

Roseburg News-Review

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CHAS. V. STANTON, Editor
EDWIN L. KNAPP, Manager

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Editorials on News
(Continued from page 1.)

giving up that threat. Maybe
they're merely going to strike
from some other point.

Time will tell.

THE Russians take Kursk.

A good point to remember is
that Kursk is BACK OF WHERE
THE GERMANS STARTED
FROM last summer.

AT the moment, the Russian
commander to watch is Gen-
eral Vatutin, who is pushing
southward from Kramatorskaya
(see map) toward Mariupol,
on the Sea of Azov, 100 miles
distant.

Vatutin has a mobile force com-
posed largely of tanks, ski sleds
(driven over the snow by air pro-
pellers), ski men and tommy-
gunners. This force is capable of
extremely rapid motion, and as
a matter of fact has been report-
ed as moving at the rate of 20 to
25 miles a day against all the
resistance the Germans have been
able to put up, indicating that
Vatutin has plenty of strength.

Your map will disclose to you
that if he reaches Mariupol the
Rostov land gap will be plugged.

THE Russians hold the south
bank of the Don clear to its
mouth, and their long-range ar-
tillery is shelling Rostov, on the
north bank. The Don is frozen
over, and the dispatches report
that the ice is nearly two feet
thick.

THE Berlin radio is reporting
nervously that Eisenhower on
one side and Montgomery on the
other are getting about ready
for a grand smash on Tunisia
from both sides.

We can't altogether disregard
these nervous mutterings from
radio Berlin. At least twice
they've tipped us off to big Rus-
sian drives that the Russians
hadn't yet announced.

We've known for a long time,
of course, that Eisenhower and
Montgomery are getting ready to
squeeze in on the German posi-
tions in northern Tunisia. Maybe
they're about ready to START.

ALLIED headquarters says that
in the first three months of
fighting in northern Africa we've
knocked out 607 enemy aircraft
and have lost 250 of our own.
That's what is known as "attri-
tion."

The Germans have been send-
ing 'em over to us, and we've
been snacking 'em down.

GETTING back to Knox, he
speaks rather vaguely of es-
tablishment after the war of a
string of island bases clear across
the Pacific "to keep the Japs
disarmed."

We outsiders, having no access
to intelligence reports and know-
ing nothing beyond what is an-
nounced from day to day, are
chiefly concerned with the pros-
pect of DISARMING the Japs.

Keeping them disarmed is still
beyond the range of our vision.

DOES Knox know something?
Or is he just talking in vague
ly hopeful terms to keep our
spirits up?

Someway one wishes he'd
either keep still or speak more
explicitly.

Nine million half-inch lambs'
wool pellets are needed each year
to make coats for U. S. fliers.

Prohibiting the use of tin in
repairing certain small-type gas
meters will save more than 125
tons of this metal a year.

MILK—A PUBLIC UTILITY

EDITORIAL

By Charles V. Stanton

AN official statement issued by the office of price adminis-
tration criticizes milk producers and distributors who threaten
to halt deliveries if prices are not advanced to a point where
they can show a profit on their operation.

The statement issued by OPA is as follows:
"The OPA looks upon supplying milk to the civilian popu-
lation as almost in the nature of a public utility. People who
have been engaged in such activities have a very real respon-
sibility to the communities they serve.

"It certainly is not the policy of OPA that anybody
should have to try to provide milk under impossible conditions
but there are a great many aspects of milk distribution which
from the point of view of the wartime situation are luxuries—
duplication of dairy routes, excessive loss of milk bottles, in
some cases even the existence of retail delivery is a luxury
which may be justified in time of peace but not in time of war.

"There are communities in which producers or producer-
distributors have announced that unless they receive prices
which are higher than they receive any place in the northwest
they are going to discontinue providing milk on a certain day.
This does not seem a reasonable position for these people to take—
it doesn't seem they are quite living up to their obligations
to their communities."

We agree with the OPA that the production and distribu-
tion of milk is a utility, but when the OPA charges that the pro-
ducers and distributors are not living up to "their obligations to
their communities," we are forced to take exception.

We ask in all seriousness, how is it possible for a man to
continue in a business or activity which incurs a continued loss?
And how long can a man be expected to continue such losses
when he can turn to a profitable adventure with less work
and effort?

The entire statement by the OPA follows too closely the
axis policy of "divide and conquer." The OPA statement
quoted above would tend to prejudice the consumer against
the producer and distributor and at the same time set the pro-
ducers and distributors at odds. The statement, as is usually
the case with bureaucratic utterances, deals with generalities
rather than facts. It does not, for instance, show that the
cost of producing a pound of butterfat in the Roseburg area
amounts to from 85 to 89 cents and that the producer receives
only 80 cents. The OPA says, speaking of the threat to cease
deliveries: "This does not seem a reasonable position for these
people to take." But when a producer is losing from 5 to 9
cents per pound on butterfat it would seem to us that it would
be the most reasonable thing in the world to get out of the
business.

The OPA is apparently preparing another blast against
the dairymen. There is a movement on foot to put a ceiling
on alfalfa hay which would cut the price about \$5 from the present
\$35 per ton. When such an order becomes effective OPA can
declare it should be reflected in lower milk prices.

The OPA will find, however, that such action will only
make matters worse. Hay growers, instead of cutting and bal-
ing their hay for use on dairy farms, will simply pasture live-
stock on the fields. There will be a lot more profit in convert-
ing the feed into meat than in paying the high labor costs re-
quired for mowing, drying, baling and transporting to market.
So the dairyman will simply be forced to dispose of his cattle
because he will be unable to provide feed.

The OPA admits the production and distribution of milk
to be a public utility. Public utilities, however, are guaranteed
a profit. Their rate structure is based upon investment, opera-
tion and maintenance costs, and other factors. They are as-
sured that their operation shall be profitable. If, then, milk
production and distribution is, as must be admitted, a utility,
then why is it not entitled also to a fair profit?

KRNR

Mutual Broadcasting System,
1490 Kilocycles.

BEST BETS FOR TODAY

THURSDAY

6:30—Curtain America.
7:15—Guest Artist Series.
8:00—Dark Destiny.
8:30—Salute to the States.

FRIDAY

5:00—National Boy Scout
Week Program.
6:30—Treasury Star Parade.
7:15—Uncle Sam.
9:30—John B. Hughes.

(REMAINING HOURS TODAY)

4:00—Fulton Lewis, Jr. Plough
Chemical Co.
4:15—Johnson Family.
4:30—Confidentially Yours.
4:45—Salvation Army Program.
5:00—Democracy Speaks.
5:15—Superman, Kelllogg's Pep.
5:15—Norman Nesbitt,
Studebaker.
5:45—Bright Horizons.
6:00—Dinner Concert.
6:20—Cepco News.
6:30—Curtain America, Team-
ster's Council.
7:00—Raymond Clapper,
White Owl.
7:15—Guest Artist Series.
7:45—Treasure Hour of Song.
8:00—Dark Destiny.
8:30—Salute to the States.
9:00—Alka Seltzer News.
9:15—Round Up in The Sky.
9:30—Johnny Richard's Orches-
tra.
9:45—Fulton Lewis, Jr.
10:00—News Bulletins.
10:02—Sign Off.

FRIDAY, FEBRUARY 12

6:45—Eye Opener.
7:00—News.
7:15—Blue and Shine.
7:30—News Bulletins.
7:33—State and Local News.
Boring Optical.
7:40—J. M. Judd Says "Good
Morning."

Concerning the NORTHWEST

As Viewed at the
National Capital

By
John W. Kelly

WASHINGTON, D. C., Feb. 11.
Only hard-boiled Bill Jeffers,
rubber boss, stood in the way of
the army confiscating (or buy-
ing) approximately 56,000 pas-
senger cars in Washington and
30,000 in Oregon and taking
every spare tire in the country.
Civilians can go jump in the lake
insofar as the war department is
concerned, and the plan to take
36,000 cars, or perhaps 100,000,
from owners in the northwest is
only part of the scheme which no
one is yet certain has been
scotched by Jeffers.

Furthermore, the war depart-
ment proposed as recently as the
first of this year to abolish pas-
senger bus lines up and down the
coast and to the east. Trucks, it
was suggested, should not be per-
mitted to engage in long hauling.
Purpose of these proposals was to
conserve gasoline (high octane)
for army fliers and to use pas-
senger cars and spare tires for
the army's benefit. Robert P.
Patterson, undersecretary of war,
submitted the program to Jeffers.
The latter blew up.

Board of economic warfare
(Vice President Wallace chair-
man) has been sloshing around
in the jungles of Latin America
trying to obtain crude rubber;
others planting rubber trees. Bill
Jeffers left the presidency of the
Union Pacific to handle rubber.
He discovered that despite all the
talk of synthetic rubber in and
out of congress not one pound
had been produced. The trouble,
he found, was lack of machinery,
the valves, pipes, etc. He asked
for an all-highest priority from
Donald Nelson of war production
board. Patterson protested; he
wanted the same machinery for
production of high octane.
James V. Forrestal, undersec-
retary of the navy, objected; said
for escort vessels, needed them
very urgently because of the Nazi
submarine warfare in the Atlan-
tic. President Roosevelt was in
Casablanca, so Jimmy Byrnes
compromised, giving Jeffers 51.5
per cent of what he demanded.
Byrnes being court of last resort
when Nelson does not decide.

Jeffers Far-Sighted

All that Patterson and Forrestal
see are the immediate require-
ments of their respective services.
Jeffers is looking ahead, which
may be why he climbed from of-
fice boy to president of a railroad.
When the synthetic plants are in
production they will be making
ersatz rubber for the airplanes,
the jeeps and the rest of the
motor equipment, and civilians
can wait their turn, which will
be sometime in 1944.

In addition to planning for the
war department to take private
passenger cars and tires, and
eliminate long distance bus and
truck transportation, Patterson
proposed no Sunday or holiday
driving; no pleasure driving at
any time. Other federal agencies
are stopping pleasure driving in
the east now. Jeffers has no con-
trol over use or rationing of gaso-
line, but he knows that unless
aircraft and shipyard workers
can get to work and return home
production of ships and planes
will materially decrease, that
there will be fewer bombers de-
manding high octane, and it will
be immeasurably longer before
the navy can effectively combat
the submarines.

Now that Jeffers is obtaining
some of the material needed for
synthetic rubber (about 100,000
tons instead of 800,000) Pat-
terson complains that production of
airplanes will be reduced 15,000
this year and "what good is an
airplane without gasoline?" That
delay in production of synthetic
rubber (on which army will re-
ceive first call) will slow down
and retard the army on every
battlefront has apparently not oc-

7:45—Rhapsody in Wax.
8:00—Breakfast Club.
8:30—President's Press Confer-
ence.
8:35—Yankee House Party.
9:00—Becke Carter.
9:15—Man About Town.
9:35—Kay Kyser's Orchestra.
10:00—Alka Seltzer News.
10:15—Shopper's Guide.
10:30—News Bulletins.
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.
12:20—Parkinson's Information
Exchange.
12:25—Rhythm at Random.
12:45—State News, Hansen
Motors.

12:50—News Review of the Am.
1:05—Interlude.
1:15—Sweet and Sentimental.
1:30—Theme and Variations.
2:00—Don Lee Newsreel
Theatre.
3:00—The Dream House of
Melody, Copco.
3:30—Mutual's Overseas Report-
ers.
3:45—Dance Music.
4:00—Fulton Lewis, Jr. Plough
Chemical Co.
4:15—Johnson Family.
4:30—P. T. A.
4:45—Victory Band.
5:00—Natl. Boy Scout Week
Program.
5:15—Superman, Kelllogg's Pep.
5:30—Norman Nesbitt,
Studebaker.
5:45—Bright Horizons.
6:00—Dinner Concert.
6:30—Treasury Star Parade
presents "The Russian
People."
6:50—Cepco News.
7:00—John B. Hughes.
7:15—Uncle Sam, M. Lawson.
7:30—Lone Ranger.
8:00—Memory Lane.
8:15—Herb Hagen's Orches-
tra.
8:30—Music Without Words.
9:00—Alka Seltzer News.
9:15—H. Neighbor, McKean &
Caratona.

DAILY DEVOTIONS

DR. CHARLES A. EDWARDS

Do you believe in making
pledges? Many years ago
when Jacob was forced to
leave his home and family, he
came to a place called Bethel
and he dreamed a strange
dream. When he awoke he
said, "Surely God is in this
place," and he made a pledge
with God, saying, "If God will
be with me and will keep me,
then shall the Lord be my
God, and of all that thou givest
me, I will give a tenth." Here
Jacob pledged a tenth of his
substance. It was natural for
him to make this vow. The
tithe was practiced by Abra-
ham, the friend of God, and
had evidently been revealed
as the will of God for His
people. Since Jesus has prom-
ised to give the abundant life
to all who believe on him, a
Christian should not hesitate
to tithe and to make pledges
to do so. In the Old Testa-
ment the tithe is commanded,
and in the New Testament it
is commended. Therefore let
us as Christians vow to prac-
tise it. When we come to leave
this world, we only possess
what we have given, we take
nothing with us. That is what
Jesus meant when He said,
"Lay up for yourselves treas-
ures in heaven, where moth
and rust doth not corrupt." Are
we rich in our gifts to-
ward God? He gave heaven's
greatest gift. His son. Amen.

curted to Patterson, nor that his
proposal to take passenger cars
and tires from civilians would
knock production into a cocked
hat.

New Road For Canada

Much publicity has been given
the Alcan highway, built by U.
S. army engineers through Al-
berta, British Columbia and Yu-
kon and paid by WPA funds.
However, no publicity has been
given another road project in
Canada also being constructed by
army engineers and being paid
for by American taxpayers. This
is a road from Peace river to
Providence, on Mackenzie river.
The outlet is near the western
end of Great Slave lake and gives
access to the Mackenzie, which
flows into Beaufort sea, a part
of the Arctic ocean. No details
are yet available on the length,
width or cost of this newest
American enterprise. Only justifi-
cation for building this road is
that it serves a military purpose.
Administration has a map of
down on all roads, other than
access roads, in the United States.

Barges Or Tankers?

Fuel oil coordinator's office is
still abuzz in the matter of
authorizing the building of tank
barges to transport oil from Cal-
ifornia to the northwest. Oil
barges are not an experiment but
have been demonstrated. How-
ever, the coordinator apparently
prefers to use tankers, if they
are available, although he has
been notified that west coast
tankers are to be sent elsewhere.
The barges would require no crit-
ical material other than lumber
and a few nails.

GUEST ARTIST SERIES WILL FEATURE MISS STRONG, MRS. LEWIS

KRNR's Guest Artist series
will present Miss Gladys H.
Strong, pianist, and Mrs. Floyd
Lewis, soprano, at 7:15 Thursday
night. Miss Strong will play "On
the Holy Mount" by Dvorak, De-
bussy's "Clair de Lune" and
"Dedication" by Schumann-Liszt.
Mrs. Lewis' program includes a
m.e.c.o. spiritual "Were You
There," an aria from the Mes-
siah, "Come unto Him," "The
Sleep that Fits on Baby's Eyes"
by Carpenter, Schubert's "Ave
Maria," and "The Sleigh" by
Krompholtz.

The U. S. government gets re-
duced rates from most railroads
because of the federal land grants
which helped finance their early
development.

MATERIAL FOR BROODER
HOUSES AND FARM BUILD-
INGS AND PLENTY OF PAINT
AT PAGES (adv)

Honey Plants Of Oregon Discussed in OSC Bulletin

Oregon's honey crop comes
mostly from alfalfa, sweet clover,
fireweed, alsike clover, and hairy
vetch, according to Dr. Herman
A. Scullen of Oregon State col-
lege and George H. Vancil, fed-
eral apiculturist, who are authors
of a new illustrated station bul-
letin 412, "Nectar and Pollen
Plants of Oregon."

The bulletin is the first of its
kind issued in this state and
constitutes a ready reference
work concerning the value of all
of the common types of Oregon
plants as a source of either nec-
tar or pollen for bees.

Honey varies considerably ac-
cording to its plant origin, the
authors point out. Color may
vary from almost water clear to
a dark amber, while the flavor
may range from mild to strong.
These variations affect market
value.

"Successful bee keepers learn
to manage their bees so as to
harvest only the better grades of
honey, while the poorer grades,
so far as possible, are left for
the bees to use themselves," the
authors say.

Many secondary honey plants

important in certain areas are
found in Oregon, such as rasp-
berry, cascara, white clover and
maple trees. The bulletin con-
tains 25 pages of alphabetical
lists of Oregon plants, with de-
scriptions of their honey or pol-
len characteristics.

It also contains maps of the
state, showing the location of
principal honey plants and the
extent of the bee industry in all
counties of the state. Informa-
tion is given too on the compara-
tive sugar concentration in the
nectar of plants and a discussion
of some plants that may be in-
jurious to bees.

This bulletin, free from any
extension office, is designed as
a valuable reference work for
both professional and amateur
beekeepers.

About three-fourths of all
sports equipment now being man-
ufactured goes to members of the
armed services and to those re-
ceiving pre-induction military
training.

The planet Mercury does not
have night and day. One side
is constantly turned to the sun.

BEAUTIFUL NEW WALL
PAPERS ARRIVING AT
PAGES. (adv)

"The Best Tunes of All - Move to Carnegie Hall"

Lincoln's Birthday, Friday, Feb. 12

TUNE IN STATION KPO - NBC - 8:30 TO 9:00 P. M.

Why we are slowing down Train Schedules to California

Effective Feb. 15



If you have traveled on Southern Pacific in recent months, you know
that many of our trains have been late. Very few of you have complained,
and we deeply appreciate your patience and your understanding of our
problems. But we know you have found these late arrivals unpleasant
and inconvenient.

We have tried our best to maintain on-time performance according to
our published time tables, but we are in the same position you would be
in if you promised to arrive home for dinner at a certain time and were
unavoidably delayed by traffic.

So many extra war trains—passenger and freight—are moving over our
lines that we haven't been able to get all regular trains through on time.

A railroad line has limitations on its capacity the same as a highway.
The more automobiles on a highway, the harder it is to "make time."
In the same way the more trains on a piece of track, the more difficult
it is to maintain fast schedules. The task is complicated further when
many of the war freights and troop trains must move on emergency
schedules to which our regular service must be adapted, sometimes on
very short notice. The victory trains come first with us. We know that's
the way you want it.

However, we know that you, as a passenger, would like to be fairly
sure that your train will arrive at its scheduled time so you can make
your plans accordingly.

So, in order to give you more dependability, as well as to reduce the
operating difficulties that late trains create, we are going to lengthen
the schedules of nearly all important trains over our lines. This will
give these trains more time to make their runs and a better opportunity
to reach destinations on time.

The coming changes on February 15 will affect virtually all trains on
the Shasta Route, Overland Route and San Joaquin Valley Line,
(Schedules on our Sunset Route, Golden State Route and Coast Line
were slowed down earlier.)

We know these new schedules will not solve all problems. There will
still be some delays and there will still be crowded trains. But we want
you to know that we'll do everything we can to keep on schedule.

WARNING!

If you plan to start a Southern Pacific trip on or after Feb. 15, be sure
to consult your Southern Pacific agent about the new train schedules.

To get \$25 a month starting
in 10 years, buy an \$18.75
War Bond every month.

S-P

One \$18.75 War Bond
will buy
seven steel helmets.

The Friendly Southern Pacific

IMPORTANT CHANGES in S-P TRAIN SCHEDULES

Effective Feb. 15, 1943



THE ROGUE RIVER Nos. 329 and 330

Southbound

LV. Portland 7:15 P. M.; AR. Roseburg 3:20 A. M.

Northbound

LV. Roseburg 12:15 A. M.; AR. Portland 7:55 A. M.

For Travel Information call

SOUTHERN PACIFIC

J. E. Clark, Agent, Phone 11