

Roseburg News-Review

Published Daily Except Sunday by the
News-Review Co., Inc.

Member of The Associated Press
The Associated Press is exclusive-
ly entitled to the use for publication
of all news dispatches credited to
it or not otherwise credited in
this paper and to all local news
published herein. All rights of re-
production of special dispatches
herein are also reserved.

HAROLD ELLSWORTH, Editor

Entered as second class matter
May 17, 1929, at the post office at
Roseburg, Oregon, under act of
March 3, 1879.

Represented by

WEST-HOLLIDAY
CO. 2, INC.

New York—211 Madison Ave.
Chicago—201 N. Dearborn Ave.
San Francisco—220 Bush Street
Los Angeles—123 S. Spring Street
Seattle—1000 1st Ave.
Portland—220 S. W. 5th Street
St. Louis—411 N. 7th Street

Member
OREGON NEWS-REVIEW
PUBLISHERS ASSOCIATION

Subscription Rates
Daily, per year by mail—\$2.00
Daily, 6 months by mail—\$1.25
Daily, 3 months by mail—\$0.75

A living Monument

THE greatest artistry of which man is capable has been devoted to the erection of monuments to serve throughout the years as reminders of the lives and deeds of great and prominent men and women. Many men, by service to their fellows, have carved for themselves their own monuments which will stand for years as a symbol of their devotion to the earthly task with which they were absorbed. Such a man was Smith C. Bartrum, whose death at Portland Saturday brought sorrow to his many Douglas county friends.

Each leafy tree, each crag and peak, each brook and stream of the Umpqua National forest, which may today be reached by the lover of the outdoors, is a living monument to the memory of Smith Bartrum.

It was his energy and aggressive ambition that first opened this great area of scenic beauty and recreational wealth to the public. From the position of forest ranger, he became the second supervisor of the Umpqua forest. He was determined that this forest be so loved must be made available to the public. He served at a time when this view was not popular with his superiors, who held that the forest reserves should be maintained in virgin state and free from public encroachment. But in the face of determined opposition, Bartrum continued his battle and lived long enough to see many of his dreams brought to successful conclusion.

He built the old Umpqua trail, which deviated from the old Indian ways that previously were the only routes through the forest, to afford access to the North Umpqua river. He secured the first federal money to aid in road construction within the forest and used this money to open the Tiller-Drew road, now a part of the Tiller-Trail route. He was one of those who worked most energetically for the North Umpqua road project. Many of the forest improvements of more recent years were originally planned and started by Bartrum.

Those of us who are able today to enjoy the recreational facilities of the Umpqua forest owe to Smith Bartrum a debt of gratitude, as well as to those who have so ably followed after him. As long as the Umpqua forest remains it will be a living monument to a man who gave the best of his life in its service. CVS.

Willkie Speaks

THE embattled peoples of the world last night heard the words for which they have been eagerly waiting since December 7 of last year. Wendell Willkie's indictment of our war effort was applied without fear or favor and strikes every responsible man and woman, from the highest to the lowest of our land. From the complacency of politically minded Washington, through the ranks of labor and to the man on the street or farm who is failing to assume his share of the war effort, the message struck with force and vigor.

It was good sound talk, the kind Americans like. It expressed admirably the thoughts the average citizen has had upon his mind. Willkie left no doubt of official bungling, but at the same time his message was a spur to the average man to roll up his sleeves, spit on his hands and dig harder into the job of winning this war.

Willkie's recommendations were sound and, if adopted, will go far to speed the day of victory. The leadership of this country will do well to heed the find-

ings of his report and to put into effect new policies which will substitute hard work for braggadocio, and will give this war to the people, who have the lives of their sons at stake. Instead of leaving the fight as the personal property of the censors and the fence-straddling politicians—CVS.

Editorials on News

the time since then has been spent in bringing up reinforcements. The outcome of the present battle will probably depend upon which side has been most successful in getting in reinforcements and supplies.

WATCH the Mediterranean area. All the signs indicate that important events are in the making there.

Vichy France is heading into some sort of crisis. Hitler has demanded large numbers of French workmen, to be used in Germany's war effort. Laval is trying to deliver them. He has been unsuccessful in his efforts to secure volunteers. CONSCRIPTION by force is in the offing.

The Vichy government seems to be crumbling. Darlan is in Africa. There are hints that some sort of French government may be set up in Africa. The air is full of rumors, none of which can be relied upon.

The Germans have been peddling stories of landings of American troops in Liberia, on Africa's west coast, below Dakar. For obvious reasons, our own authorities are neither denying nor confirming these rumors.

ON the basis of the map alone, Africa has large possibilities. If our side could gain control of the African shore of the Mediterranean, it would have a jumping off place for an attack on Hitler by way of Italy. Allied bombers based there could harry all south ern Europe.

With the Russian winter closing down, it seems likely that the fighting will shift to the warm Mediterranean area. It is hard to avoid the feeling that spectacular developments may be impending.

IN the Solomons, where the attention of all of us who live on the Pacific coast is unavoidably centered, the situation at the moment is none too encouraging.

With its customary tone of all going well, the official information stresses a successful attack by American bombers based in Australia on the Jap invasion fleet that is concentrated somewhere to the north of Guadalcanal. Ten Jap ships, including a cruiser and a destroyer, were sunk or damaged in the attack.

There is a disturbing admission, however, that the Japs have effected landings on islands in the close vicinity of Guadalcanal, from which the assault on our positions can be pushed advantageously.

There has been a shake-up in our naval command in the South Pacific whose reasons are not apparent to us outsiders.

THE Japs, however, have NOT YET launched the ALL-OUT attack which they obviously have the strength to launch at any time they are willing to take the risks that would be involved.

That suggests the hopeful thought that the over-all situation may be better than on the face of scanty news available to us outsiders it appears to be.

McNary Asks Tires for Oregon Lumber Industry

WASHINGTON, Oct. 27. (AP)—Senator McNary said yesterday he had appealed to Harry E. Camp, OPA regional director in San Francisco to meet the essential tire requirements of the Oregon lumber industry.

The senator made public a telegram from R. C. Hastings, chairman of the lumbermen's and sawmill operators committee of Klamath Falls, Ore., saying that lumber production from local mills would be "seriously curtailed" unless increased allocations of tires were made immediately. Hastings told the senator that Oregon had exhausted its tire quota.

McNary suggested the state rationing office appeal at once to the San Francisco regional office for an increased allowance of tires.

Returns Home—Mrs. Ada J. Denn returned to her home in Camas Valley Monday, following a trip to Portland, where she was called by the injury of her son, B. L. Denn, who suffered minor injuries while working at Bonneville dam. He is reported to be doing nicely. Before returning home, Mrs. Denn also visited her children at Seattle and Dallas, Ore.

OUT OUR WAY

By J. R. Williams



Concerning the NORTHWEST As Viewed at the National Capital

By Paul Dunham

WASHINGTON, D. C., Oct. 27.—Miles of freight cars are being used as warehouses in Washington and Oregon to the detriment of the war effort. The senate committee on military affairs has assigned a member to conduct an investigation, which is now in progress. These freight cars are parked around various sections, such as Tacoma, Seattle, Vancouver, Portland and even into the interior. Every car is loaded with war munitions and many have been standing on the sidings for months so long that the wooden cases of munitions have a weather-beaten appearance.

Practically each of the thousands of cars is loaded with material for lend-lease or American troops in Alaska. The ports of embarkation are cluttered with various supplies awaiting shipment. The shortage of ships (everything is a shortage, apparently) is held responsible, for there are not enough ships to move the supplies with expedition.

Trainloads rolled into the Pacific northwest and delay in transshipping resulted in backing up immense quantities of supplies. Warehouses are filled, so freight cars are used as warehouses and after months they are still holding the freight they carried from the midwest and east. Jeeps, trucks, tractors, tanks and other material which could be distributed among the defending forces of the United States are occupying the space of valuable freight cars (box, flat and gondola) until such time as they can be moved to lend-lease countries. These loaded cars stretch into the Pasco country and along the Union Pacific tracks and those of the Southern Pacific. In brief, every transcontinental line is providing space on the sidings west of the Rocky mountains.

Until the congestion developed cars were rushed to points of embarkation, unloaded and sent eastward again and the railroads pointed proudly to the capacity with which they were handling this war freight. Now with the cars tied up, loaded, the situation is handicapping a number of war industries. These industries cannot obtain transportation and their product cannot move until hundreds of the "warehouse" cars are unloaded and released. This also makes for a shortage of cars to move lumber across the continent, that being the principal war product of the northwest which is dispatched to the Atlantic coast.

With the situation becoming worse with each passing day, the senate military affairs committee wants to know what can be done to relieve the congestion.

Farms Being Deserted

Sparsely settled regions of Washington and Oregon are taking on the appearance of a deserted village, asserts reports from the area to the national capital. It is even asserted that the United States is in danger of a near-famine unless something is done. There are entire counties where only elderly people can be found, the counties having been stripped of young men by the local draft boards or they have headed for Puget sound or Columbia river for the so-called easy money of war industries. In these interior regions houses have been boarded up and families have moved away. The boards are to protect windows and not as a guard against robbery. Schools have not opened and will not this

Substitutes For Coffee are Sought

WASHINGTON, Oct. 27.—(AP)—Office of price administration spokesmen offered little hope today that the announced coffee ration of one pound every five weeks for adults could be liberalized in the near future.

The rationing was expected to spur a search for substitute beverages which already is under way. These probably will not include tea or cocoa since black tea sales have been cut 50 per cent, green tea is virtually unobtainable, and cocoa consumption has been cut 40 per cent.

There is nothing to prevent a housewife from buying chicory and mixing it with coffee to stretch out the supply. In some parts of the country, notably New Orleans, coffee ready-mixed with chicory is commonly sold. The ration allowance of such a mixture is the same as that for coffee—that is, the chicory is counted as part of the ration.

Processors have been experimenting for some time with such adulterants as toasted bran, rye, malt, Mexican chick peas, barley and other cereals. Adulteration is permitted if the package is so labeled.

On Hunting Trip—Ed Schroeder, state inspector for the Douglas Forest Protective association, of this city, and his wife and his father have gone to eastern Oregon to enjoy two weeks hunting deer in the Bend country.

NEW ZEALAND COMMANDER

HORIZONTAL

1 Pictured commander of the Anzacs.

15 Non-professional.

16 One who hoards.

17 Convent worker.

18 Lyric poem.

19 Snake.

20 Like (suffix).

21 Inquire.

22 Negative (abbr.).

23 Plaything.

24 Capuchin monkey.

26 Like.

27 On account (abbr.).

29 Sweet potatoes.

32 Street (abbr.).

34 Influenza (colloq.).

36 Novel.

37 Certified public accountant (abbr.).

38 Canvas shelter.

Answer to Previous Puzzle

1 MILDRED McCABE

2 PORTENT ARRESTS

3 ERASE YOUR ISSUE

4 LATE DONATE DADA

5 ESTE MEEVES

6 SOL BRASS

7 US MAFEE

8 CAPS MAFEE

9 SAME ALASARI

10 ERR COMPASSION

11 AMI NEOUR PRANK

12 METE SORER EDDY

13 NAVAL RESERVE

14 He is commander of a

15 turning

16 Enchanter.

17 Compass point

18 English author

19 Forenoon (abbr.).

20 Ledge.

21 Rows.

22 New Testament (abbr.).

23 Everlasting.

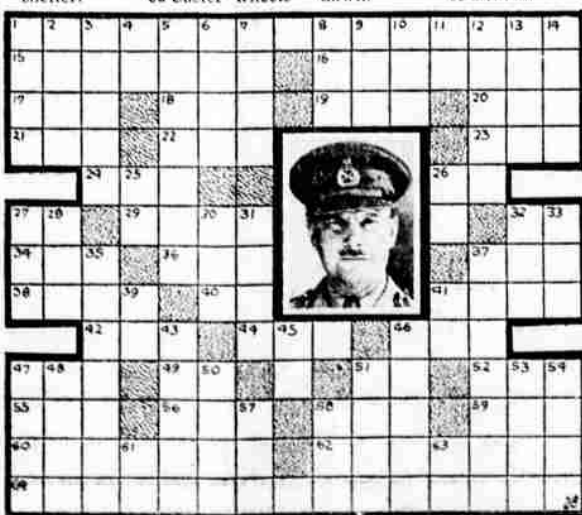
24 Impolite.

25 Residue.

26 Royal Horse Artillery (abbr.).

27 Goddess of dawn.

28 Behold!



War Victory in Balance in Two Vital Theaters

Decision Rests on Control Of Mediterranean, Mideast; Hitler Placers Plan Fails

By DeWITT MacKENZIE
LONDON, Oct. 27.—The British offensive in Egypt may develop into one of the decisive engagements of the war, but at this early stage we must content ourselves with the fact that the allies finally have seized the offensive there and that they have made considerable progress in fierce fighting.

The great stake involved is control of the Mediterranean and the middle east. He who dominates this vital area will win the war.

Long ago, when the Russo-nazi conflict first began, I was asked to give a standard whereby readers could gauge the daily progress of the war themselves.

I offered this: If Hitler could reach the lower Caucasus and the middle east he would have gone far toward winning the war. This was so because he would have acquired rich oil fields and other resources without which he could not hope for victory and he would have secured strategic bases calculated to enable him to break Britain's hold on the Mediterranean.

If the nazi chief did not succeed in this great ambition, he would be a beaten man.

Now, there was not only one but there were two possible routes for him to take. The first was to smash his way through the Russian lines and down the Caucasus. The other was to drive eastward across the drifting sands of Libya into Egypt and thence over the Suez canal into a happy hunting ground.

The nazi all-highest decided on a vast pincers movement. The left arm of the pincers was represented by his drive against the Russian Caucasus. The right prong was Rommel's thrust against Egypt from Libya.

Well, the fuhrer's left prong appears to have come a cropper against the cold waters of the Volga and the foothills of the snow-smothered Caucasus mountains. His right claw, too, got held up because he couldn't give Rommel the support necessary to continue the offensive against Egypt.

Still, that axis army remained a threat and the British finally are undertaking to remove it. As things stand, if the allies can drive the boogies and their unhappy Italian henchmen out of northern Africa, we shall have completed an operation which deprives Hitler of his already all but dead hope of wresting victory out of the war.

So that is what this battle is over and if it seems to be moving slowly at the start, this isn't the moment for impatience.

KRNR

Mutual Broadcasting System, 1490 Kilocycles.

(REMAINING HOURS TODAY)

4:00—Fulton Lewis, Jr., Plough Chemical Company.

4:15—Johnson Family.

4:30—Confidentially Yours.

4:45—Carlos Molinos' Orchestra.

5:00—U. S. Navy Program.

5:15—Musical Interlude.

5:30—The Federal Ace.

6:00—Dinner Concert.

6:20—Coppo News.

6:25—Interlude.

6:30—Navy Day Program featuring talks by Admiral Ernest J. King and Sec. Frank Knox.

7:00—John B. Hughes.

7:15—Oregon Fish Protective Association.

7:20—Interlude.

7:30—Art Kassel's Orchestra.

7:45—Treasury Star Parade.

8:00—Health Talk by Dr. Wainwright.

8:05—Memory Lane.

8:15—Bernie Cummins' Orchestra.

8:30—Melody Hall.

9:00—Alka Seltzer News.

9:15—Round-Up in the Sky, E. G. High Insurance.

9:30—Johnny Richards' Orchestra.

9:45—Fulton Lewis, Jr.

10:00—Sign Off.

WEDNESDAY, OCTOBER 28

6:45—Eye Opener.

7:30—News, L. A. Soap Co.

7:15—Happy Johnny, Block Drug Co.

7:30—News Bulletins.

7:33—State and Local News.

Boring Optical.

7:40—J. M. Judd says "Good Morning"

7:45—Rhapsody in Wax.

8:00—Breakfast Club, Mentholatum.

8:30—Yankee House Party.

9:00—Bonke Carter.

9:15—Man About Town.

9:45—The Charlotiers.

10:00—Alka Seltzer News.

10:15—I'll Find My Way.

10:30—News Bulletins, Am. Home Products.

10:35—Strictly Personal.

10:45—Palmer House Orchestra.
11:00—Cedric Foster.
11:15—Wheel of Fortune.
12:00—Interlude.
12:05—Sports Review, Dunham Transfer Co.
12:15—Interlude.
12:20—Parkinson's Information Exchange.
12:25—Rhythm at Random.
12:45—State News, Hansen Motors.
12:50—News-Review of the Air.
1:05—Musical Interlude.
1:15—Sweet and Sentimental.
1:30—N. Y. Racing Program.
1:45—Man With a Band.
2:00—Don Lee Newsreel Theatre.
3:30—The Dream House of Melody, Coppo.
3:30—News, Douglas Nat'l Bank.
3:45—Bill Hay Reads the Bible.
4:00—Fulton Lewis, Jr., Plough Chemical Co.
4:15—Johnson Family.
4:30—Musical Matinee.
4:45—Ozzie Nelson's Orchestra.
5:00—You Can't Do Business with Hitler.
5:15—Kelly for Congress.
5:30—True Story Theatre of the Air.
6:00—Dinner Concert.
6:20—Coppo News.
6:25—Interlude.
6:30—Treasury Star Parade.
6:45—Neil Allen Speaking for Harris Ellsworth.
7:00—John B. Hughes, Anacin.
7:15—Oregon Fish Protective Association.
7:20—Interlude.
7:30—Lone Ranger.
8:00—Boy's Town.
8:30—Let We Forget.
8:45—Treasury Star Parade.
9:00—Alka Seltzer News.
9:15—Cal Tinney.
9:30—John B. Hughes, Studebaker.
9:45—Fulton Lewis, Jr.
10:00—Sign off.

Navy Day Sees Tribute Paid to U. S. Sea Forces

WASHINGTON, Oct. 27.—(AP)—With Uncle Sam's sea warriors fighting on seven fronts, the nation solemnly observed its first wartime navy day today, paying tribute to the courage and skill of America's naval forces.

The occasion was marked in hundreds of communities by parades and by speeches at luncheons and dinners while the navy, itself, was patrolling the seas, guarding supply lines, conveying troops to the world's battlefronts and combating enemy forces.

In a letter to Secretary of the Navy Knox, President Roosevelt expressed pride in the navy's "heroic accomplishments in this war" and declared it is doing "the biggest job any navy has ever been called upon to do, and doing it superbly."

Capt. Leland P. Lovette, navy public relations director, said in a navy day eve address at Pittsburgh that American ships had escorted 600,000 troops overseas without loss of a soldier and was confronted with "the most stupendous job ever undertaken by any navy."

Admits Big Convoy Losses
He asserted that America had lost heavily on the dangerous northern supply route to Russia but added that if 50 per cent of the cargo gets through "it is worth it."

The president wrote Knox that he was "acutely aware of the tremendous role" the navy was playing "in the preservation of freedom and human decency."

"When I greeted you just one year ago," he said, "a navy was on defense duty, a symbol of our hope that we could remain isolated and inviolable in a world where tyranny raged unchecked. As I greet you today, the

LAST Saturday night we were setting around Jeb Crowell's house, and from upstairs we hear the squawks those Crowell youngsters put up while their Ma was dunkin' 'em in soap and water. Causes Jeb to comment:

"Just shows how times change. Used to be a law here in America that nobody could take a bath without a doctor's prescription!"

Then we got talking about the funny laws some people have put through in this country—like the state where they made it against the law to wake a man up if he's sleeping on the railroad tracks.

"Railroad law I once heard about," says Basil Strube, the stationmaster, "said when two trains meet at an intersection, neither can proceed until the other one has gone ahead."

"How could that be a law?" asks Pete Swanson. "That just don't make sense."

"Lots of laws don't make sense," says Jeb. "Why just think! We're livin' in a land where most folks

I reckon Jeb was right—we've had some mighty strange laws in this country.

Joe Marsh

Page 32 of a Series

Copyright, 1942, Bowling Industry Foundation

Brewers of Four States Fined For Price Fixing Plot

SEATTLE, Oct. 27.—(AP)—Violation of anti-trust laws resulting in fines approximating \$27,000 being levied against the Brewers' institutes of Washington, Oregon, Idaho and California, 13 brewery companies and 22 individuals in federal court here. Judge John C. Bowen filed the penalties after pleas of nolo contendere were entered by the defendants. They were charged with conspiring to control prices and other features of the