

Forum Will Hear Member of British Parliament

Reginald Sorenson, a member of the British Parliament, will deliver an address at forum under the auspices of the American Friends Service Committee and sponsored by the Roseburg Ministerial Association Wednesday at 8 p. m. at the Junior High School Auditorium, Rev. Forrest Hill, Association President, announced today.

Sorenson, who will speak on "The Price of Peace," has worked in a factory, shop and office, the announcement states. In 1916 he was appointed a minister of the Free Christian Church.

He was organizing secretary of the Fellowship of Reconciliation. Since 1916 he has been active in agricultural, labor and educational fields. In 1929 he was elected on the Labor platform to the British Parliament from Leyton. He is vice-president of the National Peace Council and the International Fellowship League; chairman of the West Africa Committee; a member of the Colonial Advisory Committee; member of the Parliamentary Deputation to India, and a member of the Labor Party's Imperial Advisory Committee.

He has visited and lectured in over 10 countries and written several books, among them are "God and Bread," "In Family and Humanity," and "My Impression of India."

J. N. Hutchinson, Retired Forestry Worker, Dies

Joseph N. Hutchinson, 85, well-known resident of Roseburg, died suddenly Monday evening at his home at 644 Cobb Street. He was born near Minneapolis, Minn., March 2, 1863, and came to Oregon from Wisconsin about 45 years ago. He made his home near Tillier for a number of years and was employed by the U. S. Forestry Service until his retirement about 22 years ago. Since that time he has made his home in Roseburg. Mr. Hutchinson was never married.

Surviving is a sister, Miss Anna L. Hutchinson, of Roseburg. Funeral services will be held in the chapel of the Long & Orr Mortuary Thursday, Oct. 28, at 10:30. Dr. C. A. Edwards officiating. Following the services the body will be taken to Eugene for cremation.

Funeral Services Held For Mrs. Katie Walker

Funeral services for Mrs. Katie Walker, 83, who died Saturday Oct. 23, will be held Thursday at 2 p. m. in the chapel of the Long & Orr Mortuary. Vault interment will follow in the Civil Bend Cemetery. Rev. Simmons will officiate at the service.

Mrs. Walker was born Feb. 12, 1865, in Indiana. She has lived in this community for the past 11 years.

System for Street Names Aim of Planners

Restriction of automobile parking on Court and Douglas Sts., and the report of K. D. Lytle on a future traffic route in West Roseburg. Parking Restrictions Asked. The Commission recommended that parking be allowed only on one side of Douglas St., from Chadwick St. east to the city limits. It will be up to the city manager to designate on which side cars may park.

The Commission also recommended that all parking be eliminated on Court St., between N. Main and N. Jackson Sts., and on the north side of Court St. between N. Main and Fowler Sts. Mayor Albert G. Flegal presented the arguments heard in a recent City Council meeting, that to eliminate parking on the north side of the street would allow residents free entry into their driveways and prevent children from running into the street from between parked cars. The County Courthouse is on the south side of the street.

Lytle reported that his committee, appointed to study a future link between the Oak street

Bridge and Harvard Ave., had decided that the only feasible plan would be to widen the existing streets, which is now being done. The commission also recommended that the central business district zone be extended southward to McClain St., between S. Main and S. Stephens Sts., as recommended to the City Council last Feb. 7.

The resignation of Mrs. Betty Mae Clark as secretary of the City Planning Commission was accepted.

Tentative approval was given to the Thomas Kerr plat, part of the Clover Kerr Addition, east of the Airport Inn on Pacific Highway North.

Approval was given Cloakes Ferry subdivision, on the Melrose Road west of Roseburg; Winston Homes Plat, on the Pacific Highway near Winston, and the River Paradise Tracts No. 2, in the vicinity of the Umpqua Plywood Corp.

Transportation Strike Hits New York City

(Continued from Page One)

of getting even."

He gestured toward a corner drugstore. "Buy some footpads and start walking."

Taxis Do Rushing Business. Strangers crowded together in taxis bound for the same general destinations.

The city's well-known thoroughfares—Fifth and Madison Avenues and many other streets were emptied of buses.

All facilities of the city-owned subway and elevated lines in Manhattan, Queens and the Bronx were geared to rush-hour service for the duration of the strike.

Extra buses rolled on city-owned lines in Manhattan and Queens to relieve the press.

Target of the walkout is the State Public Service Commission. Employees demand that it grant permanent increases which would enable payment of about \$5,000,000 in retroactive wage hikes.

Vital Statistics

Divorce Suit. SMALL—Mary J. vs. Eugene F. Small. Married at Dover, England, Feb. 9, 1932. Cruel and inhuman treatment charged. Custody of two children and \$100 monthly support asked. Plaintiff asks for decree declaring her sole owner of lot 1, block 75, Southern Addition, Roseburg.

DECREE QUIETS TITLE. Circuit Judge Carl E. Wimberly has issued a decree in favor of Harvey A. Boyd and Adella A. Boyd against F. M. Black, Jane Ose Black and all the unknown heirs of both parties in a suit to quiet title to the north half of the northwest quarter and north half of south half of the northwest quarter of the southwest quarter, section 23, township 30 south, range 5 west of Willamette Meridian, all in Douglas County and comprising about 30 acres.

TRUCKS IN COLLISION. Art Pollard, Roseburg, sustained slight injuries in an accident early this morning, when the pickup, owned by the Proflame Gas, Inc., which he was driving, and a gravel truck collided at the intersection of Pacific Highway 99 and Garden Valley Road.

Pollard, taken to Mercy Hospital, was released after treatment.

TWO 'VAGS' NABBED. Clement William Ryan, Portland, arraigned in Municipal Court on a vagrancy charge Tuesday, pleaded guilty and was committed to the city jail for 10 days in lieu of a \$10 fine. Judge Ira B. Riddle reported.

Arthur Raymond Crum, a transient, arrested on a similar charge, was "floated."

Tide Rolls for Demos, President Truman Says

(Continued from Page One)

that 750,000 persons greeted Mr. Truman as he paraded from the Blackstone Hotel through streets loaded with holders of Truman signs and alight with fireworks.

Later, grinning happily at the applauding throng in the Stadium, the chief executive said he had gotten the "facts" of the campaign before the people by a strenuous personal campaign.

"I've seen and talked to more than six million people in the United States and they know the facts now," he said.

Sea Dictator Threat. The presidential parade passed through a lane of crimson flames from Madison Street in the Loop to Ashland Avenue, near the Stadium. Salvos of bombshells were fired into the air. The Civic Opera Building was illuminated from top to bottom. Other fireworks turned into huge portraits of President Truman and Senator Alben W. Barkley, his running mate.

The president, in his talk, unmistakably sought to imply that a Republican victory would pave the way for a dictatorship in this country.

"In our own time," he said, "we have seen the tragedy of the Italian and German peoples, who lost their freedom to men who made promises of unity and efficiency and security."

Governor Dewey has been talking of unity and efficiency throughout his campaign.

"Racial and religious oppression—big business domination—inflation—these forces must be stopped and driven back while there is yet time," Mr. Truman said.

He spoke also of "dangerous men" who are "attacking Catholics, Jews, Negroes, and other minority races and religions" and declared the "shocking" displaced persons bill passed by Congress "cruelly discriminated against Catholics and Jews."

Airport Improvement Delayed by 'Red Tape'

(Continued from Page One)

a recent engineering study, indicating that removal of a minimum of 22,000 cubic yards of earth from a hill near the Airport would be required to achieve a 30-to-1 approach angle for planes using the field, Bartlett said.

More than a half-million cubic yards would have to be moved in another plan being considered, or almost 237,000 cubic yards in an alternative proposal for removing obstructions to the flight of planes at the local airport.

Bartlett said his department is seeking a CAA easement to a 30-to-1 approach angle here, instead of a 40-to-1 angle usually required for a Class 3 field. If the CAA holds to the latter, a minimum of 48,000 cubic yards would have to be moved to shear off the top of a nearby hill.

Bartlett urged the Roseburg Chamber of Commerce to have Senator Guy Cordon and Representative Harris Ellsworth consult with CAA officials in Washington on the airport problem. He asserted that CAA officials in the East have no conception of the engineering difficulties in constructing airports in mountainous country, such as in Western Oregon, and to ask for an approach angle to the field that would be impractical here.

Women's Interest Noted. At the outset of his address Bartlett praised the women in his audience for attending the forum, because they "have to be

Dewey, Confident of Win, Eases Speech Schedule

(Continued from Page One)

when Dewey follows the president into Cleveland tomorrow, into Boston Thursday and into New York City Saturday.

Mr. Truman, keeping one day ahead all the way, will close his campaign Saturday in Independence, Mo., his home town.

Dewey Speaks Tonight. Dewey has announced that in Chicago tonight he will outline how he proposes to put into ef-

The Weather

U. S. Weather Bureau Office Roseburg, Oregon. Forecast for Roseburg and vicinity: Partly cloudy today, becoming clear tonight. Wednesday clear, somewhat warmer.

Highest temp. any Oct. 56. Lowest temp. for any Oct. 22. Highest temp. yesterday 57. Lowest temp. last night 40. Precipitation yesterday 0. Precipitation from Oct. 1 71. Precipitation from Sept. 1 242. Deficit from Sept. 1 78.

Fredrickson's PHOTO LAB. In Our New Home Soon. 103 E. Cass. Watch For Our Opening.

Saturday's Neewollah Parade Plans Shaping

(Continued from Page One)

at 9 p. m. at the Country Club. Wayne Crooch, chairman, reported each couple is to come in costume or at least be masked. The dance floor will be decorated. Members and their wives are urged to bring guests.

A membership contest was planned by the executive committee following the meeting. Forbes and Glenn Scott were named as

team captains. Points will be given for new members and for attendance at the meetings. The contest will continue until Dec. 13, and the losing side will be required to be hosts at an entertainment later.

A report on the forthcoming

county community chest drive was made by Crooch.

Forbes reported on a meeting with National Junior Chamber President Paul Bagwell of Detroit, Mich., who will be in Eugene Nov. 9. A delegation from the Roseburg group will attend.

He expressed his belief that the Veterans Administration had made a "mistake" in ruling that flight training under the GI Bill of Rights should be for "vocational" purposes only. He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Windows, Doors & Paint

PAGE LUMBER & FUEL. 154 E. 2nd Ave. S. Phone 242.

Hospitalization—Sickness Accident—Life—Annuities. BENEFICIAL. Standard Life Insurance Co. SAVE REGULARLY WITH US! W. B. "Bill" Patterson. Phone 508-XX.

Airport Improvement Delayed by 'Red Tape'

(Continued from Page One)

a recent engineering study, indicating that removal of a minimum of 22,000 cubic yards of earth from a hill near the Airport would be required to achieve a 30-to-1 approach angle for planes using the field, Bartlett said.

More than a half-million cubic yards would have to be moved in another plan being considered, or almost 237,000 cubic yards in an alternative proposal for removing obstructions to the flight of planes at the local airport.

Bartlett said his department is seeking a CAA easement to a 30-to-1 approach angle here, instead of a 40-to-1 angle usually required for a Class 3 field. If the CAA holds to the latter, a minimum of 48,000 cubic yards would have to be moved to shear off the top of a nearby hill.

Bartlett urged the Roseburg Chamber of Commerce to have Senator Guy Cordon and Representative Harris Ellsworth consult with CAA officials in Washington on the airport problem. He asserted that CAA officials in the East have no conception of the engineering difficulties in constructing airports in mountainous country, such as in Western Oregon, and to ask for an approach angle to the field that would be impractical here.

Women's Interest Noted. At the outset of his address Bartlett praised the women in his audience for attending the forum, because they "have to be

team captains. Points will be given for new members and for attendance at the meetings. The contest will continue until Dec. 13, and the losing side will be required to be hosts at an entertainment later.

A report on the forthcoming

county community chest drive was made by Crooch.

Forbes reported on a meeting with National Junior Chamber President Paul Bagwell of Detroit, Mich., who will be in Eugene Nov. 9. A delegation from the Roseburg group will attend.

He expressed his belief that the Veterans Administration had made a "mistake" in ruling that flight training under the GI Bill of Rights should be for "vocational" purposes only. He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing how to fly" would be an asset for any person seeking future jobs, even if lessons are taken chiefly for pleasure.

Bartlett declared his opinion that the Airport should be a joint city-county operation, since an improved airport would be of major benefit to farmers whose perishable foods could be speeded to distant markets. He scolded the opinion held by some that development of the Airport with public funds would be a subsidy benefiting only the airlines. He cited development of highways and land grants to railroads as similar public support of transportation.

He said that "knowing