JITNEYS THREATEN RAILROAD LINES

Street Railways Being Put Out of Business by Unregulated Auto Carriers.

BUSINESS IS IMPERILLED

L. B. Moore Local Freight and Passenger Agent Says Same Restrictions Should Be Put On Trucks As On Railroads.

"Suspension of service by the Des Moines Street Ry., yesterday marks the final stage in complete breakdown of Great Electric Railway property condition of which was typical of properties throughout the United States."

The foregoing message was received August 4, by Paul Shoup, president of the Pacific Electric Ry. Co., from P. H. Gadsden, president of the American Electric Ry. association, New York City. Suspension is due primarily to failure to grant early and adequate fare relief and permitting lawless competition to prey upon street railway service, Mr. Gadsden stated.

"It is a warning of what inevitably will come in many other cities if greater concern is not shown by the public for the welfare of its electric railway service, president Gadsden remarked. "Most communities have come to look upon their electric railway service as an inalienable right. The Des Moines decision however, relieves public utilities from this implied obligation to render service at all costs; it means that in return for complete regulation and control now exercsed over electric railways, the community must on its part, see that the utility is adequately protected, otherwise it will lose its responsible agency for transportation."

In commenting on the above statement, Mr. L B. Moore, Local Southern Pacific freight and passenger service states that it is the ultimate outgrowth of the present existing conditions between the railroad companies and automobile traffic, unless equitable regulations, effecting both business are equally enforced.

"The Des Moines Street Railway suspended service August 3, on order of Federal Judge Wade, as a direct result of inability of the company to operate under a five cent fare franchise without jitney competition and under eight cent fare with unrestricted jitney competition," Mr. Moore says. "A five cent franchise was granted the company January 1, 1914. The company never was able to earn either common or preferred dividends. It operated 92 miles of track in Des Moines, gave interurban and power service in surrounding towns and transported much of the Des Moines coal supply. High operating costs caused the company in the summer of 1919 to submit to the people a seven cent fare proposal which was defeated, shortly thereafter the company was thrown into the hands of a receiver, and remained so to time business was suspended. Last August Judge Wade allowed a six cent fare and more recently the service was cut 45 per cent and eight cent fare granted. When the eight cent fare went into effect the city permitted jitney business to take the streets under a five cent fare and solicit short haul business in competition with the street railway. In the winter months when the streets became impassable from snow, jitneys waited until street railway sweepers had cleared the tracks and then followed the street railway right of way in soliciting business. In the meantime the finances of the company gradually became worse, the line being run at a loss of $37,000.00 during June. Those interested in the property advanced more than $500,000.00 personally to keep it running, although not required to under the terms of the franchise or under any personal obligations to the company. In an endeavor to meet the franchise obligations costing $1,500,000.00 the company spent $2,500,000.00, but on account of increased prices was unable to do only sixty per cent of the work named in the ordinance. Intermittant efforts were made during the last two months to induce the city council to rule the busses off the streets and fix a fare which would permit the railway to operate successfully but nothing was done. Judge William E. Miller, corporation counsel, successor to H. W. Byers, who for a long time has opposed all Des Moines public utilities made an unsuccessful effort to induce the council to rule busses off the streets entirely or confine their operations to streets not occupied by the street railway.

"Commenting on the Des Moines situation, Mr. Shoup said that conditions which led to the suspension of electric railway service there were similar to those existing in a number of Pacific coast cities where unregulated competition of jitney busses with electric railways is permitted."

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5½ inch	$1.10	34x4	3.50

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Alicia Hammersly
A Woman Who Wouldn't Remarry
By Idah McGlone Gibson
The Noted Writer

A LETTER ABOUT LOVE.

"I hardly expected such a bromidic question from you, Alice. One might say to you if Bill should die do you think you would marry again?"

"I would say, 'Of course not.'"

"Please don't get indignant, Alice, but I am sure that you do not know whether you would or not."

"Oh, I could never love any one but Bill."

"Yes you could, my dear. And it would not mean that you had not been a most faithful and loving wife to him, but it seems to me, Alice, that when we get over thinking that a great love must be spelled eternal love by the lover, we have been able to add to human happiness. Besides did you ever realize that men have never thought that one love should be all in all for them?

"The first question a woman asks her lover is: "Will you love me always?" And he answers in perfect sincerity, 'Forever and aye,' and yet almost all the greatest poets, dramatists and even philosophers, have agreed with Doctor Johnson, who according to Boswell, 'laughed at the notion that a man could never be really in love but once.'

"Oh, I am sure it lasts," whispered Alice pensively and she came over and kissed me. There was a faraway look in her eyes as she added: "I must go now, dear."

My arms went around her. "I did not mean to hurt you, Alice."

"You did not hurt me. It is only when you and I speak of love that we speak different languages." With this she left the room and I was overcome with grief and contrition. I had hurt grievously one whom I loved devotedly.

I was not happy until late in the afternoon when a messenger brought me a note.

Tremblingly I recognized Alice's handwriting. I opened it to read:

"I wish I could make you understand, Alix dear, that it is love that makes the world go round—the love of one woman for one man and the love of one man for one woman. No man ever painted a picture that before his eyes did not stand the woman desired, making him unconsciously blend the beauty of either a hopeful or hopeless love with the colors on his palette.

"The Sistine Madonna never would have looked sadly down thru the years had not Raphael been able to put into it the longing he had for 'the baker's daughter.' Composers have woven into the thrilling sweetness of their music only the ecstacy and pain that some woman has called forth; but for most of us if we only could realize it, life is sweetest and we know that love is strongest when it holds the calm affection which sanctifies companionship and understanding.

"You did not live long enough with your husband, Alix, to know that while romantic love may be transitory, conjugal affection is eternal, and life after life will dawn, race after race will grow and a strong nation will arise while this love reigns supreme in the hearts of men.

"Oh, my dear, I wish you could love some man and he could love you as Bill and I love each other. Then you would know that love is everything. You could see it in the budding flower, in the stars of heaven; you could hear it through the whisperings of tradition and the thunders of history; I regret to think that you can not feel this because if that be really true, death in life has come to you.

"Because of my love—the eternal reality of my love for Bill—I know it is only love which is the motive power of this great world. It touches the check of youth with sweet caress, and paradise on earth is born. It fills the lives of Darby and Joan with calm content and down life's hill they walk together, hand in hand.

"Love illuminated the rugged face of Lincoln as he affixed his name to the paper that liberated four million souls from the bonds of slavery.

"Into the brain of Isaac Newton love stole and the law of gravitation was born.

'Nathan Hale went to a lamentable death while in love's ecstacy he cried: 'Had I a hundred lives I would gladly give them all for my country.'

"In vision, love came to the little peasant maid of Domremy and straightway she followed with steps that did not falter—not asking whether it would lead to the victor's crown at Orleans or to the burning stake at Rheims.

"Love touched the pen of Shakespeare and set the whole world of poetic fancy aflame with rose and gold.

"Love sang in the ear of Mozart and music trembled down time's pathway.

"Love rested for a moment beside the canvas of Raphael and left behind the semblance of motherhood divine.

"Love silenced the cruel, raucous tongues of the beasts in Rome's arena for, in the ears of the dying martyrs, still echoed the words of the Greatest Lover, who, when His brimming cup of sorrow overflowed, still loved so much that He could life His face to heaven and whisper, 'Father forgive them; they know not what they do.'"

Tomorrow—Larry Wheaton's Girl.

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LODGE DIRECTORY.

WOODMEN OF THE WORLD—Camp No. 125, meets in Odd Fellows' hall in Roseburg every 1st and 3rd Monday evenings. Visiting neighbors always welcome.
H. CARRICK, C. C.
M. M. MILLER, Clerk.

EAGLES—Roseburg Aerie meets in Moose hall on Jackson St. on 2nd and 4th Monday evenings of each month at 8 o'clock. Visiting brethren in good standing always welcome.
VICTOR MICELLI, W. P. P.
A. J. WULF, W. P.
B. F. GOODMAN, Secretary.

B. P. O. ELKS, Roseburg Lodge No. 326—Holds regular communications at the Elks' Temple on each Thursday of every month. All members requested to attend regularly, and all visiting brothers are cordially invited to attend.
ROY BELLOWS, E. R.
G. I. WHIPPLE, Secy.

KNIGHTS OF PYTHIAS—Alpha Lodge No. 47, meets every Wednesday evening in Douglas Abstract Hall, corner Jackson & Washington Sts. Visitors always welcome.
WALTER CLOAKE, C. C.
CHAS. F. HOPKINS, M. F.
E. E. WIMBERLY, K. R. S.

LOYAL ORDER OF MOOSE—Roseburg Lodge No. 1037 meets first and third Tuesday evenings of each month at 8 o'clock in the Moose hall. All visiting brothers are invited to attend.
C. W. CLOAKE, Dictator.
H. O. PARGETER, Secretary.

A. F. & A. M., Laurel Lodge No. 13.—Regular communications 2nd and 4th Wednesdays each month at Masonic Temple, Roseburg, Ore. Visitors welcome.
W. F. HARRIS, Secy.
JOHN E. RUNYAN, W.M.

REBEKAHS—Roseburg Rebekah Lodge No. 41, I. O. O. F.—Meets in Odd Fellows' Temple every week on Tuesday evening. Visiting members in good standing are invited to attend.
MYRTLE TREFREN, N. G.
BELLE STEPHENSON, Sec.
ETHEL BAILEY, Fin. Secy.

I. O. O. F., Union Encampment No. 9.—Meets in Odd Fellows' Temple every Wednesday evening. Visiting brethren always welcome.
GEO. RADABAUGH, C. P.
V. T. JACKSON, H. P.
OLIVER JOHNSON, R. S.
JAMES EWART, F. S.

W. B. A. O. T. M.—Roseburg Review, No. 11 hold regular meetings on second Thursday at 2 p. m. and fourth Thursday at 8 p. m. Visiting sisters invited to attend reviews. Maccabee Hall, Pine and Cass streets.
LOUISE LOCKE, Com.
JESSIE RAPP, Col.

NEIGHBORS OF WOODCRAFT—Lilac Circle No. 49, meets on 2nd and 4th Monday evenings. Visiting neighbors invited to attend.
PRUDIE HIDINGER, G. N.
TILLIE I. JOHNSON, Clerk.

O. E. S., Roseburg Chapter No. 84—Holds their regular meeting on the 1st and 3rd Thursdays in each month are respectfully invited to attend.
MYRTLE REYMERS, W.M.
FREE JOHNSON, Secy.

I. O. O. F., Philetarian Lodge No. 8, meets in Odd Fellows' Temple every Friday evening at 7:30 o'clock. Visiting brothren are always welcome.
A. REINHARN, N. G.
A. J. GEDDES, Rec. Sec.
J. B. BAILEY, Fin. Sec.

TAKE NOTICE.

Anyone afflicted with wild hairs in the eyes call on Mrs. Wm. Fisher, 825 Winchester street. Hours from 8:30 until 5 o'clock. Phone 368-J.

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Gladstone Explains His First Budget.

We owe to the late duke of Argyll an account of the cabinet meeting in 1853 at which Mr. Gladstone, then forty-three years of age, explained the proposals of the first of his series of famous budgets. "He came into the room," writes the duke, "with a large, flat, shallow official box, very old and shabby, covered with drab-colored leather. He sat on a chair nearly fronting the window, whilst we all sat in a kind of loop around him. Opening the box on his knee, so that its lid stood upright and afforded a rest for any paper placed upon its edge, he began a conversational exposition, which endured, without a moment's interruption, for more than three hours." The speech in which Mr. Gladstone laid this budget before the house lasted close upon five hours.

Burial Most Common Practice.

There are two ideas of the proper disposal of the body when its spirit has fled—one that it shall be preserved so long as possible, the other that it shall be destroyed by the natural process of decay or by fire. Burial in the earth, the most economic method, is the common practice the world over at the present time.

Religious beliefs usually control action in this matter. Death has been long utilized by priests as the most effective natural event for the instruction of men in faith and doctrine, whence came the solemn ceremonies with which all are familiar. The word funeral, meaning "drawn out" in the Latin from which it is derived, marks a universal tendency in its ceremonials.

Egyptian Embalming.

Among the ancient Egyptians, whose civilization was the earliest we know about, embalming was practiced by all who could afford it for their dead. It required some ninety days, the body being steeped in natron 70 days, then washed inside and out, and treated with cedar oil, after which it was enveloped in linen bandages—at a cost of about $1,500. A cheaper process cost $300. How effective it was, the mummies in many museums attest after thousands of years.

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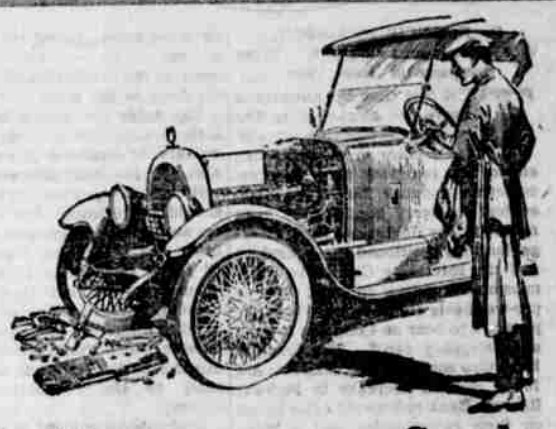

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