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CAR SHORTAGE PENDING

By CHARLES V. STANTON

Local sawmills are beginning to feel the pinch of a freight car shortage which may be even more critical than that of last year. Views of the freight car situation are decidedly pessimistic, as a combination of conditions indicates that cars will be lacking to handle all the large volume of freight expected to require transportation facilities during the third and fourth quarters of the year.

The Pacific Northwest Advisory Board, in the report of its recent meeting, anticipates a need for from 15,000 to 16,000 more cars than last year. Grain in the Pacific Northwest, for instance, will need 1,638 more cars than last year. Potatoes and fresh vegetables will require 2,800 more cars. More than 12,000 additional cars will be needed in the timber industry, exclusive of the requirements of the specialized manufacturing division. Because of increased building construction in the Pacific Northwest, 1,200 cars more than were used last year will be needed to haul cement, sand, gravel and stone. Increased population and industrial activity will require 5,000 more cars than last year to haul gasoline, fuel oil and petroleum products. Decreases in some lines of production will release about 10,000 cars.

As of June 1, according to the report, railroads nationally had 1,387 less cars in service than at the same time last year. On the brighter side, the railroad companies had 127,689 freight cars on order, but deliveries at the rate of 9,000 per month afford only a net gain of about 1,000 per month as about 8,000 worn out cars are being retired monthly. At the same time the railroad companies had 11,000 more cars on repair tracks June 1 than at the same time last year.

Shortage of freight cars in 1947 caused heavy losses in the timber industry and also occasioned some loss to the agricultural industry. The situation may be fully as critical this year.

One factor causing alarm is that the demand for cars will peak more sharply than last year, due to the prolonged wet spring. The weather set back the harvest of grain and fruit. At the same time lumbering was handicapped because of difficulty in securing logs. Mills now are producing at more than usual volume to make up back orders. The peak of demands from both the lumber and agricultural industries will occur simultaneously.

Although far more cars will be needed this year than last, there will be some offset to the increased demand.

Railroad companies, profiting from last year's experience, are cooperating in plans for better handling of their limited facilities. Arrangements have been made for faster service. The various companies are increasing the number of employees to be used in cleaning cars so that the time out of service for cleaning will be shortened. Companies are working with shippers to cut loading and unloading delays. Every effort is promised to expedite cars and to obtain maximum use. Full cooperation between the railroads and shippers may serve to reduce losses considerably from those of last year.

Indications are, however, that the car shortage will be serious. The pinch already is being felt, particularly by some of the smaller sawmills located off the main lines. It is to be expected that the shortage will be felt more keenly as the harvest season advances toward the simultaneous peak demand between the timber industry and the agricultural industry.

Local interest is centered in equality of service. No complaint is justified in the event all areas receive equal recognition. Last year, however, there was rank discrimination against that section of Oregon served exclusively by the "Friendly" Southern Pacific. Douglas County, in particular, was the victim of discrimination until Congressman Harris Ellsworth and other members of the Oregon delegation in Congress went to bat for our shippers. It is to be hoped that this area will not be subjected again to discrimination but will be given service equal to that accorded to all other producing sections.

Editorial Comment

From The Oregon Press

PERMITS FOR BARTENDERS

(Salem Statesman)

The system of licensing bartenders will hold them by the short hairs. If by sale of booze to minors they lose their permits to tend bar they will surely look closely for fuzz on the upper lips of young customers. The negligent bartender will share penalties with the indifferent bartender.

This will work quite a revolution in the liquor dispensing business. It has been said that most of the bartenders have had only a fifth grade education. Be that as it may, they now, by liquor board order, will be required to qualify to continue in their vocation. Ability to cut the suds off a mug of beer or wipe off the bar will not be enough. Hereafter they'll have to be able to meet the commission's requirements. These are not stated in affirmative terms, but negatively: the commission may refuse a permit to a hophead or a drunkard or an axon or a violator of the state liquor laws if the commission thinks he shouldn't have it

either on the ground of public convenience or for protection of the safety, health, welfare, peace and morals of the state.

The new regulation will not go into effect until the November 1st. After that the man in the white apron or the barmaid will have to have this permit (cost \$1 per year) as well as the union button showing dues paid up.

The bartender's and waitresses' unions have objected to the regulation because they think it is an unjust imposition on those employed in serving liquors. It will be an item of expense, and considering the turnover in such employment will probably produce a tidy sum for the commission. The latter's purpose, however, is not revenue but better policing. Just as power to cancel or suspend a tavern owner's license is quite an effective policeman, so that same power over the one who tends bar will act as an automatic disciplinarian. At least that is what the commission thinks.

The regulation is something of an experiment. Initially the pains and penalties may be sparingly invoked. After all tending bar doesn't attract workers from the upper strata. But it may prove a means of improving in liquor dispensing places the respect for laws. The bartender has a stake himself in observing regulations governing the liquor business.

OUT OUR WAY



WHY MOTHERS GET GRAY

By J. R. Williams

Scraps From The Mending Basket

By VIAHNETT S. MARTIN

Yes, "people are funny"—even housewives.

E. J. likes to tell about a florist he knew in Detroit, years ago, who had a lot of very fine bulbs on hand and decided to give his customers the benefit of a sale.

So he filled the window for about two feet deep—his shop was downtown and very nice—with the really choice bulbs, and put a price by the dozen on them that would "move them in a hurry." But they stayed right there—few were sold.

It annoyed him. He cleared the window out. Arranged some crumpled velvet, with a half dozen bulbs in a fancy bowl, and he upped the price—plenty!

The bulbs priced at so much each went like hotcakes. His customers evidently knew a good thing when they saw it. But the owner of the shop scratched his head: "All the world's queer but these and me—and sometimes I think there is a little queer!"

During World War I, I was doing welfare work which included supervising a girl's club

in which we put a simple cafeteria where the girls could have a restful lunch-time. They liked it—but there were complaints about it, and much waste of the coffee, sugar and cream, which was furnished free. Talk was not effective.

So I decided to charge exactly what the materials cost. There was no more waste. No more complaints. And the girls really enjoyed their coffee more, it seemed.

Looking back on your own childhood: doesn't it seem that the things that cost you a lot of effort, or self-denial, or for which you had to wait a long time, or what seemed a long time, meant far more to you than things that came too easily? I wonder if the poet was not right who said: "For anything worth having we must always pay the price. And the price is always labor and self-sacrifice."

(I think that isn't quoted perfectly, but you will know what I mean—and maybe someone will tell me how it should read.)

In the Day's News

(Continued From Page One)

If, on the other hand, they come to the realistic conclusion that we're much too tough to tackle, there will be peace. That is more or less the long and the short of it.

THE Air Force today clarifies the status of WAR material recently loaded aboard freight cars at Camp Phillips, near Salina, in Kansas. (The loading stirred a lot of rumors.)

The Air Force says calmly that the supplies will be shipped to England for use by B-29 bombers now on training missions there.

WE all know why the B-29 bombers are in England. They're ready to be in a pinch. They're like a squad of policemen standing around in a place where a riot might happen. The presence of policemen at such times and in such places often keeps riots from happening.

AN 11-year-old youth down at Martinez holds up the woman proprietor of a grocery store with a 22 rifle. When he tells her: "This is a stick-up," and she replies laughingly: "You can't fool me; I know who you are," he shoots her.

Asked why he did it, he answers: "I saw other kids with money, and I didn't see why I shouldn't have some too."

POOR kid. Somewhere, somehow, he got a terribly wrong steer on life and what it is all about. AM around him, at the moment when he grabbed his trusty rifle and started on the prowl, were laws that were simply crying to be mowed. The owners of the laws (even as you and I were hungry for an opportunity to pay some nice boy a dollar an hour or more to mow them.

If this poor, deluded youngster had mowed the laws, collected his money, put it into savings bonds and had kept up the process long enough the time would have come when he could have had a grocery store of his own. If he had stayed with it through the years, following the good old rule

of spend a little less all the time than you earn, the day could have come when he could have had a little chain of grocery stores that would have been his own.

Instead, he went out with a gun to take it away from a poor old woman who was working hard for her money.

EVERYTHING, it looks like, gets around to Russia sooner or later these days. Even this case of the 11-year-old who took the wrong way to get money.

The Russians claim their Communist system is so much better than anything else on earth that they are obligated to IMPOSE IT ON THE WORLD BY FORCE. Hence this mess we're in.

If the Russians' system really IS so much better for people, all they need to do is to go peacefully ahead with it, producing more than anybody else, providing their people with a higher standard of living than anybody else, and in the course of time we'll all come knocking at their doors and saying: "Let us in on this rich and rewarding scheme of yours."

Instead, they're threatening to shoot hell out of us if we don't knuckle under and accept their way.

AS a result of this wrong method, we'll have to send the Martinez 11-year-old to jail. For the same reason, we may have to go to war with Russia.

Dixiecrat Revolt Booms

Confederate Flag Sale

BIRMINGHAM, Ala., July 23—(AP)—The sale of Confederate flags has skyrocketed here—and the Birmingham Chamber of Commerce credits the recent meeting of rebellious Southern Democrats for the boom.

Letters and telephone calls from throughout the nation for the Stars and Bars have swamped flag dealers, chamber officials say.

One woman from Santa Barbara, Calif., wrote for "a lot of Confederate flags." She said "there are hundreds of thousands of people in the West who will join in the states' right fight."

Another flag seeker from California said she was a Republican but that didn't matter.

The lumber yield in Oregon during 1947 was sufficient to build more than 400,000 five-room homes.

Bond Fixed to Free Logs From Lien

Upon the request of Miles H. Feero and Melvin Bergstrom, plaintiffs in a suit in Circuit Court against Frank L. Phillips and John Carl, defendants, Circuit Judge Carl E. Wimberly has fixed \$1000 as the amount of cash bond required from the plaintiffs in order to release the defendants' lien against logs owned by the plaintiffs, pending the outcome of the suit to establish the amount owed by the plaintiffs to the defendants in a logging operation transaction.

The plaintiffs further ask for a decree fixing \$833.35 as the total gross sum remaining unpaid from the plaintiff to the defendant, less the amounts of \$252.20 U. S. withholding tax, \$15.73 social security, and \$38 state industrial accident commission withholding. The amount of \$833.35 has been tendered in court by the plaintiffs.

The plaintiffs assert that between May 19 and June 25, 1948, the defendants felled and bucked \$1,370 feet of peeled logs at \$10 per thousand and 126,609 feet of mill logs at \$10 per thousand for a total value of \$1,573.35. They further state they have paid \$740 of this amount, but assert that the defendants have refused to accept the amount of \$833.35, which plaintiffs allege is due, and has filed liens against the logs felled and bucked.

Two Suits Follow Traffic Accident

Two separate actions to recover money have been filed in Circuit Court by Charles Harp against B. K. Lehnner and George H. Greenburg, as the result of an accident involving the plaintiff's 1947 truck and the defendant's 1941 dump truck on Highway 99 two miles north of Roseburg Dec. 19.

In one suit Harp asks damages of \$100 as the amount he was required to pay the Queen City Fire Insurance Company before collecting from the company the cost of repairs to his truck resulting from the accident, and \$300 for alleged loss of use of his truck.

The second suit asks damages of \$13,971.66, the stated amount paid by the insurance company plus the \$100 paid by Harp for repair of damages to the truck. The complaint states that the insurance company assigned and set over to the plaintiff all its title and interest in and to its claim against the defendant.

The plaintiff in both suits charges negligence by the defendant on five separate counts.

What makes you tick?

"How Happy Are You In Your Work?"

1. Do you have a hard time getting up in the morning? ☐
2. If you suddenly fell heir to a lot of money, would you stop working? ☐
3. Do you think you're underpaid for what you do? ☐
4. Did you ever want to tell your boss off? ☐
5. Do you think that office "politics" sometimes keep you from getting ahead? ☐

If your answer is "yes" to three or more of the above questions, chances are you're not very happy in what you do. Two "yeses" is above average. One "yes" would definitely classify you as a rare individual who probably enjoys everything—home, marriage, sports, children, etc.

Listen to the unusual program that entertains by telling you all about yourself!

Sunday—2:30 P. M.
KRRR
Mutco Broadcasting System

Information On Fish Bearing Tag Asked of Angler

Will the Roseburg angler who caught a tagged fish at Mossy Glen, near Circle H Lodge July 15, please send the tag, or the number of the tag, to the State Game Commission, Roseburg, Ore.? This was the request made today by Ross Newcomb, state game department biologist, in charge of the Umpqua River study.

This particular fish, Newcomb says, apparently traveled a considerable distance from the point of release. It is desired to learn whether it was migrating upstream or downstream, as the direction of travel is of much importance in the river study.

The fisherman, Newcomb said, merely reported catching a tagged fish, but did not give his name nor the number appearing on the tag. It is requested that the tag be mailed to the commission or the number be reported. Mail addressed to the commission at Roseburg is delivered to the local representatives.

Rumors of tagged fish being caught without reports being made still persist and, in fact, tracing some of these rumors has

resulted in gathering valuable information, Newcomb said. He requests that every tagged fish be reported as soon as possible after it is caught, and the tag mailed to the commission.

Reports to date, Newcomb says, cover approximately 12 per cent of the tagged fish released in the Umpqua system.

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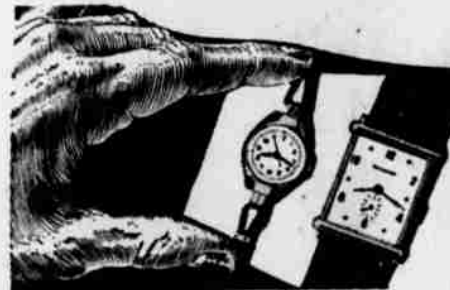
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HOW GOOD IS A WATCH?



Are there any differences in watches? Is there, let us say, any difference between a given watch bought at one store and that bought at another? Can I buy, for example, the same style of Hamilton watch in Portland, Eugene or Roseburg?

Certainly, one can buy the same style watch at any number of stores—the movements and cases may be identical—but you can seldom buy the same time-piece. Consider this apparent contradiction:

TWO VALUES

When we purchase a watch, we should purchase two commodities: a piece of jewelry and a number of years of time-keeping service. Of these two commodities the time-keeping service is the most important and hence most valuable. Unless a watch provides its wearer with accurate timekeeping even its jewelry value becomes insignificant. Often, however, we find that watch purchasers are predominantly interested in the design of the watch, the number of jewels or the thickness of gold, factors which in themselves often make little or no difference in the service.

If it is time-keeping service we are buying, how, then, is the best way to buy it—how can one be certain that he is going to be able to depend upon his watch?

SERVICE FIRST

The very nature of the mechanics in a watch requires that it be cleaned every two years. If you should drop or otherwise damage it, the watch will certainly need repairs; and every watch needs a little adjusting now and then. Watchmaking service, then, is a very important factor affecting the actual time-keeping.

If watchmakers were all alike, watches with the same movements would give the same service. We know, however, that all watchmakers are not equally skilled. Some are very efficient and some are incompetent.

Hence, the actual value of a watch depends upon the watchmaking service it receives over a period of years.

The watchmaking business is a customer service offered primarily for the purpose of backing up the watches sold by that store. Very few reliable jewelry store owners expect to realize any marked profit from their watchmaking department. Yet, without it, a jewelry store would sell few watches and would become, in effect, a "gift store." Knudtsens guarantee that every watch they sell must be satisfactory—that it must keep accurate time, be waterproof and shockproof if it is sold as such, and in general meet the most exacting standards in service. This guarantee system is backed by their fine watchmaking department. Watches sold by Knudtsens are given first priority over all others that they repair. Much of the time, therefore, Knudtsens cannot accept outside work at all. Knudtsens have three capable watchmakers expedited by the latest scientific watch-checking instruments.

SINCE 1886

Knudtsens have been in business in Roseburg for over sixty years during which time they have sold many thousands of watches. These timepieces require periodic cleaning and repair, and, because they were purchased at Knudtsens, they come first.

For these reasons, watches of the same style and make are not the same everywhere, but depend upon the service and guarantee of the jeweler who sells them. If the jeweler is competent your watch will give accurate and reliable time-keeping service.

At Knudtsens every watch is guaranteed to give satisfactory service for the life of the watch and all adjustments or repairs are done free of charge for one year.

Therefore, whatever the name or style of watch, you may be sure of timekeeping service when you choose a watch design at Knudtsens.

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