

CHURCH NOTICES.

Church of Christ.

Bible study at the Church of Christ every Lord's Day at 11 a. m. Corner of Cobb and S. Roberts streets. Services this evening at 7:30, and 11 a. m. and 7:30 p. m. Sunday, Dec. 5, by Evangelist Edward Mackey. All are invited to come and hear the gospel and the gospel only.

Christian Church.

R. E. Jope, pastor. The church where all are always welcome. Bible school with classes and a welcome for everyone at 10 a. m. A good place to spend an hour. Regular morning worship at 11; Christian endeavor at 6:30; evening evangelistic service at 7:30. Good music and a worth while service.

Christian Science Society.

Services held at the corner of Main and Lang streets Sunday at 11 a. m.; Wednesday evening meeting including testimonials of healing through Christian Science is at 7:30 p. m. A cordial invitation is extended to all to attend these services; Sunday school for those under the age of 20 is held in the same building at 9:45 a. m.

Subject of this week's Bible lesson "Truth".

Baptist Church.

W. H. Eaton, pastor. Regular services are: Sunday school, 9:45 a. m.; preaching at 11 a. m.; B. Y. P. U. 6:30; evening worship 7:30. Fine music, inspiring addresses, and a cordial atmosphere characterize these services. Come and see.

Saint George's Church.

Main and Cass streets. Rev. Barr G. Lee, vicar. Residence, 228 East Cass street. Telephone 430. Sunday services at 7:30 a. m. and 11 a. m. Sunday school at 9:45 a. m. No evening services at present. Holy Days 9:30 a. m. The public is cordially invited to attend all services.

First Methodist Episcopal Church.

Wm. Riley Jeffrey, Jr., pastor. Order of services: Sunday school at 9:45 a. m.; preaching at 11 a. m.; class meeting at 12:15 p. m.; Intermediate League, at 6:30 p. m.; Epworth League at 6:30 p. m.; preaching at 7:30 p. m.; prayer meeting Wednesday at 7:30 p. m. A most cordial welcome is extended to every one. Come.

First Presbyterian Church.

Paul J. Lux, pastor. Come worship with us; we welcome you to our church home. Sunday school is held at 9:45 a. m.; morning worship and sermon at 11; Y. P. S. C. E. at 6:20 p. m.; evening service at 7:30; prayer meeting on Wednesday at 7:30 p. m. Come and see you will come again. Rev. Weston F. Shields, D. D., of Medford, Ore., will preach both morning and evening. Dr. Shields is

a very fine preacher. Don't fail to hear him.

M. E. Church South.

C. H. Cleaves, pastor. Services Sunday as follows: Sunday school at 9:45; morning worship at 11; Epworth League 6:30; evening services at 7:30. Spend your evenings here. Services will be bright, brief and helpful. Music in charge of Prof. H. J. Stone.

At the evening service the pastor will use as his theme "Happy-Heartedness".

INDEMNITY SHARE ASKED

Life Insurance Companies Enter Lusitania Case.

WASHINGTON, Jan. 22.—Notice that several life insurance companies will claim a part of any indemnity Germany may pay on account of the loss of life on the Lusitania has raised a question for which state department officials say there is no precedent. Heirs of many of the Lusitania victims already have presented claims. Final decision as to whether insurance companies' claims on account of policies paid out shall take precedent will rest with Secretary Lansing.

Officials pointed out that where insurance was paid on cargo, indemnity for its destruction usually went to the insurance companies rather than to the owners, but it was said there were many arguments in justification of a different course in the case of loss of life.

Germany has offered indemnity for the Lusitania victims, but acceptance by the United States hinges on the settlement of all issues growing out of the tragedy.

CAFETERIA DINNER.

A Cafeteria dinner will be served Saturday evening from 5 to 7 o'clock p. m. in the basement of the M. E. church.

Menu.

Creamed Chicken	Hot Biscuits
Roast Pork with Brown Gravy	
Whipped Potatoes	
	Boston Baked Beans
Winter Salad	Cold Slaw
Lemon, Apple, Mince Pies	
Cake	Coffee
	Tea
	157-122

ANOTHER WEEK OF REVIVAL

Follow the crowd to the Christian church every night at 7:30, Saturday excepted. Good music and live services.

Monday—The Three Judgment Bars.

Tuesday—Confessing Christ.

Wednesday—Has Christianity Failed?

Thursday—But, He was a Leper.

Friday—Pilate's Dilemma.

Sunday—Bible School at 10 a. m. A good place to spend an hour.

11 a. m., sermon subject, "Limiting God's Power." 7:30, "The Voyage of Life." A question box will be used. Ten minutes each night will be taken for the answer of questions presented in writing. Attend these services. They are worth while.

Two Sinners.

"It is very wrong to tell a falsehood," said his mother to little Jimmie, whom she had caught in one.

"Then we're both off sinners, ain't we, ma?" queried Jimmie.

"Both! What do you mean?"

"Why, you told Mrs. Smith yesterday that you hoped she'd call again, an' after she was gone you said you wished she'd never come again."

Age of the Harp.

The harp, which was suggested by the lute, is ascribed to Jubal, 3875 B. C., and was King David's favorite instrument. The harp was used by the Welsh and Saxons and also by the ancient peoples of Ireland. One of the oldest harps in existence is in the Dublin college museum and originally belonged to Brian Borohme, king of Ireland.

Lost Letters of Wagner.

The first tenor who won Wagner's admiration, Tichatschek, left to his daughter when he died a number of letters written to him by the great composer, whose Rienzi he created. On her death the daughter bequeathed these letters to the Wagner museum at Eisenach, but on the way from Brussels the case containing them was opened, and the contents were stolen.

The Largest Domes.

Some of the largest domes in the world are: The Pantheon at Rome, 132 feet diameter, 133 high; baths of Caracalla, Rome, 112 feet diameter, 116 feet high; St. Sophia, Constantinople, 115 feet diameter, 200 feet high; St. Maria delle Fave, Florence, 139 diameter, 310 feet high; St. Peter's, Rome, 139 feet diameter, 320 high; St. Paul's, London, 112 feet diameter, 215 feet high.

Trying to Signal.

"What did you tell that man who asked you if he could marry his daughter?"

"I acted as grouchy as possible," replied Mr. Conroy. "I couldn't tell him right out that Gladys has a sharp temper, but I thought I'd sort o' hint to him that she might have inherited one."—Washington Star.

Nice Table Ornament.

When Sir George Trevelyan was chief secretary for Ireland, in troublous times, the police made him carry a pistol about with him. One night after dinner he took it out of his pocket and put it on the table, saying to his host, "Pray forgive me, but if you knew how tired I am of carrying this thing about!"—London Standard.

The Artichoke.

The artichoke has nothing to do with art or the choking of it. The artichoke is an innocuous vegetable known to the Arabians as the arischauki, or earth thorn. The Jerusalem artichoke was never seen near Jerusalem. Its first name is a corruption of the Italian girasole, which means turning to the sun. It is a species of sunflower, bearing a tuber like that of a potato.

Where to Begin.

"Look here," said the reforming husband, "We must have things arranged in this house so that we shall know just where everything is kept."

"With all my heart," sweetly answered his wife, "and let us begin with your late hours, my love. I should very much like to know where they are kept."—Stray Stories.

Putting It Gently.

Mr. Henpeck—I hear that young Jones and his wife are not getting along very well. Mrs. Henpeck (au thoritatively)—Jones should never have married when he did. He was too young to realize the step he was taking. Mr. Henpeck—Yes, I know. But I like the boy. We have many things in common.

This Happened In Boston.

Teacher—Emerson, what is "spilling the beans?"

Emerson—Slang, ma'am, and vicious slang at that.

Teacher—I mean can you give me the definition of it?

Emerson—Yes, ma'am. "Spilling the beans" in its best colloquial sense is the unpremeditated extemporaneous promulgating of information concerning which one should have been much more reticently inclined. — St. Louis Post-Dispatch.

Mrs. J. H. Hargreaves, who has been visiting with her parents, Mr. and Mrs. M. J. Gray, returned to her home at Portland this morning.

VALUE OF CONCRETE ROADS.

Concrete roads built in the United States during 1914 cost on the average \$11,931 a mile of sixteen foot width. One hundred and forty-four concrete roads built during the twenty years previous to 1914 cost \$12,709 a mile of sixteen foot width. Most concrete roads are sixteen feet wide.

Upkeep and repair charges have been less than \$25 a year for a concrete road built in Bellefontaine, O., more than twenty years ago. The yearly maintenance of the fifty-one miles of concrete roads in Wayne county, Mich., costs \$28.43 a mile. It costs \$11.92 a year to keep up a concrete road at Spencer, Mass.

Concrete roads are not affected by the weather, traffic or mud or frost tracked upon them, as is the case with some improved roads. Freezing and thawing have no effect on them if properly constructed. Heat does not soften them, nor cold make them brittle. Concrete increases in strength with age. — Farm and Fireside.

WINTER CARE OF ROADS.

Keep Ditches and Drains Open and Use Road Drag.

Water, not cold, is the cause of the deterioration of roads in winter, according to the road specialists of the United States department of agriculture. Cold weather does not in itself injure roads, no matter whether they are earth, gravel or macadam. In fact, an earth road will stand more traffic when it is solidly frozen than at any other time. Excess water, however, is always detrimental to a highway.

When cold weather turns this water into ice the damage that it does is greatly increased. Ice occupies considerably more space than the water from which it is formed, and every person who has lived in a cold climate is familiar with the powerful bursting of feet of water when left to freeze in a confined vessel. The same action takes place when a wet road freezes to any considerable depth. It simply bursts, or, as we generally term it in road parlance, the road heaves. Later, when the frost leaves, the road is disintegrated and rutted badly. If this process is repeated a number of times during the winter a gravel or macadam road may be practically destroyed, while an earth road may become entirely impassable.

A dry road will not heave. Rock, gravel, sand and even clay when perfectly dry contract slightly on freezing. In order to expand on freezing these materials must contain or be mixed with water, and the more water they contain the greater the expansion which takes place. But so long as the road remains frozen the damage does not become apparent; hence the frequent and erroneous idea that it is the thaw which injures the road. The injury was done when the water in the road froze and the particles of the road surface—broken stone, sand or still finer particles of earth or clay—were pushed apart by the expanding power of the freezing water. The thaw merely allows the ice to melt and assume its original volume as water.

During the winter whenever a thaw is coming on the cross drains and side ditches should be opened up as far as possible so as to prevent water collecting along the roadway. If the thaw is so pronounced that the roadway is softened the drag should be used. Sometimes one round trip of the drag with the hitch reversed will entirely rid the earth road of slush and melting snow and leave the road surface practically dry. Don't get the idea that the drag is not needed on your earth and gravel roads in the winter time. Instead, keep it where you can get at it readily, for if the winter is an ordinary one you will need it many times.

Bill For Defense Highway.

A national highway system, extending from coast to coast and costing not to exceed \$100,000,000, is a new defense suggestion contained in a bill introduced in congress by Representative Stephens of California. The sale of fifty year 3 per cent bonds in denominations of \$20 and multiples is proposed as the means of raising the fund.

The bill provides that the highway shall be constructed by army engineers and that its construction and use shall be under such regulations as the president may prescribe.

It is provided that the national defense highway shall begin at Los Angeles, proceed by a practical route to Jacksonville, Fla., thence northward to New York and Portland, Me. At New York the westward trail would start for Chicago, thence to Minneapolis, thence through the Dakotas, Montana, Idaho and Washington and thence down the Pacific slope to Los Angeles, San Francisco and San Diego. Rights of way through the states are to be acquired by the president.

To Aid the Traveler.

The highway authorities of Massachusetts, New York, Connecticut, Rhode Island, Maine and New Hampshire have agreed that if a simple scheme can be devised all main routes in these states will be marked with distinctive colors throughout their length, painted on telegraph or telephone poles, so that once started on the road to any place the traveler need only watch the markings on the poles to avoid getting off the road.

Commissioner B. F. Nichols has the pasture located in the forks of the Umpqua above Tiller. The snow was deep in places and the work was strenuous, but successfully accomplished, bringing 150 head of his plished. The cattle will be fed at the new location.—Riddle Tribune.

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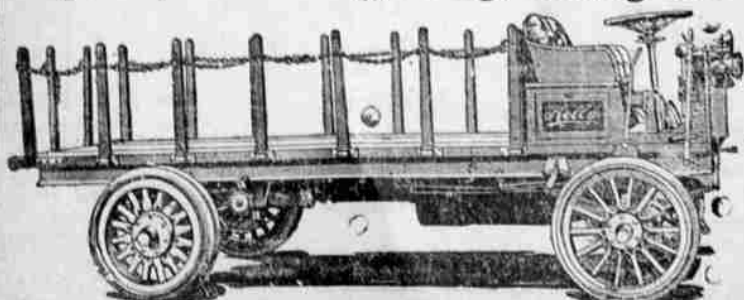
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