

# The News-Review

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 CHARLES V. STANTON Editor  
 EDWIN L. KNAPP Manager  
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## AIRLINE SAFETY RECORD

By CHARLES V. STANTON

Although front pages of newspapers leave the impression that flying is extremely dangerous, a recent bulletin from the Oregon State Board of Aeronautics points out that the average airline passenger would have to fly 62 million miles, or 3,800 times around the world, before the statistical law of averages would indicate he was due for an air accident.

A person born on a scheduled airliner could expect to fly continuously for 78 years without an air fatality. Says the state board's bulletin:

Because so much publicity is given to any kind of airplane mishap, whether it be military planes, racing planes, civilian planes or non-scheduled operations, the public simply does not realize the facts on the safety of air travel.

Despite recent accidents, the 1949 safety record of domestic airlines was one of the best in the industry's history. The combined record of all U. S. certified carriers, domestic and international, was the best in history—1.0 fatalities per hundred million passenger miles.

Up until last July 30th, the nation's airlines had flown eleven months without an accident involving a passenger fatality. This is believed to be a record unexcelled by any form of transportation. In that eleven-month period, thirty-six scheduled airlines operated nearly six billion passenger miles.

## Passenger Safety Is Primary Concern

Scheduled airlines make safety their chief concern. Planes follow set airways where they have the benefit of every possible safety aid. They are constantly in communication with airports. Electronic instruments guide them on their course and aid them into port when visibility is limited. Equipment is kept at the highest point of efficiency. Pilots go through long training periods before being permitted to assume responsibility for the safety of their passengers. When accidents do occur, extremely thorough study is made to determine causes, that remedies may be applied. Nor do the airlines trust these studies entirely to government agencies. They immediately assign their own engineers to conduct examinations simultaneously with those of federal agents.

News items concerning airplane accidents usually contain the information that the plane involved was a military craft, a chartered ship, an airliner, or a private craft. The reading public, however, does not always take the type of plane into consideration.

Military aircraft frequently fly regions where navigational aids are not available, where airlines have not been established, and under conditions which would ground certified airliners. Nor are the pilots of military planes always as experienced as fliers who captain certified airlines ships.

## Type Of Aircraft Important

Since the last war a large number of men who served in aviation have set up their own businesses. Some have developed successful cargo-carrying lines. Others maintain charter planes for passenger use. Some of these lines have made excellent records. But it also is true that some of our worst accidents have been on uncertified passenger-carrying planes.

The safety record cited in the Oregon State Board of Aeronautics bulletin is one of which the domestic airlines may well be proud. It should give assurance to the general public that air travel is one of the safest methods of transportation, providing planes of scheduled airlines are used.

The reader, who may gain the impression that flying is dangerous, because of the many accidents reported in our newspapers, should keep in mind at all times the type of aircraft involved. If he does that he will quickly gain confidence in the fine service and safety of our rapidly-growing scheduled air transportation industry.

## Winston

By MRS. GEORGE BACHER

Mrs. Ray Brosi has returned to her home in Winston after spending a week in Portland with relatives and friends. She reports that that part of the state has had more moisture than the usual Oregon mist. Rivers were high flooding the lowlands around Harrisburg. In places the water was almost over the highway.

Mrs. Ted Peterson is able to be up and about after a recent illness. For the last week she has been confined to her home with the flu.

The George Bachers have come up with an answer as to why parents get gray. The answer lies in having a two-year-old around the house? In their particular case his name is Bryce—and Bryce decided to shave. Climbing upon a stool Monday he helped himself to the necessary weapons and the result was hasty and bloody. A deep gash was cut in his chin. Upon discovery he was removed to safer territory. So was the razor.

Mrs. L. J. Fullerton is convalescing in her home. She contracted mumps while substitute teaching at the Dillard school in the absence of Mrs. H. A. Winston.

Mr. and Mrs. William M. Jamison have returned to their home in Winston after spending some time in the Klamath Falls area. In Bonanza they were the guests of Mrs. Jamison's brother and sister-in-law, Mr. and Mrs. J. R. Horsley, and also visited with her brother-in-law and sister, Mr. and Mrs. H. W. Plough in that city. From there

they motored to Klamath Falls, where Mrs. Jamison received medical attention.

They report the roads to be "very good" and the scenery to be "very eye-catching." The roads are cleared, but the mountains are still wrapped in a blanket of snow, they said. They advised motorists wishing to take the route to arm themselves with colored glasses, as the glare of the sunlight on the snow was blinding and almost hazardous.

Mrs. E. E. Post of Winston, who has been receiving medical treatment in Portland, is reported to be "very much improved." X-rays have revealed the pinching of a nerve on one side of her face, which is not nearly as serious a condition as was feared. She plans to return home in about two weeks.

## Margaret Nichols Wins Little Colonel Honor

UNIVERSITY OF OREGON, March 7.—(Special)—Margaret Nichols, daughter of Mr. and Mrs. Harold Nichols, 209 Watson, Roseburg, was chosen little colonel of the military ball which was given by Scabard and Blade, the court on the University of Oregon campus. The annual ball is given by Scabard and Blade, the military honorary on the campus. Miss Nichols is a junior major in English. She is the second Roseburg girl to win the honor. Two years ago, Ann Carter was chosen little colonel.

Birds killed by fowl cholera should be burned or buried so rats or other animals will not spread the disease organism.

## At Last! A Way To Prevent Future Wars—



NEWS ITEM:  
FOUR SCIENTISTS AGREE  
THE HYDROGEN BOMB  
COULD DESTROY ALL  
LIFE ON THE EARTH

## Scrapes from the MENDING BASKET

By Viahnett S. Martin

New I know that Spring is here: a wee English daisy opened its "day's-eye" this morning, and if that isn't enough, it's warm enough to hang argyles on their stretchers outdoors, at last. All winter they have been part of the kitchen decor, along with sundry other woolens I didn't dare hang outdoors.

The trees, too, are adding to the general excitement. I'm sure the graceful alders over on Pheasant creek are redder than last week. Even the snowball bush by our kitchen door has swelling leaf-buds, although that and the walnuts have been the last to leaf out each year.

Bulbs, too, have sent up flower stalks so fast it seems as if I could see them moving if I were to take time to watch. . . as a small one once squatted by a California poppy "waiting to watch it take its hat off." Sure enough, suddenly the bud "pushed" its green sheath off, a little elfin cap, and the lovely satin, golden petals "un-whirled" to the sun.

In our last garden we had forty-foot, parallel rows of flowers which, I now realize, will ever stay in blossom, securely planted in the garden of memory. And I had thought I was "leaving" that garden into which so much work, and love (and considerable money, too) had gone! If only our forward thought could be as wise as our retrospective "hind-sight!"

The baby's breath (gypsophila) was a breath-taking cloud of white; the poppies opened every morning as if given the signal by the clock; the pink amaryllis all leaned to the southwest like the visitors to Oregon's Vortex amusement place seem to do. Only the amaryllis did!

Then there were half a dozen blue lilies (agapanthus) spaced in with varieties of bulbs to make the row across. Neighbors called it the picture garden at first, as they stopped by the low wire-mesh fence to visit, accept some blossoms or start for their own garden, or to leave something from theirs. Later, when E J had made an eight-foot Gold Star of dwarf marigolds and blue alyssum, bordered by a circle of "ben and chickens." After that—it was a memory garden.

## LETTERS to the Editor

### Discusses Dairying's Relation To Fertilizer

ROSEBURG—It was with great amusement that I read the letter of Guy Harbaugh, as I, too, have had experience in meeting these beggars who pass up the stores, who are in business to sell fertilizers to the public, and come out sizing up the farmers as to which will give them the most for nothing. If this man has had any experience at all in dairying, he would be the first to realize that generally the only profit the farmer makes is from the fertilizer.

No doubt Mr. Harbaugh is suffering from a backache from loading the truck and a stomach upset from cleaning his shoes and feels very resentful that the farmer did not load his truck.

I, too, have had some experience in dairying and found the rigid laws governing the producer made it impossible for me to make a profit worth while. I do know the first thing that happens to your milk when it reaches the processor is to take a bacterial count. Believe me, they don't hesitate to dump it in the pig feed if it shows any signs of filth. I don't believe any farmer would do any of that hard work that is required and receive a slip back from state inspectors stating his milk was dumped.

After reading Mr. Harbaugh's letter, I am sure there will be a number of farmers who would be glad to deliver his fertilizer personally.

MRS. F. A. SMITH,  
Box 680, Rt. 3,  
Roseburg, Ore.

### Careful Scanning Of School Budgets Urged

SUTHERLIN—Your recent editorial on taxes have been very timely, especially those on federal income taxes. Unfortunately in 1949 most farm people were not seriously affected by incomes of size. Therefore we have taken greater interest in school taxes.

Since my last letter, I find that the consensus of qualified opinion is that the principals of the county schools are chief backers and promoters of what may be termed the school lobby. One school man made the statement the other day that

some, "securely planted in the garden of memory. And I had thought I was "leaving" that garden into which so much work, and love (and considerable money, too) had gone! If only our forward thought could be as wise as our retrospective "hind-sight!"

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these principals padded the school budgets for over \$100,000 last year. The more teachers under the principal the larger the salary he may draw. And to get the teachers he must show the pupils.

These principals are not local men. They have only their own interests and that of their schools at heart. The fact that old people, widows, and workmen may lose their homes is for them beside the point.

Now, right now, is budget time. In every district it is time for the taxpayers to investigate their financial setup and see that their schools are run economically and with a little more efficiency.

The record for scholarship of Douglas county schools is not too high at present.

W. J. MATHEWS,  
Sutherlin, Ore.

## Hospitals Will Keep Equipment

WASHINGTON, March 7.—(AP)—Defense Secretary Johnson told Congress Monday he is halting until April 1 transfer of equipment of armed services hospitals he has ordered closed or reduced in size.

Exceptions, he told a House armed services subcommittee, will involve transfer of equipment that is needed in hospitals that are being expanded to care for transferred patients.

He declines a committee recommendation that his cut-back order be suspended until the committee completes its investigation of the order.

Johnson's turn-down of the committee suggestions was necessary because part of his order already is in effect. This part provides that affected hospitals should accept no new patients after Feb. 15.

The secretary's views were given to the committee verbally by an aide.

Johnson's reply was received at the end of a committee hearing devoted to the effect the cutback order will have on naval hospitals. Most of the testimony involved the 1,500-bed Long Beach, Calif., naval hospital, which has been ordered closed.

Rear Admiral Clifford A. Swanson, surgeon general of the Navy, said he would prefer to have Long Beach remain open. He added, however, that closing Long Beach would have less serious effect on the Navy than the closing of any

## "Tick's" Tips On Veterans Hospital

By L. J. "Tick" Malarkey  
 A few weeks ago the Old Reporter wandered into the Roseburg branch of the United States National bank to chat with Vic Micelli about some American Legion doings; the time was before banking hours so Vic let me in the back door and while inside Pat Hartman was introduced.

"You know my dad—he is Dr. Del Stanard of Eugene. He went to Oregon at the same time you did. Matter of fact your son Donald and I were in college together." Mrs. Hartman said.

Mr. Hartman wanted to introduce her husband Howard, and for that purpose a Sunday dinner invitation was accepted and in the Kohlhagen apartments we lived again the "old days" for an hour or two. It is of further interest to say that Pat Hartman spent more than two years in the Navy uniform and today an application to join Umpqua Post 16, from the former Wave, is on file.

The other day, remembering that Howard Hartman—(right salesman for the Consolidated Freightways—invited me to come to the office for a visit, I did just that.

"Meet Ralph Johnson, our manager. He is one of those kid you write about and, was in the European war theater." Then the talk started.

First of all, and of vital interest to Roseburg community, the Consolidated Freightways, at their local terminal, has an annual payroll of \$50,000. That kind of money in any language is not "peanuts." Let's name the people who work for Consolidated right here: Mardella Finstad and Joan Hunnicutt, station clerks; Oscar W. Enger, A. Nichols, Warren Wands, Vernon Allen, Wayne Batton, Frank Bault, Richard Decker, James Dye, Howard Hartman and Ralph Johnson.

Starting with one truck, a young fellow in Portland by the name of Leland James, during the year of 1929, began the Consolidated Freightways. And we have it from actual records that the James' small beginning now has on the highways traveling as far east as Chicago, 794 pieces of rolling equipment to say nothing of 520 pickup trucks that serve their terminals. James today is just as spry as he was back in '29. Fifty four terminals between Portland and Chicago are maintained.

Roseburg station, states manager Johnson, will handle on an average of 2 million pounds of freight each month. The territory covered from Roseburg is south to Glendale, north to Oakland and west to Bridge. These are the miles that salesman Hartman travels each day of each week.

Feb. 27 this year, "Consolidated" by leased wire inaugurated a new service. This improvement directly connects each of its 54 stations and will improve the service now enjoyed by their 11,000 shippers.

Now Vic Micelli, do you see what you did for the Old Reporter when you introduced him to charming Patricia Ann Hartman, daughter of Del Stanard who used to sing our old song:

"The Days at Oregon,"  
"30"—Now—"Tick"

## Easter Seal Sale To Start Thursday

The fourth annual Easter Seal sale of the Oregon Society for Crippled Children and Adults will get underway Thursday, March 9, in Douglas county and the rest of the state.

The sale is under the direction of Mrs. Helen Clarke, Roseburg, in Douglas county, and Harold E. Schmeier, Roseburg, is serving as county treasurer.

Mrs. Clarke urged the people of Douglas county to give the Easter Seal sale their all-out support, asserting that "hundreds of crippled children and adults are vitally in need of the services which Easter Seals make possible."

The chairman explained there are more than 200 types of crippling diseases and that the victims of only a few of these diseases are eligible for support from either public or private agencies.

The Easter Seal agency, it was explained, does not duplicate the services of any other agency, offering assistance only to those physically handicapped persons who cannot receive help from any other organization, either public or private.

The Easter Seal agency operates the Children's hospital school at Eugene, where crippled children from every part of the state receive special care, education and guidance.

It also operates the craft shop for the handicapped in Portland, which serves as a merchandising center for articles made by physically handicapped persons. Many household persons are sustaining themselves for the first time through sales of their articles at the shop.

The agency also provides surgical and medical care for individual cases and shares costs of other projects in the state.

## Clothing Of Past Decade Sought For School Play

A plea for help in outfitting the cast of the forthcoming Roseburg senior class play was issued today by the director, Marie DiLoreto, senior high school faculty member.

The play, "Our Hearts Were Young and Gay," is scheduled for presentation late in March. It is a dramatic adaptation by Jean Kerr of the book by the same name by Cordella Otis Skinner and Emily Kimbrough.

Action of the play, placed in 1923, makes it necessary to have authentic costuming from this period. Miss DiLoreto said. However, any type of clothing worn in the twenties will be accepted. Persons who have this type of clothing are asked to phone 1064-YX between 4:30 and 7:30 p. m. The clothing will be picked up by a reliable member of the cast and given the best of care.

Some Tibetan monasteries have more than 1,000 lama monks.

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