

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

Member of the Associated Press
The Associated Press is exclusively
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.

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

Entered as second class matter
May 17, 1920, at the postoffice at
Roseburg, Oregon, under act of
March 3, 1879.

Represented by

WEST-HOLMWAY

New York—271 Madison Ave.
Chicago—260 N. Michigan Ave.
San Francisco—625 Market Street
Los Angeles—121 S. Spring Street
Seattle—603 Stewart Street
Portland—520 S. W. Sixth Street
St. Louis—411 N. Ninth Street

Member
OREGON NEWS-REVIEW
PUBLISHERS ASSOCIATION

Subscription Rates
Daily, per year by mail, \$5.00
Daily, 6 months by mail, 2.50
Daily, 3 months by mail, 1.25

Editorials on News
(Continued from page 1.)

longer than the Great Wall of China and of greater depth; "the greatest building project since the Pyramids" Goebbels' propagandists shout.

LET'S see.
Wasn't it Sophocles who said: "It's men, not walls, that make a state."

ANYWAY, the Great Wall of China was breached and China was overrun.
The fortified castles of the robber barons of the Rhine were ultimately smashed and the robber barons themselves dragged forth to meet the fate they so richly deserved.

HISTORY tells us there is no greater or more dangerous delusion than the "safety" behind fortified walls. Idea that at recurring intervals down through the centuries has taken possession of people's minds.

If you are inclined to doubt, remember France, sitting in fancied security behind her Maginot line.

Look at France now.

OUR navy tells us that five of the 16 Jap bombers that flew against us at Attu Sunday night were shot down and seven more were probably destroyed. The remaining four streaked it westward at top speed after the fight. Six of our P-38s did the job.

WHATEVER mistakes have been made in our conduct of the Pacific war, none of them can be charged against the quality and the courage of our men who are doing the actual fighting.

THE situation in Russia is described as a "significant lull." Both sides are lacking at the other's transport and communication facilities, but the dispatches add that it is obvious both sides are getting large quantities of supplies through to strategic sectors.

Scouting forays are being carried out constantly, but the short nights and long spring days reduce the likelihood that either side will be able to catch the other fellow off guard and hit him where he is disastrously weak.

If you're a normal citizen, you must be disturbed by the number of strikes in this country (more men are said to be idle today in the great rubber city of Akron than ever before).

If this same thing were happening in Japan or Germany, we'd be delighted. The fact that it's happening here must give the Japs and the Germans quite a lift.

THERE isn't much, apparently, that we can do about it right now. We have a labor government, and will continue to have it until at least the fall of 1944—and only government can do much about internal situations such as this. (Preferably by leadership toward SOMETHING BETTER, rather than by force.)

The convictions now being formed in people's minds will determine what kind of government and government policies we are to have after 1944.

We can't afford to waste time now in futile anger. We'll just have to drive ahead and do the best we can with the type of domestic leadership we have.

All-out wars of attrition are like that.

AIR TRAVEL MADE SAFER

EDITORIAL

By Charles V. Stanton

THE newspaper reader, who sees items almost daily concerning service men killed in airplane accidents, doubtless is somewhat surprised by the statement of Major General Davenport Johnson, commanding general of the Second air force, that, in his opinion, military aircraft is the safest mode of transportation in the United States today. But when one considers the extent to which the airplane is being used for transportation of men and materials and the few accidents resulting from straight flying, the safety of the modern airplane may be more thoroughly realized.

There are a great many accidents among cadets in training. There have been many fatalities among combat fliers. These losses are to be expected. Turn three or four hundred 18 to 24-year-old boys loose in as many automobiles in a restricted area and you would expect accidents. It is surprising, when one views the number of training planes simultaneously in the air over a camp where cadets are being taught to fly, that the fatalities are not materially greater in number.

The record of the ferry command and transport service in this war is one of which the nation can well be proud. May 20-21, 1927, Lindbergh made his historic flight across the Atlantic ocean—Minneapolis, N. Y., to Paris, France, in 33½ hours. Bomber and transport planes are spanning the ocean today in from six to eight hours. Such has been the advancement in aviation.

A new type of light plane is now rolling off the production line. It is in the "grasshopper" class—the small planes so popular with flying clubs and aviation enthusiasts in the days preceding the war. This new plane needs only a very small space in which to take-off or land. It climbs at a startlingly steep angle, making it possible to clear trees adjacent to restricted fields. It can fly at a very fast speed, yet can almost hover in the air at 45 miles per hour.

Equipped with radio, it serves as a reconnaissance or spotting plane. It can hang over a target and direct artillery fire, or, with the retarding flaps closed, it can speed away from pursuing fighter craft.

Accompanying troops on the move, it can direct traffic from an elevation which gives full view of the territory ahead. Equipped with stretchers, it provides an ambulance ship, which, because of the small space needed for landing and take-off, can be used close to the front lines.

This plane was developed to meet specific military needs. It is proof of the ability of American engineering genius. In normal peace times years might have been needed to produce a craft with the qualities of this new type of light airplane, but under the stress of military need it already is in quantity production. It is one more factor in providing safe transportation by air.

Today no pilot is seeing combat service with less than nine months of training. In the last war pilots went out to fight often with less than 10 hours of solo flying in their log books.

After this war there will be tens of thousands of well-trained fliers, aviation engineers and mechanics. Research, speeded by war necessity, will have produced new materials, designs and improvements, all combining to bring about increased air safety. Transportation by air, both for freight and passengers, will be a fully matured industry in the post-war world.

Lebanon Lumber Plant Tied Up by Strike

LEBANON, Ore., May 27 (AP)—The Powers Davis Lumber Company mill here was struck today by the walkout of 55 CIO employees protesting the firing of a union member.

Don Downing, union president, said the man refused to take over an assigned job, claiming he was not strong enough for it. Downing said the company violated the labor stabilization agreement by not keeping the employee on the payroll while the case was appealed.

Representatives of the War Manpower commission office in Portland are attempting to settle the issue.

DIAL LOG

By SUSAN

Due to groins and several misunderstandings around, among and between the staff, we've afraid we crossed you up on the program changes. Part of us understood the shift-over was to take place on Thursday and so we didn't get the news to you in time. Our fault, and we're awfully sorry. There's no use trying to put part of the blame on Marshall because the News-Review staff always deletes any complimentary reference to our manager. However, today (Wednesday), as this is being written, there're great doings around the studio as the new program, "Welcome Inn," is being whipped into shape. Faith and Esther will be your air-hostesses when the "Welcome Inn" opens for business this afternoon at 2:15, and all you new neighbors remember this is your program and the girls are here to give you the tunes you'll like to hear.

Don't forget that Let's Talk It Over will be on tonight at 8:30. This is a change, too, as you've been hearing it on Friday.

One other reminder for Thursday evening—7:15 is the new time for Eye Witness News. Now for Friday: You'll be hearing Johnson Family at the new 3:15 time, following the new commentator, Phillip Keyne Gordon. You will be hearing "Let's Talk It Over" at 8:30 on Friday evenings now, at least for a while. Be of good heart, friends (some place, sometime you'll find all your favorite programs—but you may have to search a bit).

Gas Attendant's Checking Duty Is Told Motorists

The gas attendant who asks to see a customer's mileage ration book, checks the windshield sticker and license plates before he lays a hand on the pump is neither forgetting his usual courtesy, nor unduly delaying a sale, L. V. Hammock, chairman of the Roseburg War Price and Rationing board, declared today. This dealer is just doing his best to safeguard his customer's mileage ration from misuse.

The duties of every dealer in carrying out provisions of the mileage rationing regulations that seek to prevent wrongdoers from using gasoline rations they are not entitled to are made clear in a new OPA poster being made available to service stations by their oil companies.

"If the next time you drive into a service station for gasoline, the attendant asks to see your ration book before he pumps the gas it is not because he doubts your honesty," Mr. Hammock advised motorists. "He is merely asking you to cooperate with him to wipe out the black market in gasoline ration coupons."

"The Office of Price Administration has set up rules for him to follow which make it difficult for the unscrupulous person to get any gasoline to which he is not legally entitled."

"Motorists are protecting their own right to a share of driving when they follow the regulations printed on the new service station poster which is being displayed by many of the local filling stations."

The red, white and blue poster carries an "official notice to gasoline consumers" issued by the Office of Price Administration. Mr. Hammock urged all car owners, when they buy gasoline, to read the regulations as printed on the poster so that they can better understand how the rules are intended to protect the honest motorist and make it difficult for the wrongdoer to get by.

Glendale Livestock Club Enjoys Hike and Camp

AZALEA, May 27—The Glendale Livestock club met Thursday afternoon at the home of their leader, Mrs. Velma Walton. County Club Agent E. A. Britton was present and accompanied the group on a hike. When they returned he demonstrated camp cookery to them, and their supper was cooked over a campfire.

Those attending this affair were Marion Clare, Edith Brady, Dale Johns, Billie Jantzer, Dale McCollum, Forrest Peil, Billie Walton, Bobby Backes and Chester Smith, and the leader Mrs. Walton, and the County Club leader, Mr. Britton.

Mrs. Walton served homemade ice cream later in the evening.

U. S. ARMY LEADER

HORIZONTAL		Answer to Previous Puzzle		16 Cognomen	
15 Pictured	U. S. Army man, Maj.-Gen.	CARLOS	ARROYO	18 Distress signal	19 Dine
11 Lyric poems	12 Five and five	13 12 months	14 Half an em	15 Kind of cloth	17 Suffix
18 Ocean	20 Distant	21 Light brown	23 Novel	26 On account (abbr.)	27 Toward
28 Cleaning device	30 Virginia (abbr.)	31 Gape	32 Expunged	33 Sun god	34 Jumbled type
37 Authors	40 Ditch	44 Either	45 Parent	46 Atmosphere	47 Ruthenium
48 Honey maker	50 Small dog	53 Ampere	54 Grain	55 Vice president	56 Palm lily
57 Incline	58 Behavior	60 Female sheep	62 Parts of circles	65 He is commander of U. S. troops	15 South American
66 Stratum	40 Domesticated	41 Tear	42 Weep	43 Color	44 Wrong
45 Bone	5 Wage	6 One	7 Kentucky	8 Born	9 Deserve
10 Railroad	60 Nova Scotia	61 Rough lava	64 Senile (abbr.)		

U. S. ARMY LEADER

1. Carlos Arroyo, 2. Distress signal, 3. Dine, 4. Enemy, 5. Neither, 6. First woman, 7. Material for stuffing, 8. Hike, 9. Document, 10. Exist, 11. Iniquity, 12. Cry, 13. Before, 14. Tree fluid, 15. Domesticated, 16. Tear, 17. Weep, 18. Color, 19. Wrong, 20. Bone, 21. Wage, 22. One, 23. Kentucky, 24. Born, 25. Deserve, 26. Railroad, 27. Nova Scotia, 28. Rough lava, 29. Senile (abbr.), 30. South American, 31. Cognomen, 32. Distress signal, 33. Dine, 34. Enemy, 35. Neither, 36. First woman, 37. Material for stuffing, 38. Hike, 39. Document, 40. Exist, 41. Iniquity, 42. Cry, 43. Before, 44. Tree fluid, 45. Domesticated, 46. Tear, 47. Weep, 48. Color, 49. Wrong, 50. Bone, 51. Wage, 52. One, 53. Kentucky, 54. Born, 55. Deserve, 56. Railroad, 57. Nova Scotia, 58. Rough lava, 59. Senile (abbr.), 60. South American, 61. Cognomen, 62. Distress signal, 63. Dine, 64. Enemy, 65. Neither, 66. First woman, 67. Material for stuffing, 68. Hike, 69. Document, 70. Exist, 71. Iniquity, 72. Cry, 73. Before, 74. Tree fluid, 75. Domesticated, 76. Tear, 77. Weep, 78. Color, 79. Wrong, 80. Bone, 81. Wage, 82. One, 83. Kentucky, 84. Born, 85. Deserve, 86. Railroad, 87. Nova Scotia, 88. Rough lava, 89. Senile (abbr.), 90. South American, 91. Cognomen, 92. Distress signal, 93. Dine, 94. Enemy, 95. Neither, 96. First woman, 97. Material for stuffing, 98. Hike, 99. Document, 100. Exist, 101. Iniquity, 102. Cry, 103. Before, 104. Tree fluid, 105. Domesticated, 106. Tear, 107. Weep, 108. Color, 109. Wrong, 110. Bone, 111. Wage, 112. One, 113. Kentucky, 114. Born, 115. Deserve, 116. Railroad, 117. Nova Scotia, 118. Rough lava, 119. Senile (abbr.), 120. South American, 121. Cognomen, 122. Distress signal, 123. Dine, 124. Enemy, 125. Neither, 126. First woman, 127. Material for stuffing, 128. Hike, 129. Document, 130. Exist, 131. Iniquity, 132. Cry, 133. Before, 134. Tree fluid, 135. Domesticated, 136. Tear, 137. Weep, 138. Color, 139. Wrong, 140. Bone, 141. Wage, 142. One, 143. Kentucky, 144. Born, 145. Deserve, 146. Railroad, 147. Nova Scotia, 148. Rough lava, 149. Senile (abbr.), 150. South American, 151. Cognomen, 152. Distress signal, 153. Dine, 154. Enemy, 155. Neither, 156. First woman, 157. Material for stuffing, 158. Hike, 159. Document, 160. Exist, 161. Iniquity, 162. Cry, 163. Before, 164. Tree fluid, 165. Domesticated, 166. Tear, 167. Weep, 168. Color, 169. Wrong, 170. Bone, 171. Wage, 172. One, 173. Kentucky, 174. Born, 175. Deserve, 176. Railroad, 177. Nova Scotia, 178. Rough lava, 179. Senile (abbr.), 180. South American, 181. Cognomen, 182. Distress signal, 183. Dine, 184. Enemy, 185. Neither, 186. First woman, 187. Material for stuffing, 188. Hike, 189. Document, 190. Exist, 191. Iniquity, 192. Cry, 193. Before, 194. Tree fluid, 195. Domesticated, 196. Tear, 197. Weep, 198. Color, 199. Wrong, 200. Bone, 201. Wage, 202. One, 203. Kentucky, 204. Born, 205. Deserve, 206. Railroad, 207. Nova Scotia, 208. Rough lava, 209. Senile (abbr.), 210. South American, 211. Cognomen, 212. Distress signal, 213. Dine, 214. Enemy, 215. Neither, 216. First woman, 217. Material for stuffing, 218. Hike, 219. Document, 220. Exist, 221. Iniquity, 222. Cry, 223. Before, 224. Tree fluid, 225. Domesticated, 226. Tear, 227. Weep, 228. Color, 229. Wrong, 230. Bone, 231. Wage, 232. One, 233. Kentucky, 234. Born, 235. Deserve, 236. Railroad, 237. Nova Scotia, 238. Rough lava, 239. Senile (abbr.), 240. South American, 241. Cognomen, 242. Distress signal, 243. Dine, 244. Enemy, 245. Neither, 246. First woman, 247. Material for stuffing, 248. Hike, 249. Document, 250. Exist, 251. Iniquity, 252. Cry, 253. Before, 254. Tree fluid, 255. Domesticated, 256. Tear, 257. Weep, 258. Color, 259. Wrong, 260. Bone, 261. Wage, 262. One, 263. Kentucky, 264. Born, 265. Deserve, 266. Railroad, 267. Nova Scotia, 268. Rough lava, 269. Senile (abbr.), 270. South American, 271. Cognomen, 272. Distress signal, 273. Dine, 274. Enemy, 275. Neither, 276. First woman, 277. Material for stuffing, 278. Hike, 279. Document, 280. Exist, 281. Iniquity, 282. Cry, 283. Before, 284. Tree fluid, 285. Domesticated, 286. Tear, 287. Weep, 288. Color, 289. Wrong, 290. Bone, 291. Wage, 292. One, 293. Kentucky, 294. Born, 295. Deserve, 296. Railroad, 297. Nova Scotia, 298. Rough lava, 299. Senile (abbr.), 300. South American, 301. Cognomen, 302. Distress signal, 303. Dine, 304. Enemy, 305. Neither, 306. First woman, 307. Material for stuffing, 308. Hike, 309. Document, 310. Exist, 311. Iniquity, 312. Cry, 313. Before, 314. Tree fluid, 315. Domesticated, 316. Tear, 317. Weep, 318. Color, 319. Wrong, 320. Bone, 321. Wage, 322. One, 323. Kentucky, 324. Born, 325. Deserve, 326. Railroad, 327. Nova Scotia, 328. Rough lava, 329. Senile (abbr.), 330. South American, 331. Cognomen, 332. Distress signal, 333. Dine, 334. Enemy, 335. Neither, 336. First woman, 337. Material for stuffing, 338. Hike, 339. Document, 340. Exist, 341. Iniquity, 342. Cry, 343. Before, 344. Tree fluid, 345. Domesticated, 346. Tear, 347. Weep, 348. Color, 349. Wrong, 350. Bone, 351. Wage, 352. One, 353. Kentucky, 354. Born, 355. Deserve, 356. Railroad, 357. Nova Scotia, 358. Rough lava, 359. Senile (abbr.), 360. South American, 361. Cognomen, 362. Distress signal, 363. Dine, 364. Enemy, 365. Neither, 366. First woman, 367. Material for stuffing, 368. Hike, 369. Document, 370. Exist, 371. Iniquity, 372. Cry, 373. Before, 374. Tree fluid, 375. Domesticated, 376. Tear, 377. Weep, 378. Color, 379. Wrong, 380. Bone, 381. Wage, 382. One, 383. Kentucky, 384. Born, 385. Deserve, 386. Railroad, 387. Nova Scotia, 388. Rough lava, 389. Senile (abbr.), 390. South American, 391. Cognomen, 392. Distress signal, 393. Dine, 394. Enemy, 395. Neither, 396. First woman, 397. Material for stuffing, 398. Hike, 399. Document, 400. Exist, 401. Iniquity, 402. Cry, 403. Before, 404. Tree fluid, 405. Domesticated, 406. Tear, 407. Weep, 408. Color, 409. Wrong, 410. Bone, 411. Wage, 412. One, 413. Kentucky, 414. Born, 415. Deserve, 416. Railroad, 417. Nova Scotia, 418. Rough lava, 419. Senile (abbr.), 420. South American, 421. Cognomen, 422. Distress signal, 423. Dine, 424. Enemy, 425. Neither, 426. First woman, 427. Material for stuffing, 428. Hike, 429. Document, 430. Exist, 431. Iniquity, 432. Cry, 433. Before, 434. Tree fluid, 435. Domesticated, 436. Tear, 437. Weep, 438. Color, 439. Wrong, 440. Bone, 441. Wage, 442. One, 443. Kentucky, 444. Born, 445. Deserve, 446. Railroad, 447. Nova Scotia, 448. Rough lava, 449. Senile (abbr.), 450. South American, 451. Cognomen, 452. Distress signal, 453. Dine, 454. Enemy, 455. Neither, 456. First woman, 457. Material for stuffing, 458. Hike, 459. Document, 460. Exist, 461. Iniquity, 462. Cry, 463. Before, 464. Tree fluid, 465. Domesticated, 466. Tear, 467. Weep, 468. Color, 469. Wrong, 470. Bone, 471. Wage, 472. One, 473. Kentucky, 474. Born, 475. Deserve, 476. Railroad, 477. Nova Scotia, 478. Rough lava, 479. Senile (abbr.), 480. South American, 481. Cognomen, 482. Distress signal, 483. Dine, 484. Enemy, 485. Neither, 486. First woman, 487. Material for stuffing, 488. Hike, 489. Document, 490. Exist, 491. Iniquity, 492. Cry, 493. Before, 494. Tree fluid, 495. Domesticated, 496. Tear, 497. Weep, 498. Color, 499. Wrong, 500. Bone, 501. Wage, 502. One, 503. Kentucky, 504. Born, 505. Deserve, 506. Railroad, 507. Nova Scotia, 508. Rough lava, 509. Senile (abbr.), 510. South American, 511. Cognomen, 512. Distress signal, 513. Dine, 514. Enemy, 515. Neither, 516. First woman, 517. Material for stuffing, 518. Hike, 519. Document, 520. Exist, 521. Iniquity, 522. Cry, 523. Before, 524. Tree fluid, 525. Domesticated, 526. Tear, 527. Weep, 528. Color, 529. Wrong, 530. Bone, 531. Wage, 532. One, 533. Kentucky, 534. Born, 535. Deserve, 536. Railroad, 537. Nova Scotia, 538. Rough lava, 539. Senile (abbr.), 540. South American, 541. Cognomen, 542. Distress signal, 543. Dine, 544. Enemy, 545. Neither, 546. First woman, 547. Material for stuffing, 548. Hike, 549. Document, 550. Exist, 551. Iniquity, 552. Cry, 553. Before, 554. Tree fluid, 555. Domesticated, 556. Tear, 557. Weep, 558. Color, 559. Wrong, 560. Bone, 561. Wage, 562. One, 563. Kentucky, 564. Born, 565. Deserve, 566. Railroad, 567. Nova Scotia, 568. Rough lava, 569. Senile (abbr.), 570. South American, 571. Cognomen, 572. Distress signal, 573. Dine, 574. Enemy, 575. Neither, 576. First woman, 577. Material for stuffing, 578. Hike, 579. Document, 580. Exist, 581. Iniquity, 582. Cry, 583. Before, 584. Tree fluid, 585. Domesticated, 586. Tear, 587. Weep, 588. Color, 589. Wrong, 590. Bone, 591. Wage, 592. One, 593. Kentucky, 594. Born, 595. Deserve, 596. Railroad, 597. Nova Scotia, 598. Rough lava, 599. Senile (abbr.), 600. South American, 601. Cognomen, 602. Distress signal, 603. Dine, 604. Enemy, 605. Neither, 606. First woman, 607. Material for stuffing, 608. Hike, 609. Document, 610. Exist, 611. Iniquity, 612. Cry, 613. Before, 614. Tree fluid, 615. Domesticated, 616. Tear, 617. Weep, 618. Color, 619. Wrong, 620. Bone, 621. Wage, 622. One, 623. Kentucky, 624. Born, 625. Deserve, 626. Railroad, 627. Nova Scotia, 628. Rough lava, 629. Senile (abbr.), 630. South American, 631. Cognomen, 632. Distress signal, 633. Dine, 634. Enemy, 635. Neither, 636. First woman, 637. Material for stuffing, 638. Hike, 639. Document, 640. Exist, 641. Iniquity, 642. Cry, 643. Before, 644. Tree fluid, 645. Domesticated, 646. Tear, 647. Weep, 648. Color, 649. Wrong, 650. Bone, 651. Wage, 652. One, 653. Kentucky, 654. Born, 655. Deserve, 656. Railroad, 657. Nova Scotia, 658. Rough lava, 659. Senile (abbr.), 660. South American, 661. Cognomen, 662. Distress signal, 663. Dine, 664. Enemy, 665. Neither, 666. First woman, 667. Material for stuffing, 668. Hike, 669. Document, 670. Exist, 671. Iniquity, 672. Cry, 673. Before, 674. Tree fluid, 675. Domesticated, 676. Tear, 677. Weep, 678. Color, 679. Wrong, 680. Bone, 681. Wage, 682. One, 683. Kentucky, 684. Born, 685. Deserve, 686. Railroad, 687. Nova Scotia, 688. Rough lava, 689. Senile (abbr.), 690. South American, 691. Cognomen, 692. Distress signal, 693. Dine, 694. Enemy, 695. Neither, 696. First woman, 697. Material for stuffing, 698. Hike, 699. Document, 700. Exist, 701. Iniquity, 702. Cry, 703. Before, 704. Tree fluid, 705. Domesticated, 706. Tear, 707. Weep, 708. Color, 709. Wrong, 710. Bone, 711. Wage, 712. One, 713. Kentucky, 714. Born, 715. Deserve, 716. Railroad, 717. Nova Scotia, 718. Rough lava, 719. Senile (abbr.), 720. South American, 721. Cognomen, 722. Distress signal, 723. Dine, 724. Enemy, 725. Neither, 726. First woman, 727. Material for stuffing, 728. Hike, 729. Document, 730. Exist, 731. Iniquity, 732. Cry, 733. Before, 734. Tree fluid, 735. Domesticated, 736. Tear, 737. Weep, 738. Color, 739. Wrong, 740. Bone, 741. Wage, 742. One, 743. Kentucky, 744. Born, 745. Deserve, 746. Railroad, 747. Nova Scotia, 748. Rough lava, 749. Senile (abbr.), 750. South American, 751. Cognomen, 752. Distress signal, 753. Dine, 754. Enemy, 755. Neither, 756. First woman, 757. Material for stuffing, 758. Hike, 759. Document, 760. Exist, 761. Iniquity, 762. Cry, 763. Before, 764. Tree fluid, 765. Domesticated, 766. Tear, 767. Weep, 768. Color, 769. Wrong, 770. Bone, 771. Wage, 772. One, 773. Kentucky, 774. Born, 775. Deserve, 776. Railroad, 777. Nova Scotia, 778. Rough lava, 779. Senile (abbr.), 780. South American, 781. Cognomen, 782. Distress signal, 783. Dine, 784. Enemy, 785. Neither, 786. First woman, 787. Material for stuffing, 788. Hike, 789. Document, 790. Exist, 791. Iniquity, 792. Cry, 793. Before, 794. Tree fluid, 795. Domesticated, 796. Tear, 797. Weep, 798. Color, 799. Wrong, 800. Bone, 801. Wage, 802. One, 803. Kentucky, 804. Born, 805. Deserve, 806. Railroad, 807. Nova Scotia, 808. Rough lava, 809. Senile (abbr.), 810. South American, 811. Cognomen, 812. Distress signal, 813. Dine, 814. Enemy, 815. Neither, 816. First woman, 817. Material for stuffing, 818. Hike, 819. Document, 820. Exist, 821. Iniquity, 822. Cry, 823. Before, 824. Tree fluid, 825. Domesticated, 826. Tear, 827. Weep, 828. Color, 829. Wrong, 830. Bone, 831. Wage, 832. One, 833. Kentucky, 834. Born, 835. Deserve, 836. Railroad, 837. Nova Scotia, 838. Rough lava, 839. Senile (abbr.), 840. South American, 841. Cognomen, 842. Distress signal, 843. Dine, 844. Enemy, 845. Neither, 846. First woman, 847. Material for stuffing, 848. Hike, 849. Document, 850. Exist, 851. Iniquity, 852. Cry, 853. Before, 854. Tree fluid, 855. Domesticated, 856. Tear, 857. Weep, 858. Color, 859. Wrong, 860. Bone, 861. Wage, 862. One, 863. Kentucky, 864. Born, 865. Deserve, 866. Railroad, 867. Nova Scotia, 868. Rough lava, 869. Senile (abbr.), 870. South American, 871. Cognomen, 872. Distress signal, 873. Dine, 874. Enemy, 875. Neither, 876. First woman, 877. Material for stuffing, 878. Hike, 879. Document, 880. Exist, 881. Iniquity, 882. Cry, 883. Before, 884. Tree fluid, 885. Domesticated, 886. Tear, 887. Weep, 888. Color, 889. Wrong, 890. Bone, 891. Wage, 892. One, 893. Kentucky, 894. Born, 895. Deserve, 896. Railroad, 897. Nova Scotia, 89