

The News-Review

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PARTIALLY RIGHT

Congressman Harris Ellsworth forced an apology from officials of the Veterans Administration when they belittled Roseburg, according to news dispatches.

The chief medical officer of the Veterans Administration was reported to have told a Senate subcommittee that trouble has been experienced in staffing the Hospital at Roseburg because of isolation, poor transportation and distance from town.

Ellsworth's civic pride reportedly was shocked and he proceeded to deliver a Chamber of Commerce oration on Roseburg's advantages, succeeding so well that he drew an apology and a promise of a personal visit to Roseburg this fall.

The VA officer was correct on only one of three counts and that was regarding transportation. We'll also mark him half correct on another, that of isolation, insofar as isolation involves inadequate transportation.

Poor transportation facilities handicap operation of the Veterans Hospital as they do all business and industry in the area. Movements of patients in and out of the Hospital is seriously complicated by the fact that we have a train service unique for its lack of consideration for requirements of communities served. Our airport is not suitable for commercial use except in emergencies. Dependent almost entirely upon highway travel, we must traverse the poorest sections of the Pacific Highway in Oregon going either way from Roseburg.

Two of these handicaps we can overcome. The third, and the one which should be easiest to eliminate, offers the least probability of improvement.

We can and probably will build a better airport in the near future. There are indications that some of our highway bottlenecks are soon to be removed. But to get the Southern (Friendly) Pacific to furnish any kind of adequate passenger train service—which any live-wire, free enterprise corporation seemingly would be anxious to do—is about as hopeless as a "yes" from Russia.

Reconstruction of our airport to permit feederline plane service would remove one of the biggest handicaps to "isolation" of the Veterans Hospital here. Most VA officials travel by air. Accustomed to quick trips between hospitals and facilities, and working on close schedules, they can hardly be blamed for turning in adverse reports on the Roseburg site when they must use three days to and from Portland for an inspection trip here, in addition to suffering the tortures of a ride on the "Friendly" Southern Pacific's midnight "Jerky-Worky," or travel the "seasick sections" of the Pacific Highway in an automobile.

We would think that a company, which boasts of its progressiveness, as does the Southern (Friendly) Pacific, would be ashamed to admit of a passenger train such as the one serving Southern Oregon. (Of course that's why it's run after dark—so no one can see it.) But apparently the S.P. (Friendly) has no pride where a profit dollar is concerned. So, as long as our "friendly" railroad company doesn't want our passenger business and doesn't care what effect its lack of service has on the welfare of the community, we'll apparently have to spend our own dollars to find some better way of getting in and out of our beautiful Umpqua Valley.

The quickest and best way to solve that problem is by means of an airport. Work is progressing in engineering a field suitable for feederline use and it probably will not be long until a definite plan is submitted for financing the cost, which, heavy though it may be, will be justified by benefits.

The greatest handicap to staffing the Veterans Hospital at Roseburg, however, is not found in any of the factors mentioned—isolation, poor transportation and distance from town. The major handicap is in the housing shortage. Plenty of staff members could and would come to Roseburg, as is, if suitable living quarters could be obtained after arrival. But the present Hospital management has seen dozens of good men and women come and go simply because they could find no adequate place in which to live.

And this condition, while a definite handicap at present, proves that one of the objections previously raised to the Roseburg site rapidly is disappearing. The Veterans Administration has been critical of the Roseburg site because the Hospital was adjacent to a "small town." Now, with new houses being built as rapidly as artisans can erect them, the housing shortage continues as acute as ever, showing how rapidly we are growing out of the small town class. And, furthermore, the extension of new construction completely around the federal reservation indicates that the VA official who said the Hospital is too far out of town hasn't been around lately to see how things have changed. We don't know how a hospital could be much closer to town, unless it were planted in the middle of the business district.

Plane Brings Navy Man To Polio-Stricken Wife

LOS ANGELES, June 1.—(AP)—"Oh, God, I hope she pulls through."
This brief prayer of hope was uttered by Navy Chief Storekeeper William J. Kopytko after a 5,000-mile emergency flight from Guam to see his wife, Marion, 30, critically ill with polio.
His wife, in an iron lung, recognized him and smiled briefly. Then tears filled her eyes. It was their first meeting in 16 months.
Kopytko reached here by plane yesterday. After visiting his wife in General Hospital, he was driven to nearby Long Beach to see his nine-month-old son, Rickey, for the first time, and for a reunion with his daughter, Sally Jo, aged three. The children are staying with relatives.

Newest Community In Oregon Is 'Power City'

POWER CITY, June 1.—(AP)—This is the first story to be dated "Power City"—Oregon's newest community.
Located in a fast growing district between Umatilla and McNary damsite, Power City got its name at a "Name Our Town" contest dance sponsored by local merchants.
Suggesting the winning name and sharing prizes were William Arkell, A. M. Orvalla and Vernice Munson, all of Power City, and Lucile Mittelstedt, Hermiston.
18 SAVED FROM FIRE
LO SANGELES, June 1.—(AP)—Eighteen aged men and women were carried to safety Tuesday as fire swept Westview Sanitarium. Loss was estimated by officials at \$25,000.

A Lot Of Help He Turned Out To Be!



Scrap from the MENDING BASKET

By Viachett S. Martin

Do you ever wonder if some of the letters you see printed in metropolitan newspaper columns are "made up?" I did—until the conductor of such a column in a large city asked me to answer letters of a certain type for her. Answer them personally, not through the newspaper.
This I did. And as soon as the letter had been answered I burned the one I had received, and tried to forget the contents—and names of the writers.
"The Autocrat of the Breakfast Table" warns his readers to beware to whom they entrust the key to the "side-door" of their minds. Almost anyone, under strong emotional strain, or seemingly befogged with a mentally chaotic indecision, or overwhelmed with despair, is likely to open that "side door" to one in proximity—or in some cases, take pen in hand and find release from the pressure that way.
And what bitter cause they have to regret the choice of a confidant if that one "remem-

Editorial Comment

From The Oregon Press

PLAYING INTO HANDS OF DISASTER
(Grants Pass Courier)
Every wage earner knows the government takes a heavy cut in income taxes but few, probably, realize the many methods used to take from him some of his earnings so that the government can spend from 41 to 45 billions each year.
Every time one rides a train, passenger plane or an overland bus within the United States, he must pay the government 15 cents for each dollar of fare whether his travel be for business or pleasure.
The tax was established as a war measure to discourage unnecessary travel so that the transportation agencies would be able to find room for war personnel. In its inception, the tax revenue was a secondary consideration.
The war has been over for nearly four years but the tax remains—strictly for the revenue it produces. Transportation facilities no longer are overcrowded.
The transportation tax is only one of many imposed as a war measure and retained today because our government spends every cent of the taxpayers' money they can obtain rather than see some of their people lose their public jobs, their fat expense accounts or their personal power which comes from having money to spend.
When one questions the policy of ever increasing the direct and indirect tax load on our people, the Administration apologists counter with the declaration that our imperative national defense measures absorb the major portion of the federal income.
We have no quarrel with those who raid our pocketbooks for necessary defense funds. Our quarrel is with those in control who refuse to keep to a minimum other government expenditures until such time as we may be relieved of some of the taxes for national security.
Those individuals who seek a "welfare" or an "insured" or a Socialist state, we suspect, chortle with glee every time some additional billions are allocated

In the Day's News

(Continued from Page One)

Siberia by voting AGAINST THE SLATE.
That upset the Russian apple cart.

S—The Russians took advantage of a quite legitimate strike of Western German railway workers, acted as STRIKE-BREAKERS to prolong the strike, and in this way succeeded in breaking down land transport into the city—thus, in effect, re-establishing the blockade.

2. In order to supply our people and the Germans who have persistently and at great risk to themselves stayed on our side, we have had to start up our air-raft again.

There the matter stands at the moment.

COMMENT?
Well, this is all I can think of:
Such is cold war.

LET'S turn back, for a second, to the strike.
The Russians BOSS the German railroads in their zone. They insisted on paying the railroad workers in EAST GERMAN MARKS, which have about the same purchasing power in Germany as Confederate currency in America.

The railroad workers (most of them anti-Communist) struck to enforce their demand for payment in West German marks, which have real purchasing power.

WHEREUPON—
The Russians—who everywhere else have promoted and encouraged and financed strikes with the idea of setting themselves up as the protectors of the right to strike as a sacred human right—TURNED STRIKE-BREAKERS OVER NIGHT and used their police power to stop the strike and compel the workers to go on working for funny money that wouldn't buy things.

(Not even the ruggedest, rabidist, hard-boiled capitalist who ever sat at his diamond-studded, gold-plated desk and counted his ill-gotten gains ground out of the faces of the helpless worthy poor could ever have dared to oppose a strike called by workers who

Sgt. D. R. Lincks' Body To Be Buried June 3 At Riddle



(Picture by Clark's Studio)

The body of the late Staff Sgt. Darrell R. Lincks, U.S.A.F. (above) son of Mrs. Floyd Smith 1150 Corey Ave., will arrive in Roseburg accompanied by military escort at 11:30 p.m. Thursday, June 2, and will be escorted by honor guard of the local veterans organizations and the Gold Star Mothers to the Long & Orr Mortuary.

Funeral services under the auspices of the First Church of Christ Scientist, Roseburg, will be held in the chapel of the Long & Orr Mortuary Friday, June 3, at 2 p.m. Military honors under auspices of Umpqua Post No. 16, American Legion, will follow at Riddle Cemetery, where interment is to take place.

Staff Sgt. Lincks was born at Fresno, Calif., Feb. 12, 1918. He was educated in the public schools at Riddle and was graduated in the class of 1937. He attended Oregon State College for two years, where he studied aeronautical engineering. He was married to Miss Maxine Dement at Roseburg Oct. 31, 1941. He was employed at the local Montgomery Ward store at the time of his enlistment in the Army Air Force Dec. 19, 1941.

Sgt. Lincks was first assigned to Sheppard Field, at Wichita Falls, and later to the field at Amarillo, Texas, where he was an instructor in hydraulics for a year before going overseas.

He was stationed in England, serving as gunner with the 477th Bomb Group of the 8th Air Force. He lost his life on Mar. 11, 1944, when a crippled B-17 bomber crashed in the English Channel on its return from a raid on Munster, Germany. Staff Sgt. Lincks was awarded the Good Conduct Medal, the Air Medal with Oak Leaf Cluster and the Purple Heart (posthumously).

Surviving are his mother and step-father, Mr. and Mrs. Floyd Smith, Roseburg; his father and stepmother, Mr. and Mrs. George R. Lincks, El Cerrito, Calif.; his widow, Mrs. Maxine Lincks Durand, Coos Bay, and his maternal grandmother, Mrs. Albert Tompkins, Riddle, Ore.

Child Runs Back Into Burning House, Perishes

ST. MARIES, Idaho, June 1.—(AP)—A two-year-old girl ran back into a burning house Tuesday morning and died in the flames, sheriff's office said.

Sandra Irvine's body was found huddled behind a davenport when the fire was put out.

Her parents, Mr. and Mrs. Sam Irvine, and two other children got out of their burning home safely. But Sandra became frightened and dashed back into the house before she could be stopped, officers said.

Her father had to be removed through a window. He has been in bed for a year with a broken back. He was injured in a logging accident.

wanted only to be paid in money that would buy something instead of in money that isn't even good to light fires with.)

SCREWBALL?

Of course it's screwball.
COLD WAR IS SCREWBALL.
(And now we know that Communism, which talks protection of the right to strike out of one side of its mouth one day and talks strike-breaking out of the other side of its mouth the next day, is screwball.)

Four Years Of Silence Win Divorce For Wife

NEW WESTMINSTER, B. C., June 1.—(CP)—It was a long silencing—four years of it.
It was disclosed in Supreme Court here that Dr. Charles Benwell had not spoken directly to his wife, Audrey, for four years. Any messages were relayed by a daughter.
Mrs. Benwell also testified she had to borrow food from friends while her husband ate steak in his bedroom. He also moved the telephone to his room.

He told the court he had been forced to cook all his own meals since 1944. He ate in the bedroom; she in the dining room.

Mrs. Benwell was granted a judicial separation on grounds of "legal cruelty." Dr. Benwell is a psychiatrist.

FIRST JAP WOMAN JUDGE

TOKYO—(AP)—Japan soon will have its first woman judge.
She is Mitsuko Ishiwata, 45. She is one of 123 Japanese just graduated from the Judicial Training Institute of the Japanese supreme court.
Miss Ishiwata probably will be assigned to the Tokyo District court. She first took up the law 11 years ago. She was graduated from Meiji University law college in 1944.

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FROM THE NEWS OF 50 YEARS AGO

Local Brevities
AN ACCIDENT—Lee Love and S. M. Guptill had an accident on the Deer Creek bridge this morning that might have resulted very disastrously. A bad hole in the planking of the bridge caused finally going over and back up, and smashing one wheel of the wagon badly. This bridge has long been in an unsafe condition and no longer be delayed.

Roseburg Review

July 25, 1898

We wonder if any of Lee Love's or Mr. Guptill's descendants are living here and whether they, or anyone else, remembers this particular incident. We find many items in these old, yellow issues that recall bygone days. Sometimes we wonder how the happenings of many years ago affect those persons today. Much suffering and poverty can be averted, we're sure, if good insurance is a part of everyone's plans.

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