Roseburg News-Review

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HARRIS ELLSWORTH.....Editor

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Mail "Service"

ROSEBURG'S mail service, already the poorest in many years, will be reduced to conditions even worse than those of the days of the pony express if the postal department is permitted to put into execution the plan for which bids are being called. Behind an excuse of saving tires and automobile equipment, the department proposes to establish a system which can be classified only as utterly foolish. It is patently evident that the proposed schedule has been given no serious thought by any responsible person equipped with knowledge of conditions, and that no consideration whatsoever has been given the demands of business or the convenience of patrons.

Under the schedule of service now proposed, mail would be carried by the night trains, one each way. This service would be supplemented by an auto carrier leaving Roseburg at 8 a. m., arriving in Eugene shortly after noon, and returning to Roseburg late in the evening. There would be no supplemental service between Roseburg and Grants Pass. There would be no airmail connection at Medford. Airmail would have to wait for the night train and then go into Portland, making at least a 24-hour delay.

For an example of the lack of thought given this plan, consider the fact that under the proposed arrangement all mail made up to be dispatched following the day's accumulation of business and general mail would be sent out on the night train. Practically no mail would be posted between midnight and 8 a. m., yet the mail stage would leave Roseburg at 8 o'clock in the morning, carrying not more than a handful of letters, and would arrive in Eugene by noon, before any mail of major consequence had been posted in any of the intermediate offices. In other words, a vehicle would be dispatched on a 76-mile journey to serve no useful purpose and would travel the entire distance to accumulate a load that could be carried in the palm of one hand. The same stage, sent out of Roseburg in the early afternoon, would carry several hundred pounds of mail. It is true that operating a car without a load probably will save tires, but if it is not going to carry a load and serve some useful purpose, why, we ask the postal department, should it be sent at all?

At present two motor vehicles are in service, operating over a route from Eugene to Ashland and each making a full trip each day. The new plan would cut the service to one car, operating only between Roseburg and Eugene. The return trip from Eugene would carry mail arriving by train from the north. This train, under existing conditions, is operating on a very uncertain schedule and is frequently an hour or more late. This would result in the mail stage reaching Roseburg after the local post office had closed for the day, and the mail delivery to patrons would be a full 24 hours behind the present schedule.

This is only one of several "boners" in the proposed contract. Roseburg, already isolated from the transportation standpoint and suffering greatly from the existing poor mail service, would be dealt another terrific body blow.

Operating in and out of Roseburg every day, and at comparatively frequent intervals, are common carriers, both passenger and freight. If the postal department wants to save tires and gasoline, why not contract with the stage or truck lines to carry the mail? These carriers must operate and if their facilities were used for transportation of mail, the postal department would not be forced to employ other carriers.

Certainly Roseburg should not accept this kind of treatment without the most vigorous protest.—CVS.

Editorials on News
(Continued from page 1.)

thundering to the attack without first destroying the axis works.

Hence the air and artillery battles of which we read in the dispatches. For this reason, the present fighting in Egypt somewhat approximates the fixed-front battles of the last war.

The job is to break through on a narrow front.

MEANWHILE the British Mediterranean navy is busy intercepting reinforcements destined for Rommel, and the RAF, operating CLEAR FROM ENGLAND, is battering at the axis embarkation ports in Italy.

The job is to destroy Rommel now—before Hitler, if he lets down in Russia, can get decisively strong forces into Africa.

If that can be done, our side may be able to gain control of ALL NORTHERN AFRICA.

DRAW no conclusions as yet as to the progress of the fighting in Egypt. It is too early. But keep your eye on the fighting there.

Its outcome will be all important.

ON the basis of the news available so far, the situation in the Solomons is none too good.

Our navy and army air forces are hitting hard at the Japs, and are inflicting losses on them. But they keep on coming. They land more troops on Guadalcanal. They are now using tanks and heavy artillery against the airport, which we continue to hold.

The Solomons battle is a big one, with the Japs apparently putting more and more of their strength into it.

THE Japs today strike by air at U. S. and British airfields in India, indicating that there may be something to this talk of an allied drive against Jap-held Burma.

Cub Pack to Be Formed At Christian Church

A Cub pack is to be organized under the auspices of the 99 Men's class of the First Christian church with the Rev. Len B. Fishback as cubmaster, it was announced today. The organization meeting will be held in the church basement Thursday at 7:30 p. m. Boys from 9 to 11 years, inclusive, will be eligible for memberships. Dens will be organized to represent each of the city's three grade schools.

Mrs. R. D. Coen will be the den mother for members from the Rose school, Mrs. Chester Morgan, Fullerton school and Mrs. Adrian Fisher and Mrs. Ralph M. Church, Benson school. A Boy Scout will be selected as the chief for each den. It is requested that parents accompany the boys to the organization meeting Thursday evening.

Influx of 100,000 Due At Portland, Vancouver

PORTLAND, Oct. 28—(AP)—An influx of 100,000 persons will reach the Portland-Vancouver area within the next seven months, Chairman C. M. Gartrell of the Portland housing authority estimated yesterday.

He said 6500 additional housing units would be needed to take care of them. He based his estimate on a war manpower commission report that 53,000 workers would be added to war industries of the district by next June.

Oregon Bicycle Quota For November Is 846

SAN FRANCISCO, Calif., Oct. 28—(AP)—Allotments of adult bicycles for the five far western states for November announced by the office of price administration today included 846 for Oregon.

The quota for the area is 1,000 less for November than it was in October, but officials said the five states still had 26,000 bikes in reserve to meet any demand which may develop.

Truck Owners Offered Aid in Filing Here

Commercial truck owners, desiring assistance in preparing applications for certificate of necessity, are invited to contact W. B. Hamlin, examiner from the office of defense transportation, at the courthouse in Roseburg Thursday. Mr. Hamlin will be at the courthouse from 8:30 a. m. until 5 p. m. to assist with the preparation of applications. Blanks have been furnished all truck owners and immediate filing for certificates is required.

OUT OUR WAY — By J. R. Williams

Concerning the NORTHWEST As Viewed at the National Capital
By Paul Dunham

WASHINGTON, D. C., Oct. 28.—State highway departments will be faced with increasingly tough problems, according to information available in the national capital. Estimates made by the department of commerce indicate that revenue of the various states for this department is due to drop more than $461,000,000 due to restrictions on gasoline use and, accompanying this, lower registration of automobiles next year.

Even greater than the problem of finance will be the difficulty in continuing highway maintenance resulting both from scarcity of materials and owrkers. The principal road maintenance material that will be hard to obtain is asphalt, the use of which is restricted by the office of petroleum coordinator and may be only used for road purposes when approved by the public roads administration.

War production board is scheduled to approve less than 5,500 miles of new road construction this year and next year even less, despite the fact that in normal times a point is reached where it is more economical to build a new road than to go on maintaining an existing one.

Where alternate roads are available it has been suggested that traffic be rerouted as much as possible to equalize wear and tear. Wear on the highways will not decrease in anywhere near the proportion that gasoline revenues will fall off. Heavy loads cause more damage than passenger car traffic, and there is no indication that this type of travel will decrease. Coupled with this phase of civilian traffic will be increased use of the highways by military motor vehicles and concentrated civilian travel on access roads leading to war plants.

New road machinery will be increasingly difficult to obtain, since it is made almost entirely of essential and critical materials. A plan is being worked out to transfer equipment from agencies that have a surplus to those with a shortage. In normal years state highway departments have required around $900,000,000 for construction and administration expenses and $200,000,000 for maintenance. Gas tax revenue is expected to drop more than 41 per cent if the recommendations of the Baruch report are followed by Rubber Administrator W. M. Jeffers.

If the war lasts five years or more, as many men fear, the nation will be faced with a huge road building program following the war, the one good feature of which will be the cushioning of the labor problem following the closing of war plants.

Cargo Planes Make Good

Those who have advocated increased use of cargo carrying airplanes feel much encouraged by the splendid record made to date by army and navy ferry planes, which without losing a pound of cargo, are bring tons of strategic materials from the far corners of the world after delivering personnel and equipment to the fighting fronts. The office of war information reports that tons of black mica, a most critical material, have been brought in by plane from India; bristles, silk, tungsten and tin from China; platinum from Persian gulf ports, and balsa wood from central Liberia. The returning planes have flown tantalite, beryl ore, quartz crystals, industrial diamonds and mica from South Africa; 98 tons of tungsten were brought in one 10-day period.

This hauling by air has been done almost entirely by planes that were designed for other purposes than as freight carriers. More cargo planes are being built all the time, and air borne freight may yet do much to halt the effects of the submarine menace.

Sugar Problem Rises

An announcement is expected shortly from the office of price administration with reference to the effect of defense work on population shifts. Of the many problems caused by shifting population not the least has been the question of what is an adequate amount of rationed goods. Sugar has been one of the items causing the most difficulty.

Several cities in Washington and Oregon have been contending for some time that, due to population shifts since the registration for sugar, their supplies are totally inadequate to meet even restricted demands.

An attempt has been made by OPA to readjust quotas based upon the ratio of population at the time of sugar rationing to the population at the time of the last census; but fast growing coast cities have claimed that this has not offered a solution, due to large increases in population since the May sugar registration. OPA to date has refused to accept other evidence of increased population, with the result that actual sugar scarcities are reported to be developing in certain areas.

Home Repainted—The residence of Mr. and Mrs. Bruce Mellis on Glenn street, has been repainted the last week.

News of Men From Douglas County In War Service

Private First Class George E. Nichols added another stripe to his sleeves at Key field, Miss., this week, when he was advanced to the grade of corporal. Nichols, a son of Mrs. French Nichols, route 2, Roseburg, Ore., entered the service at Fort Lewis, December 6, 1941, and is attached to a tactical unit.

Word has been received here that Lowell Russell, son of Mr. and Mrs. Ralph L. Russell, of this city, has been given the naval rating of airplane mechanics mate, and has been sent to an eastern station for further training. He enlisted at Seattle, where he spent more than a year in the employ of the Boeing airplane factory, and has spent the past six week in training at San Diego, Calif.

Country Club Ladies to Meet—The ladies of the Roseburg Country club will meet Thursday morning at 9:30 at the clubhouse for the weekly contract bridge tournament play. Potluck luncheon will be served at 12:30 o'clock and the golfing will be held at 1:30 o'clock.

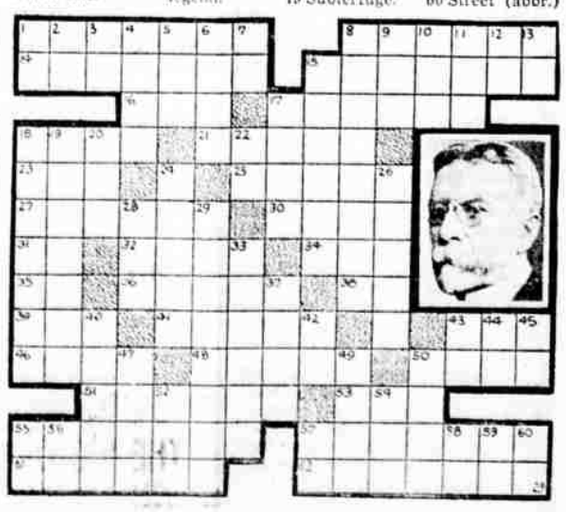
DEAN OF PHOTO-ENGRAVERS

HORIZONTAL
1,8 Pictured late dean of photo-engravers.
14 Stream.
15 Tips.
16 Blackbird.
17 Choice.
18 Depend.
21 Diminutive being.
23 Egg cells.
25 Growing out.
27 Small rivers.
30 English school
31 Bachelor of Surgery (abbr.).
32 Palmyra palm leaf.
34 Terminate.
35 East Indies (abbr.).
36 Drudge.
38 Dawn (comb. form).
39 Scepter.
41 Entangle.
43 Babylonian moon-god.
46 Sharp retort.
48 Vessel with two handles.
50 In a line.
51 Carouses.
53 Fish.
55 Parers.
57 Turns back.
61 Effects.
62 Gift.

VERTICAL
1 South Carolina (abbr.).
2 Chinese measure.
3 Symbol for erbium.
4 Beseech.
5 Chicken.
6 Wife of Geraint in Arthurian legend.
7 New Testament (abbr.).
8 He invented the —— engraving process.
9 Native metal.
10 Receipt (abbr.).
11 Obtain.
12 Any.
13 Nova Scotia (abbr.).
15 Unctuous preparation of wax.
17 Sound.
18 Pillagers.
19 Subterfuge.
20 Melody.
22 Us.
24 Draws.
26 Enrich.
28 Hawaiian bird (pl.).
29 Depreciates.
33 Profits.
37 God of love.
40 Challenges.
42 And (Latin).
43 Senior (abbr.)
44 Innermost satellite of Jupiter.
45 Compass point
47 Hawaiian goddess.
49 Dyeing apparatus.
50 War god.
52 Veteran (colloq.).
54 Hail!
55 Parent.
56 Electrical term.
57 Reprinting (abbr.).
58 Music note.
59 Symbol for thoron.
60 Street (abbr.)

Answer to Previous Puzzle

B	E	R	N	A	R	D	F	R	E	Y	B	E	R	G
A	M	A	T	E	U	R	H	O	A	R	D	E	R	
N	U	N		O	D	E		A	S	P		I	N	E
A	S	K	N	E	G			T	O	Y				
		S	A	I			B	E	R	N	A	R	D	
O	A		Y	A	M	S		F	R	E	Y	B	E	R
F	L	U		N	E	W			C	P	A			
T	E	N	T		N	A		S	H	A	M			
		S	O	D		M	A	T		S	E	A		
A	R	C		E	M		M	P	H		R	M	C	
L	O	R		F	A	D		U	L	E		M	A	A
A	D	E	N	O	M	A		R	O	L	L	E	R	S
N	E	W	Z	E	A	L	A	N	D	F	O	R	C	E



KRNR
Mutual Broadcasting System, 1490 Kilocycles.

(REMAINING HOURS TODAY)
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—Copco 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—Lest 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.

THURSDAY, OCTOBER 29
6:45—Eye Opener.
7:00—News, L. A. Soap Co.
7:15—4-H Club Program.
7:30—News Bulletins.
7:33—State and Local News, Boring Optical.
7:40—Rhapsody in Wax.
8:00—Haven of Rest.
8:30—Musical Interlude.
8:45—Yankee House Party.
9:00—Boake Carter.
9:15—Man About Town.
9:45—Hollywood Salon Orchestra.
10:00—Alka Seltzer News.
10:15—I'll Find My Way.
10:30—News Bulletins.
10:35—Strictly Personal.
10:45—Special Events Program.
11:00—Cedric Foster.
11:15—Office of War Information.
1130—Roseburg Junior High on the Air.
12:00—Interlude.
12:05—Sports Review, Dunham Transfer Co.
12:15—Rhythm at Random.
12:30—Ellsworth for Congress.
12:35—Interlude.
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.
3:00—The Dream House of Melody, Copco.
3:30—News, Douglas National Bank.
3:45—Bill Hay Reads the Bible.
4:00—Fulton Lewis, Jr., Plough Chemical.
4:15—Johnson Family.
4:30—Confidentially Yours.
4:45—Fight Night.
5:00—U. S. Employment Service Program.
5:15—Sinfonietta.
5:30—It Pays to Be Ignorant.
6:00—Dinner Concert.
6:50—Copco News.
6:55—Interlude.
7:00—Raymond Clapper, White Owl.
7:15—Moylan Sisters, Swansdown.
7:30—Oregon Fish Protective Association.
7:35—Art Kassell's Orchestra.
7:45—Freddie Martin's Orchestra.
8:00—Memory Lane.
8:15—Talk by Representative Bolkin—"The Steel Situation."
8:30—This Is the Hour.
9:00—Alka Seltzer News.
9:15—Round-Up in the Sky, E. G. High, Insurance.
9:30—Lest We Forget.
9:45—Fulton Lewis, Jr.
10:00—Sign off.

Grew Warns On Foolish Optimism About Japanese

NEW YORK, Oct. 27—(AP)—Americans were cautioned today by Joseph C. Grew, former ambassador to Japan, to guard against "foolish optimism, a complacent self-confidence" which, he said, would "prepare the way for an unnecessary despair" in the war with Japan.

In an address, Grew listed among the "psychological minefield and ambushes" to be avoided such assumptions as:

1. The Japanese are less formidable because they are not free.

2. The cities of Japan are flimsy and incapable of standing up under incendiary air raids.

3. The Japanese can be starved into submission.

"You can tell the American people," Grew said, that our Japanese enemy is none the less formidable for being unfree. Japanese work well under orders. They are a disciplined people. They are fighting for a cause which is bad, but it is the only cause they know. To them, the imperial homeland is security, patriotism and religion at the same time. The Japanese do not bend. They fight until they can fight no longer."

As for the oft-reported flimsiness of Japanese cities, Grew explained that while the dwellings would burn easily, "the vitals of Japan are modern: The telephone, radio, electric and other centers are up to date."

"Japan has built her cities to withstand shock, fire, concusion," he added. "When I think of the exposed position of Tokyo, and the exposed position of New York, I do not believe that we have occasion for premature self-congratulation."

As for starving the Japanese into submission, the former ambassador warned that:

"Unlike Great Britain, Japan produces enough food for all her inhabitants. I question whether Japan could be starved out, even assuming that the American navy could hold the narrow and dangerous straits of Tsushima, where the Russian fleet perished in 1905. Japan has her own rice, her own garden agriculture, her own fisheries."

Steelhead Bill Backed By Oregon Game Board

PORTLAND, Ore., Oct. 28—The Oregon state game commission has adopted a resolution urging adoption of senate bill 53, known on the November ballot as referendum No. 310, "as a law that will aid in the preservation of steelhead trout and increase the supply thereof."

In commenting on the resolution, E. J. Church, president of the Oregon Wildlife federation, stated: "Members of the state game commission realize, after careful study, that senate bill 53 is a true conservation measure. I urge voters to reaffirm the decision of their legislators, who studied and passed the bill, and Governor Sprague, who signed it, by voting 'yes' on referendum No. 310."

Some Jap Fliers Not Eager to Die, Battle Reveals

PORTLAND, Oct. 28.—(AP)—Some Japanese aviators, at least, are not fanatical about dying for their emperor, James Donovan, seaman first class, said here.

Home after taking part in the battle for the Solomon islands, Donovan described a fight between anti-aircraft gunners of a U. S. fleet detachment and Japanese bombers.

"Our whole fleet opened up at once, filling the sky with bursting shells and white smoke. We had our eyes glued on the leader. Nobody seemed to see the others. The leader kept right on coming passing straight on across the whole fleet of ships, and just above their masts. Suddenly, he swerved a bit, then exploded in mid-air and pieces of that plane fluttered to the water," he said.

"That is where we cut loose. We shouted and cheered, and jumped up and down, and slapped each other like a bunch of kids watching their team win a football game. Those other Japs were dropping out of the sky like birds. We were informed later, but I don't know whether it was true, that of 40 Japs that started for us, not one got back to his base. Our fighters took care of those the ack-ack didn't get.

"Don't let anybody tell you those Japs don't want to be saved. We picked up two of them from their plane, floating in water, and they were glad to be saved. But they were skeptical. They thought we would kill them when we got good and ready. They wouldn't eat at first. Later, it dawned upon them that we would not harm them, and then they brightened up and smiled and laughed."

Turn in Fat From Elk, Deer, Hunters Are Urged

PORTLAND, Oct. 28—(AP)—Oregon hunters were urged yesterday to turn fats from deer and elk over to the government.

Frank B. Wire, state game commission supervisor, said butchers would pay the same prices housewives receive for kitchen drippings.

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