

In Which is Included The Evening News and The Roseburg Review

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GERMANS OFFER PROPOSALS ON REPARATIONS DEMANDED BY THE ALLIES

Are Forwarded to President Harding For Transmission to Allies
—Text Kept Secret—Allied Council Adjourns Without Receiving Copy.

(By Associated Press.)
BERLIN, April 25.—The payment by Germany of two billions of gold marks for reparations is, roughly, the proposal submitted by Germany to the allied council, according to sources close to the government. The payments will be spread over a period of 30 to 40 years, or less, according to Germany's economic recovery. Economic pledges in pay of goods and participation in German industries are offered as guarantee. The note referred to here is the text of a proposal forwarded to the allied council in Paris in January. It is in German and is not to be made public until the allied council has had a chance to consider it and make inquiries before forwarding it to the allies.

The allies at Paris in January demanded that Germany pay 26,000,000,000 gold marks, approximately \$55,500,000,000, over a period of 42 years. Germany's exports in addition would bear an export duty of 12 per cent to go to the allies for an identical period.

England to Support France.
LONDON, April 25.—Lloyd George stated in the house of commons that if the new German reparations proposals proved unsatisfactory, Great Britain would support France at next Saturday's supreme allied council's conference in the proposals for the occupation of the Westphalian coal fields.

Latest Offer Not Received.
HYTHE, England, April 25.—(By United Press.)—The allied conference adjourned without having received Germany's latest reparations offer. Lloyd George waited until 11 o'clock and left for London. Britain returned at noon to Dover to take the channel boat. The officials had understood that copies of the German note addressed to the United States would be sent to them.

Committee Reports On Knox Resolution

BY L. C. MARTIN
(United Press Staff Correspondent.)
WASHINGTON, April 25.—The senate foreign relations committee reported favorably on the Knox resolution ending a state of war between the United States and the central powers. Slight formal changes were made in the text. Only two negative votes were recorded, Pomereoy of Ohio, and Pittman of Nevada, both democrats.

Western Oregon Produced Largest Prunes of Any Spot On Pacific Coast is Report

Western Oregon produced last season more large prunes in proportion to its entire crop than either California or Clarke County, Washington, according to the grading sheets of the Oregon Growers Co-operative association.

Eight and one half percent of the Italians grown in Oregon were of the 20-40 size. In California the proportion was five percent and the Clarke County growers only four tenths of one percent. Of the petites grown in Oregon, one half of one percent were 20-40's. Two percent of the French prunes of California went into the large 20-30 size.

Of the 40-50 size, Clarke county had 25 percent of its crop, while the Oregon Italians ran 22.2 percent and the French prunes 18 percent. The Petites graded 6 1/2 percent of this size.

Both French and Italians went heavily into the 50-60 size. The California percentage of this size was 21 percent; Clarke county 37 percent and the Oregon Italians 28 percent. Petites in Oregon run 13 percent in the 50-60 size. Thus taking sizes from 40 to 60, there was 62 percent of the Clarke County crop, 51 percent of the Oregon and 39 percent of the California French prunes. Petites do not average very heavily in these sizes between 40 and 60, as only 19.7 percent graded 40-50 and 50-60.

Of the smaller sized prunes, beginning with the 60-70 size, the Petites percentage of Oregon was 14, the Oregon Italian percentage 17.6 and the California 17 percent. Regardless of where grown, all prune sections of the west produce about the same percentage of the 60-70 size.

The Petite percentage strikes the high mark with the 60-70 size, as with the next size smaller, the 70-80's, the percentage was 13. California and Clarke County, Washington, ran almost the same percentage, the grading sheets showing 14 percent. The Oregon Italians graded 12.8 percent for the 70-80's. Here again there is very little difference in percentages, regardless of where grown.

Of the 80-90 size, the Petites of Oregon take the lead with 11.6 percent. Oregon averaged 6.2 percent of this size, Washington only 3 percent, while the French prune grew nine percent of the 80-90 size.

The Oregon petite also holds the lead in the percentage of its crop of the 90-100 size. The records show Petites 11.4 percent; Oregon Italians, 2.2 percent; Clarke county, Washington, only one percent and California 6 percent.

The heaviest proportion of Oregon Petites grade 100-120's. For this size of prune, the grade sheet gives an average as follows: Oregon Petites, 20 percent, or one fifth of the entire crop; Oregon Italians 1.4 percent, none at all for the Clarke county prunes and five percent for the French prunes.

Of sizes smaller than 120's, the Oregon Petites run 9.2 percent with one percent for Oregon Italians, none for French prunes or those grown in Washington.

Three percent of the Petite prunes of Oregon run into splits while there was one percent of the Oregon Italians. Of the four groups of prunes, the largest percentage of each is as follows:

Oregon petites, 20 percent of 100-120's; Oregon Italians, 28 percent of 50-60's; French prunes of California, 21 percent of the 50-60's; Clarke County, Italians, 37 percent of the 50-60's.

Minister Creates Lots of Excitement

MISSOULA, April 25.—A committee of one hundred was formed to investigate the alleged laxity of the officials in dealing with the underworld, following a sensational sermon by Rev. Jesse Lacklin yesterday to a record church attendance. The Methodist church advertised in Saturday's newspaper that moonshine would feature the sermon. It did. Row upon row of bottles of illicit liquors decorated a table in front of the altar. The officials were stung and scored, a special clean-up committee organized, and the town aroused.

SHERIFF STARMER REFUSES OFFER

Douglas County Sheriff Will Not Get Into Difficulties As Have Other Officers.

SALEM IS AROUSED

Actions of Anti-Saloon League Operators Attacked by Press—Officers Take Undue Liberties in Making Searches.

That the refusal of Sheriff Sam Starmer to consider the application of the anti-saloon league boozers to put on a campaign against moonshiners and bootleggers in this county, at the expense of sound judgment, is shown by the trouble which has resulted from such a campaign in Marion county.

Peter Ulam Dies Suddenly

Peter Ulam, pioneer resident of this county passed away at his home near Riddle Saturday afternoon. Although Mr. Ulam has been failing for sometime, his death came very suddenly. He has spent the greater part of his life at the Ulam ranch, near Roberts Mountain, and during his stay in this part of the county has made many fine sincere friends who mourn his death. Besides his wife, he leaves five children, Mrs. J. Wright, John, Peter, Clay and Addie Ulam; two sisters, Mrs. John Thomas, of Granger, Washington, and Mrs. Jennie Clemens, of Burns, Oregon, and ten grandchildren.

Hogs and Cattle Market Drops Low

(By United Press.)
CHICAGO, April 25.—Hogs and cattle dropped sharply in price in the leading markets all over the country today. The livestock quotations in some cases hit the lowest mark in a decade.

Soviet Will Pay Haywood Bond Money

(By United Press.)
CHICAGO, April 25.—The Russian soviet government will pay the \$15,000 bond of "Big Bill" Haywood, which will be forfeited this week, in the opinion of Seymour Steadman, prominent socialist attorney. Haywood, who escaped to Russia, will be the only one of the 46 I. W. W. leaders under sentence to the Leavenworth federal prison who won't give up today, according to Otto Christensen, their attorney. The others were bitter against Haywood as they prepared to leave for prison, while their leader had deserted them.

Foreign Countries Are Retaliating

BY RUSSELL BROWNING
(United Press Staff Correspondent.)
WASHINGTON, April 25.—Tariff wars will be waged against American manufactured products by half a dozen countries as protests against the Young emergency tariff bill, trade representatives indicated here today. Retaliation against the emergency measure, virtually barring imports on wheat, meat and agricultural products, is expected from Canada, Australia, South Africa, Argentina and South American countries. At the same time American foreign trade with Italy, Germany and central Europe is expected to be greatly disorganized and reduced by the exchange adjustment features of the bill.

Chamberlain to Be On Shipping Board

(By Associated Press.)
WASHINGTON, April 25.—Former Senator Chamberlain of Oregon, and Frederick I. Thompson, of Mobile, Alabama, both democrats, were understood to have been selected definitely by the president as members of the shipping board. Charles A. Piez, of Chicago, is reported to be slated as chairman, and Admiral Benson, the present chairman, is to be included in the board's personnel.

Spokane Man Gets Government Office

WASHINGTON, April 25.—Francis M. Goodwin, of Spokane, was nominated by President Harding as assistant secretary of the interior.

Insane Man Kills Motherless Boys

SAN FRANCISCO, April 25.—John Cornyn confessed to the police today that he had killed his two young sons, Arthur and John, inmates of the St. Vincent's orphanage in San Rafael.

Cornyn's wife died a year ago, leaving him with three young sons. The loss of his wife unbalanced his mind and he was sent to the asylum in September after he had threatened to kill the boys so they "could be with his wife in heaven." Later he was released as cured.

Funeral of Mrs. Chapman Tomorrow

Mrs. Rachel E. Chapman, aged 60 years, wife of J. I. Chapman, of Wilbur, died at Mercy hospital Saturday evening after a long illness. Mrs. Chapman was a native of Oregon and was born at Kellogg in 1861. Practically all of her life she has been a resident of Douglas county and by her exemplary life has made many firm friends who are grieved over her death. She is survived by her husband, and four children, Frank, of Seattle, Fred W., of this city, Floyd and Ruth Chapman, of Wilbur. The funeral will be held tomorrow morning at 11 o'clock from the Wilbur church, with interment in the Wilbur cemetery.

OVERSEAS VET DIED.

PORTLAND, April 25.—Dr. Robert C. Venney, former lieutenant colonel, who commanded the base hospital 46 unit overseas, died of heart disease in his office last night.

Mrs. B. F. Skinner of Winston spent the day in the city shopping.

Mr. and Mrs. Loren Miller of Dilard spent the day in the city attending to business matters.

Thousands Sing As Man Is Executed

(By United Press.)
DUBLIN, April 25.—With the sound of hymns rising above the grim walls of the Mount Joy prison, Thomas Traynor was executed this morning for the killing of a "black and tan." Thousands of men and women gathered around the prison at dawn. Traynor was convicted of killing a policeman on March 14th. There was no disturbance and the crowd melted away when the prison bell told them that Traynor was dead.

HIGHWAY IS IN FINE CONDITION

State Engineer's Report Shows That Great Improvements Have Been Made.

STATEMENT DETAILED

Shows How Each Section of the Pacific Highway Has Been Improved—Road Work Will Be Started Soon.

SALEM, Or., April 23.—Traveling on the Pacific highway is better now than it will be at any other time during the year, according to official information from the state highway department. Further construction work is soon to start, which will make many detours necessary and interfere with the ease of traveling by automobile between Portland and the California line.

Double Election System Causes County Officers to Enlarge Polling Places

The double election system authorized by the recent legislature and which will be put into effect at the June election, is causing Sheriff Sam Starmer considerable trouble, as it is now necessary to find additional room in the various polling places in order that the counting may be done simultaneously with the vote. The law provides that the voting is to be done in one room and the counting in the other, whereas in past elections one room has served for both purposes. In some places the arrangement can be made satisfactorily, but in other precincts, it may be necessary to find new polling places as the present polling places are not so arranged that additional space is available.

Under the new law, counting is authorized at the same time as the balloting in those precincts where two boards have been appointed. In districts where a hundred or more votes were cast at the last election, or where the county court has reason to believe 100 votes are to be cast, it has the right at the January meeting to appoint two boards. However, it cannot make appointments for the coming election, as such appointments are authorized only at the January meeting, and consequently the double system is possible in those precincts where a day and night board served at the general election held in November.

In these districts, the day board will meet at 8 o'clock and open up the polls. At 10 o'clock, the second board, now known as the night board, will meet and as soon as 20 votes have been cast, will exchange the ballot box in use for an empty one and will take the votes cast into another room to be counted. From that time on, the counting board can change ballot boxes whenever the one in use contains 20 or more votes. Any person now authorized by law to be present at the counting can be in the room where the counting is being made, the present law in that regard still applying.

In some districts it will be necessary to make slight changes in the personnel of the boards as some persons are on both boards.

NEW SITE PROPOSED FOR BRIDGE ACROSS RIVER TO UMPQUA PARK ADDITION

Compromise Between Railroad Company and City May Result In Placing Bridge at Foot of Fullerton Street Instead of at The Site of the Old Alexander Bridge.

A plan for a compromise between the railroad company and the city and county on the proposed bridge across the South Umpqua to connect with Umpqua Park addition, was launched today. The railroad company objects to a new bridge at the site of the old Alexander bridge on the grounds that it will interfere with proposed improvements, and although it is possible that the city could obtain a crossing there and construct a bridge over the company's objection, there is no desire on the part of the city government or the citizens of Roseburg to interfere or hinder any plans which the company may have.

In the event the city does not demand a crossing at that point, the railroad company has practically agreed to spend the sum of \$100,000 within the next two years in extending the yards and enlarging the terminal here. In the event additional trackage cannot be secured and the railroad company's plans are blocked there has been a yelled insinuation that the terminal will be moved. Some people hold that this is a bluff on the part of the railroad company, but others hold that regardless of whether or not the railroad company is bluffing, if the bridge and crossing at this point would in any way interfere with the improvement and extension of the yards, that the plan should be abandoned and more suitable arrangements made.

At a very slight cost the Southern Pacific company could tear out a small portion of the bluff between the Mill street hill and the railroad tracks and by taking over the lower end of Mill street, which will be abandoned if the bridge is not built, can use the dirt and rock taken from the bluff to fill up the gap between the street and the tracks and can add eight tracks to the present yards and can have storage tracks 4000 feet in length. The present trouble with the local yards is the lack of storage tracks. When freight trains are brought in they must be split up into sections, and within a short time the yards are filled, necessitating a great amount of switching and a heavy expense. The proposed improvement would allow the storage of trains three-quarters of a mile in length and would go away with much switching in the main part of the yards and would greatly reduce the company's expenses. The company's plans, it is rumored, also include the enlargement of the roundhouse and the employment of many more men.

With eight storage tracks the grade crossing would be practically useless, unless the company was forced to cut its trains in two, which would defeat the purpose of the improvements. Consequently the adherents of the new plan state that the crossing idea should be abandoned and the bridge placed in a new location suitable to all parties.

It is proposed that the bridge be constructed from the foot of Fullerton street across to the Lindsey property and that a road be built to connect up with the county road in Umpqua Park addition.

This plan was originally proposed by M. B. Germond, now deceased, who was then county engineer and roadmaster. He had in mind the expansion of the yards and advised that the bridge be built at Fullerton street. The river there is one-third narrower and there is a reef of rock showing above the surface in the summer time, giving a firm foundation for the piers. Rough estimates of the state engineers show that a bridge can be built there from four to five thousand dollars cheaper than at the Alexander site, even though it is necessary to construct all new piers at the proposed site, while three piers, now standing, can be used at the old site.

The drive along the river on the west side, the supporters of the plan claim, is an added scenic attraction and in itself would warrant the relocation of the bridge.

The distance to the main part of the city would be the same. Although the exact measurements have not been accurately made, a rough estimate based on the surveyed plats of the city shows that the distance from the park to the corner of Mill and Mosher streets is 165 feet less by the Fullerton street route than from the old Alexander site.

The road from the Lindsey property to the park would not be near the dangerous Nebo bluffs, which are the chief objection to the proposed boulevard along the west side of the river to Oak street.

So far as it is known the new plan will meet with the favor of nearly all parties concerned. Although it is not as good for some of the residents of the addition, and the distance for the children going to school is a few hundred yards more, it is believed that all factions can be united on the new improvement.

S. D. Evans, who has agreed to donate a fine park site to the city, contingent upon the construction of the bridge, has expressed his willingness to donate the park if the bridge is constructed from Fullerton street, and Mayor Hamilton has expressed willingness on part of the city to adopt the new plan. The matter was officially discussed today and it is possible that definite arrangements will be made in a few days. The public service commission has asked that the compromise be effected if possible, and will probably take no action on the crossing until the new site can be given more thorough investigation.

Double Election System Causes County Officers to Enlarge Polling Places

From Roseburg south, for a distance of seven miles, the road is macadamized and fast and at that point it connects with the Dillard-Myrtle Creek paving, and is paved for a distance of 13 miles to Myrtle Creek.

From Myrtle Creek, it is necessary to detour, via Riddle, to Canyonville, a distance of 13 miles. The road is graveled and the condition is very good.

From Canyonville to Wolf Creek, the main trunk line is open throughout and well macadamized or graveled. This stretch of 25 miles is very fast and good time can be made through Canyon creek canyon. In fact it is an easy matter to drive it in an hour.

From Wolf Creek, over the divide, a distance of five miles, the road is paved. From this point, to the top of Sexton mountain (Smith hill) the road is macadamized, but from the top of Sexton mountain to Pleasant valley there is one short detour of approximately two miles over the old Sexton mountain road and thence over the main line into Grants Pass, which has not yet been surfaced and the condition is only fair. The distance from the end of the pavement, five miles south of Wolf Creek, to Grants Pass, is 15 miles.

From Grants Pass to Rogue River, nine miles, the highway is surfaced, but from Rogue River to Gold Hill, 10 miles, it will be necessary to detour over the old highway, the condition of which is only fair.

From Gold Hill to Ashland, a distance of 27 miles, the road is hard surfaced. From Ashland to the California line, a distance of 22 miles, the road is hard surfaced, excepting five miles and this five miles is macadamized and is in good condition.