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ROSEBURG, OREGON, OCTOBER 22, 1921.

MOTOR TRUCKS AND AUTO STAGES.

Considerable agitation is going on in this state at the present time in reference to motor truck and auto stage traffic on our public highways. There is much anxiety lest our present system of highway construction be practically wiped out within the next few years by the heavy tonnage carried by motor trucks and the overloading of auto stages. Other states are experiencing a like condition and where paved roads have been in use for several years drastic action is being taken to curtail the traffic referred to in order to save the highways from complete destruction.

The state of California is now wrestling with the problem, many of the fine highways of the state having been completely wrecked by the continuous heavy traffic they have been required to withstand the past few years. Commenting on this phase of the state's highways the San Francisco Bulletin recently had the following to say:

"When California started her policy of highway construction she was building for the future and preparing for progress, but in the most optimistic imagination there was no thought of the automobile, auto stage and auto truck development that has since taken place.

"The means of caring for increased traffic have increased that traffic beyond the means of caring for it. In providing for progress we have so multiplied its rate that we must now make fresh provision unless we are to stand still. We built roads to attract traffic and we have attracted more traffic than our roads can carry.

"It is a matter for congratulation rather than for complaint. Progress can never come too rapidly for the people of California. Always we shall be prepared to meet it, but in respect of the progress of transportation on the state highways we must make immediate preparation for more roads, wider roads and roads maintained in a better state of repair.

"The all-important problem is one of finances, and in view of the heavy bonded indebtedness incurred and to be incurred in connection with highway construction we must look for additional sources of revenue.

"Primarily, the state highways were built for the convenience of the people—for all the people, and not for the special convenience of a limited number making a special use of them.

"The people of California have benefitted to such an extent that from 1913 to 1920, or the period of the new highway policy, the number of automobiles has increased from 98,399 to 535,000 in 1920. This progress has increased beyond the width capacity of certain roads between particular points, but in no instance does it appear to have been responsible for the tearing up of the highways. Damage of this kind has been done by the hard-tired, overloaded and rapid-moving auto trucks and by speeding auto stages loaded beyond their passenger limit.

"The law provides a maximum weight per inch of tire in contact with the road, but on the five hundred trucks examined the maximum was exceeded. As the report states: 'It is apparent that if truck operators are permitted to use the highways without police supervision, a few unreasonable truck operators will wreck any road system that may be built.' We have laws against overloading, but they are not enforced.

"They are manifestly inequitable in the respect of the taxes levied upon auto trucks and auto stages. Owners of such vehicles are running them for profit, and they should be made to pay in proportion to the extra use they make of the roads. We try to make the railroads pay all the taxes that the traffic can bear, but their competitors on the highways have roads built for them at the public expense, and they get off with a nominal license fee. The auto stages are protected from competition, but they pay nothing commensurate with their special privilege and their wear and tear of the highways. Together with auto trucks they should be compelled to bear a fair share of the cost of repairing the special damage for which they are responsible.

"The highways were built to attract tourist traffic and not to render the railroads obsolete. The use to which auto trucks and auto stages are putting the highways is calculated to keep tourist traffic away, and that not by the space they take up but by the ruts they make."

Home demonstration work carried on by representatives of the United States department of agriculture, co-operating with the state agricultural colleges, through an organization composed of the people of the community, was undoubtedly much better understood at the end of 1920 than it was the year previous. People began to have a greater sense of their responsibilities with regard to the problems of better living. The relation of food to human efficiency, of clothing to health and economy, of improved household conditions and conveniences to living standards appears to have been more clearly appreciated. The proof of this is the increased number of rural women who acted as local leaders of demonstrations, or who lent their support, encouragement and personal interest to home demonstration work in the counties. Membership in the county extension organization increased in practically every state; in several states as much as 50 per cent. All states in the north and west report work in 1920 in some phase of clothing, nutrition and home management work. Food preservation was a project in every state but one, health in all but two, and food production by women, especially poultry improvement, was carried on in practically all the western and middle states.

Many of your life mistakes have been made in conversation by "stepping on the gas" when you ought to have used the brake

You'd think she would be, but a light-headed girl hardly ever is clear-headed

Prune Pickin's

BY ERT G. BATES

GOOD EVENING FOLKS—
 A Saturday night bath in weather like this is a cold affair.
 A prominent surgeon has said: "I would like to put common-sense corsets on every woman in the country." You little son-of-a-gun, you.

FAMOUS BRANDS.
 Contra—new
 Fire—new
 Great Western Canadian Club

A man gets a pretty hard fall from being thrown on his own resources.

When a girl nowadays says, "I haven't a thing to wear," she lives up to the statement.

Many a man has had his better judgment washed away by the waves in a woman's hair.

A hypocrite is a man who eats cloves to make his friends think he has had a drink.

Rev. Hilton says there are always showers for the bride but the groom catches thunder.

A lot of young fellows in Roseburg will break their necks chasing a ball around the pool table—and if they'd show half as much ambition looking for a job they'd be better off.

Most everybody has a skeleton in the closet but the best they can hope is that the door will never be opened.

The man who drives an auto is usually hump-backed—it may be from driving and again it may be from meeting the monthly installments.

On rainy days a woman takes particular pains to see that there are no holes in her stockings.

Some men hide behind the skirts of a woman nowadays, but we wonder what Adam used to do.

SHE DON'T WANT TO GET WELL.
 In early days when the land was new and swamps were everywhere, Mosquitoes built their nests in them and cluttered up the air.

And when one bit a lady fair And a snee took her frame, They called a doc and he prescribed Some ointment for the dame.

But things are very different now, For everything is dry; There is no nesting place for bugs— But one they say got by:

And when this jazz-bug bites the dame And she begins to shake, They merely call it "shimmy"— And there's nothing she can take.

A woman who is a nag doesn't like to be driven.
 Under the subject of town improvements we would like to mention that some of the merchants have neglected to remove the circus signs from their windows.

The practice of a church orchestra usually sounds like the worst jazz for the first few weeks.

When a feller waits his turn in a barber shop for an hour he is almost tempted to raise a Van Dyke.

We've wished for a lot of things in our life, but wouldn't it be nice if we could get back to the days when the butcher used to give away liver?

Horn-rimmed glasses are a sign of intelligence, says Kenneth Quine.

The girl who has three or four college degrees cannot always use those degrees in making bread.

Ye old of Prune Pickin's has a good-sized club ready for the scaly knocker who is always roasting his home town. It's never the town—it's always YOU.

GOSH DING IT.
 "By thearnation gold-fish, I've saved up a bunch of grins for your Winter Annual," writes a reader who asks that ye ed. put him on the mailing list for the book. The annual will soon go to press and you'll better send in your name and address without further delay. Some of you are "jest puttin' it off."

LAF EPERKINS SEZ:
 "It's hard to get back to readin' market reports after a thrillin' murder trial."

AROUND THE TOWN

Here from Glendale—
 J. J. Euston of Glendale spent the day in town attending to business matters.

Here from Elton—
 Clare Morry of Elton spent the day in town attending to business matters.

In from Camas Valley—
 R. P. Carpenter of Camas Valley spent the day in town looking after business matters.

Special Car Arrives—
 A special car on No. 53 arrived this morning from Eugene bringing

Here from Elton—
 Miss Annabelle Denn returned to Eugene this morning, after a short visit with her parents. The real object of her visit was to see Joseph Denn Jr., the young son of Joe Denn of this city.

Will Arrive Today—
 Bishop Summer will be here tomorrow for morning services at the Saint Georges Church. There will be a class from Riddle for confirmation at the 11 o'clock service for evening service.

Here from Camas Valley—
 J. R. Russell of Camas Valley spent the day in town attending to business matters.

Here from Camas Valley—
 E. A. Haines and W. E. Haines spent the day in town attending to business matters.

Here from Camas Valley—
 Fred Brockley of Camas Valley spent the day in town attending to business matters and visiting with friends.

Left for Eugene—
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The way to kill anything is to overdo it.

The chief issue of every campaign is votes.

If legislation and taxation were based on common sense, the public would drop dead, and dead folks are worse than taxes.

Women remember the ages of other women better than their own.

Things cease to be wonderful after you see them twice.

Too many words and too little work is what ails us all.

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 "I hate to say it, but good men ain't popular among women."

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