz-Weinhard Beer you make one bottle take the place of three, and you...

GET MORE FOR YOUR MONEY, too!

THE BREWING PROCESS MAKES THE DIFFERENCE!

No short-cut for Blitz-Weinhard! Careful and time-consuming blending regulates and stabilizes Blitz-Weinhard's flavor.

OLD-FASHIONED, DOUBLE-MASH PROCESS

Brewed not once, but twice... to bring out body and grain.

CONTROLLED CHARACTER

Patented checks and double checks. Frequent tests and sample, assure Blitz-Weinhard's full-bodied character.

Blitz-WEINHARD Beer

THE SAME FINE BEER

GUARANTEED SATISFYING

THE SAME UNQUALIFIED GUARANTEE

Distributed by Douglas Distributing Co., Phone 14, Roseburg.