

## Society

### P.N.G. CLUB HOLIDAY PARTY TO BE HELD

The P.N.G. club annual Christmas party will be held at a six-thirty o'clock planned dinner Thursday night at the I.O.O.F. hall. Those attending are asked to bring a 50 cent gift to exchange.

### BETHANY CIRCLE TO MEET ON THURSDAY

Bethany circle of Faith Lutheran church will meet Thursday evening at eight o'clock at the home of Mrs. Wendell Clark, 917 Hamilton street. Members and friends are cordially invited and are asked to bring a gift not to exceed \$1 in price to exchange.

### DRESSMAKING ALTERATIONS

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CHINATOWN SHINDIG participants are these beauties: Top to bottom—left, Mary Sprout, Donnie Simmons, Helen Cordon, Margaret Krewson. Top to bottom—right, Irene Sanders, Jeanne Holmquist, Rachel Root, Beth West, Mary Gravik. Center is Marguerite Siefarth. They will appear in the Elks lodge home talent charity show, Dec. 15, 16 and 17 as "Sailorettes," "Dragon Girls," and "China Dolls." Other features will be Chuck Capps as "The Merchant Sailor," Evelyn Klockzien as "Limehouse Lil," Bert Mintzer as "Chinatown Kate," and Gordon Bevan as the drummer in a special solo. (Picture by Photo Lab)

### "Tick's" Tips On Veterans Hospital

By L. J. "TICK" MALARKY  
Shortly after Pearl Harbor a couple of teenagers at Roseburg high thought that nursing would be a fine profession. Most experts agreed the war would last 10 years or more. Nurses would be badly needed.

The war years rolled along. Down at Astoria, St. Mary's hos-

pital enrolled Ardith Polk; Good Samaritan, Portland, registered Ruth Collett. "Tip's" reporter knows Ardith—she suffered with him when a logger's "widow maker" once slammed him in the back instead of his head—the latter invulnerable to injury. Date of accident, July 14, 1949. Even attended Miss Polk's wedding when she and young Arthur Filliger, Astoria, vowed to have each other for better or worse.

When Private M's turn in the "pill line" on ward 6 got to the home plate Saturday morning who do you think was the nurse in charge? None other than Ruth Collett. Small world. Back to her home, 416 E. 1st Avenue, N., in Roseburg, starting out in the practice of her profession—with all enthusiasm of the young for this very noble work. Our "Bamboos," "Graybeards" and "Kids" like this recent graduate of Good Samaritan hospital.

Ruth "Colleen" Collett, our ranks by the Grove salute. "At ease"—"carry on"—"cheerio," and all the other salutations. We think you are tops.

This morning the smells from Jovial Joe's canteen were good. Car tops were covered with a skiff of snow and the juke box was playing: "I'm Dreaming of a White Christmas."

A Patterson bakery driver and a small boy were delivering maple rolls, donuts, cookies, bread and pies. The morning was nippy; coffee was coming over the counter that had been brewed by "Jolly Jo Ann" Showalter.

"Where did Uncle S. have you marching during this last fist-cuff?" the stranger was asked. "Buried in a lonesome fort somewhere in Missouri," replied

### UW President Cites World Ills

RIVERSIDE, Calif., (AP)—Man misunderstands the law of human behavior and that's what is wrong with the world, Dr. Raymond B. Allen, president of the University of Washington, said. Addressing about 50 educators from leading western universities and colleges, Dr. Allen declared:

"Much of the chaotic state of affairs today can be traced to the fact that though we are learning more about the human being, the laws of human behavior

have yet to be laid down." The educators are meeting here in the 26th annual session of the Institute of World Affairs, sponsored by the University of Southern California. Dr. Allen said "the nation's foreign policy of encouraging freedom everywhere can only be as effective as its military power is capable of enforcing the policy."

Dr. Roscoe Pound, dean emeritus of Harvard's law school, also spoke at the opening session.

Paul W. Ellis the Patterson man, who sailed the seven seas for Uncle Samuel during the last world wide argument. One "yaky-yak" led to another and Paul said that before World War II he was with the state highway department. Now peddles the products made by "Pat" and his ovens.

"Say Dad, look at that swell lumber truck that Mr. Betley wants to sell!" This from fifth grader, Paul W. Ellis, Jr. "Son, let's get going. We got other places to go. I'm late now. Santa Claus is not me."

"Jovial Joe" was last seen weeping in his very early morning coffee. "Say, 'Tick' how do I go about joining the American Legion?" asked Lenny Post, chief of "Queen Peggy" Joyce's vegetable and fruit rooms.

"You see my Dad belongs to the postal employee's post in New York city; he thinks that he will be able to come west to the national Legion convention at Seattle this next summer. I would like to meet him there as a comrade Legionnaire."

An application signed five bucks changed hands and Roseburg post 16 will soon have a new member with 1950 dues paid. Lenny is just one of the "Kids"

### Sales Managers In Car Industry Are Optimistic

By DAVID J. WILKIE  
Associated Press Automotive Editor

DETROIT, (AP)—Sales managers throughout the auto industry are more optimistic than ever about prospects for the year ahead.

Perhaps this is a normal attitude for sales executives. Of course there never was a pessimistic sales head in the car industry. But right now they appear to have very good reason for expecting business to continue at high levels through most of the next year.

Virtually all the auto manufacturers a year ago believed a new production record would be made in 1949. However, only a few expected total car and truck production to top 6,000,000 vehicles. That figure will be reached

there is dinner to cook at home—must hurry. We matched. Mildred lost. "30"—Now—"Tick."

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Tues., Dec. 13, 1949—The News-Review, Roseburg, Ore. 9

next week. As a basis for optimism the industry's heads note an increasing interest in new car purchases rather than the repeated repairing of older vehicles. Moreover, millions of cars are overdue to the scrap heap.

There continues to be a keen interest in new car price tags. A question more frequently heard in automotive trade circles is whether there ever again will be a \$1,000 passenger car of the standard that prevailed before the war.

The answer, so far as established auto makers are concerned, is that the \$1,000 standard size vehicle with pre-war refinements is nowhere in sight now. The prospect for substantial price cuts, too, doesn't look very bright at present. Perhaps there will be several more cheaper cars but they can be produced

only by eliminating much of what has come to be regarded as standard equipment in today's motor vehicles.

Several auto manufacturers are pushing plans to build cars in a price range lower than their present field.

Several other makers also are considering modifications that will enable them to bring out vehicles that can be priced somewhat lower. But in no instances does any of this thinking contemplate a \$1,000 car. In most instances the objective is a broadening of the car maker's marketing area.



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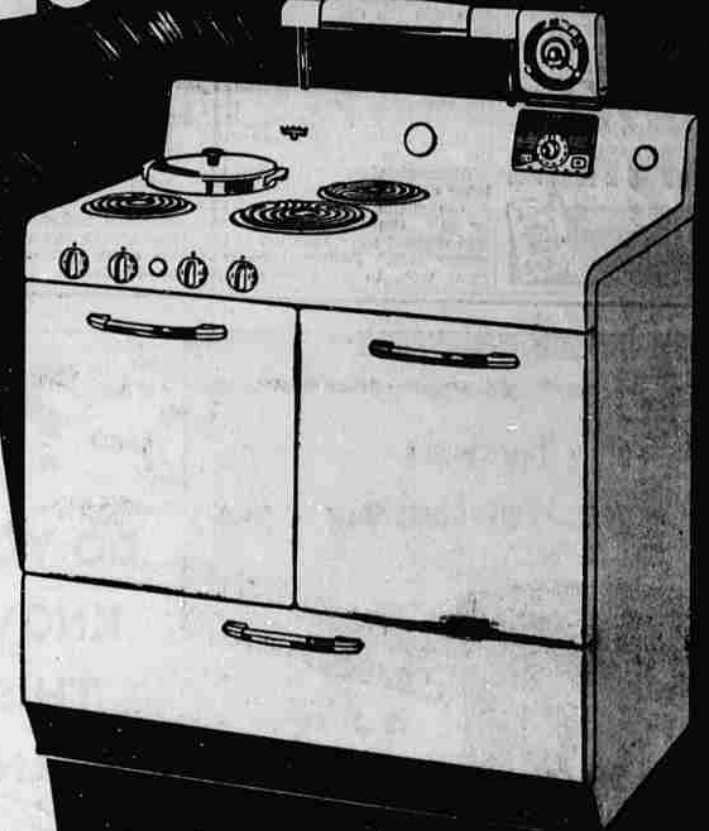
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Vernon L. Klemin, Pastor