

## ROSEBURG NEWS-REVIEW

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ROSEBURG, OREGON, MAY 23, 1922.

## REDUCING AUTOMOBILE ACCIDENTS.

The record of automobile accidents now occurring all over the country is appalling, but it can be reduced, in spite of popular tendencies to reckless conduct. In Detroit, a campaign to educate the public to automobile dangers has succeeded in cutting the number of these fatalities in a year from 240 to 134. In Massachusetts in 1920 there were 11,055 drivers and passengers in automobiles injured. A campaign for better driving was promoted in 1921, with the result that the number of drivers and passengers injured was reduced to 3744. This year in Massachusetts special efforts have been made to educate pedestrians to show more care, as in many cases they are the ones to blame. But a very large part of the victims of such accidents are children who run out into the street in front of automobiles, and dealing with them is a special problem. Drivers must never expect children will use sound sense, and they must run slowly while passing groups of them along the side of the road. The habit of playing ball in the streets is one of the most frequent causes of accidents. Many children will persist in running after a ball when it falls in front of an approaching car and they frequently do so when the car is so near them that the driver can not possibly stop unless his machine is running very slowly. The modern child needs to be educated in street dangers just as much as in arithmetic. Those that show disregard of such instruction need some kind of a penalty that they will remember. The best way to educate drivers to the need for extreme caution in running through crowded streets, is to take away the licenses of all who are caught doing wrong things. The knowledge that a man will probably be taken off the highways if he does not show prudence and courtesy is more educational than any warnings in the shape of mere words and threats can be.

The U. S. railway labor board, now sitting in Chicago, is hearing the spokesmen for the railroads and the various railway labor organizations to determine whether or not working rules should be changed and the wages of these employees further reduced below the 12.2 per cent cut which chopped over \$378,000,000 from the railway pay rolls last July. The question is one of vital interest to the country. Not only the passenger and the shipper, but every citizen who consumes food, wears clothing or gets a letter through the mails has a personal concern in an efficient, dependable and economical transportation service. The railroads contend that they will gladly reduce rates if they can take the difference out of the wages of their employees. They do not promise that this will insure greater efficiency. On the contrary, most of them frankly admit that it will not, since railroad wages are already at a point where many of the best men are leaving the service. The lawyers for the railroads are not stressing the deflation of the section men and unskilled maintenance-of-way employees, whose wages are only about \$3 a day; but they assert that the higher paid railway employees, especially the engineers and train service men, should immediately suffer a substantial reduction in pay.

The so-called macadam road was originally devised by John L. McAdam, who in 1827 was appointed supervisor of the British metropolitan roads. When he first proposed broken stone highways, people demurred at using such an expensive and unnecessarily hard surface. About 16 years ago, plain and surface treated macadam was considered among the highest forms of paving for country roads, but now engineers regard it as among the cheaper and softer types, unsuited to heavy traffic. On federal aided roads six times as much cement concrete is being put in. The question arises whether the taxpayers can stand the strain of building roads that will hold the tremendous traffic now going over them. The toilsome farmer laboriously drives his loads over rutty roads, and is thankful if he can get improvements made with gravel, sand, clay, or other local mixtures, while the pleasure cars from the city go whizzing by on the boulevards on cement floors almost smooth enough to dance on.

Well, to say the least, Governor Olcott hasn't anything to crow over in the recent primary election. His official capacity gave him a wonderful prestige in the primary election—with five other candidates in the field—and the unprecedented vote assembled by Mr. Hall is evidence that as a vote-getter he has the present chief executive completely wiped off the board. Senator Hall made a wonderful race, regardless of his defeat.

The shade trees of a city provide beauty, health, and comfort. But these trees are in danger partly because of conditions like paved streets, gas leaks, wires, etc. Partly because of pests many of which are imported from foreign countries. Every shade tree has its own enemies, and protecting them against such attack is a science requiring as good technical knowledge as safeguarding the human body against disease.

Congressman Hawley carried Douglas county by a little over two hundred votes. Evidence that the old boy is slipping. He had better freeze on to his job pretty close from now on.

Disappointment was quite keen in the governorship race. In fact it broke almost fifty-fifty, judging from the number of ballots received by the two leading candidates.

With two bankers from Douglas county in the state legislature there need be no further worry about state financial problems.

It will be a pretty race between Ben Olcott and Walter Pierce.

## Prune Pickin's

By Earl S. Bates

## GOOD EVENING FOLKS—

Now that we've  
 Taken the door mat  
 To the basement  
 For safe keeping  
 During the summer months  
 We don't know where  
 To hide the door key.

"Dad" Hadley seems to be a fixture  
 In front of our bulletin board  
 And judging from his stoical expression  
 The returns could be more cheerful.

Von Casey spent  
 All of yesterday  
 Hunting for the bird  
 Who voted for the park  
 And he dropped  
 From sheer exhaustion  
 When the six o'clock  
 Whistle blew.

We wonder if some of the defeated  
 Candidates will recover in time for  
 The next primaries?

A gob of home-brew poetry arrived  
 At our sanctum this a. m. just as we  
 Were recovering from the effects of  
 The election. Troubles never come  
 singly.

Doc Wade appeared on the main  
 drag this a. m. minus his vest. Doc  
 had a worried look on his face as we  
 are all wont to have when appearing  
 in public for the first time without a  
 vest. It's that undressed feeling that  
 worries.

Jimmy Oliver Watson, erstwhile  
 oracle of Jacksonville, was among  
 those who predicted the nomination  
 of a republican gubernatorial candi-  
 date today.

A girl I hate  
 Is Betty Strate  
 She keeps me out  
 So gosh darn late.

Fred Haynes, at one time the most  
 honored mayor of our fair village, but  
 now on Warren's payroll, says, "Once  
 there was a man who didn't wriggle  
 with delight when a charming widow  
 told him he had such a fine forehead."

Differences of opinion make the  
 world go 'round. Just because the  
 other fellow disagrees with you  
 doesn't mean he's a Bolshevik.

"It is almost as difficult to name  
 the conspicuous members of the  
 United States senate as to repeat the  
 words of the national anthem,"—Mel-  
 ville E. Stone.

WE'LL BET THIS ISN'T SO.  
 A cow died in Nevada recently, af-  
 ter swallowing several nails, an au-  
 tomobile key, three screws, a long  
 strand of fence wire and a general  
 line of Ford accessories. Some one  
 twisted her tail, which made her  
 jump into high and run herself to  
 death.—The Crescent.

All Big Businesses are preparing  
 for bigger business.

Cooperation for results has stood  
 the test of time, and it usually takes  
 two or more to co-operate.

He who pays regularly for the fu-  
 ture protection of his family, gains  
 the respect of others.

Some of our foremost citizens  
 used to swim at the foot of Oak  
 street below the outlet of the sewer  
 pipe and they recovered.

By the way—why not convert some  
 of the public fountains in the city into  
 hitching posts.

And another thing—member how  
 the city fathers were going to beau-  
 tify the village by installing new  
 cluster lamps? The only thing they  
 beautified was the minutes of the city  
 recorder.

LAFE PERKINS SEZ:  
 "Promises are durned easy to  
 make but it takes a helluva good man  
 to carry 'em out."

NOTICE.  
 For cement, sand and river sedi-  
 ment, or excavating work, call phone  
 157-B. A. S. Wallace Sand & Gravel  
 Company.

Ralph Quine to  
Go to McMinnville

Ralph Quine today received an ap-  
 pointment as assistant manager of  
 the Standard Oil station at McMinn-  
 ville. He will leave for that place  
 on June 1 and will take up his  
 duties there immediately. The Mc-  
 Minnville station is one of the best  
 in the state and Mr. Quine is to be  
 congratulated upon this fine promo-  
 tion. He is rapidly being promoted  
 and it is predicted that he will soon  
 rise to the rank of manager.

GOOD REASONS  
 You should visit Carr's this week.  
 There's some things to interest you.

Initiative Petitions  
Received Here

Two initiative petitions, one call-  
 ing for a charter amendment pro-  
 viding for the appointment of the  
 public service commissioners by the  
 governor and the other calling for an  
 immediate rehearing of the tele-  
 phone rate case, were placed in cir-  
 culation here today. Petitions were  
 placed at the Umpqua hotel, Mono-  
 gram cigar store, Harry Pearce's  
 and the Rexall Drug store. Many  
 signatures were affixed during the  
 day and there is practically no doubt  
 that the measure will be on the  
 ballot at the general election in No-  
 vember.

VISITORS AT THE  
AUTO CAMP GROUNDS

Short Stories of the Strangers  
 Who Stop in Their Journey  
 Along the Highway.

Yesterday was traveling day  
 among the auto tourists. It was  
 a fine night and many of them  
 traveled until late at night and  
 pitched camp beside the highway.  
 Consequently the camp ground was  
 not filled as usual and many of those  
 who did spend the night in Roseburg  
 did not arrive until a late hour in the  
 evening.

Among the guests were Miss  
 Agnes Sumner and her mother, with  
 two lady friends. Miss Sumner's  
 father is the owner of the Everett  
 Wash. Smelter company, and is a  
 well known iron mine owner of the  
 Everett vicinity.

C. Jacobson, of Oliver, B. C. was  
 also a guest at the camp ground.  
 Mr. Jacobson with his family has  
 been wintering in California and is  
 now on his way back home. There  
 are four in the party.

Albert Martin and family, who  
 have been living near Dixonville,  
 where Mr. Martin was employed for  
 several weeks. Mr. Martin is now  
 stopping at the camp grounds while  
 looking up some land here. He ex-  
 pects to locate in the Umpqua val-  
 ley permanently.

Miss L. Boyd and her niece of San  
 Francisco, passed through Roseburg  
 last March on their way north to  
 Canada where they have been spend-  
 ing the spring months. When they  
 went through during the early part  
 of the year they were so well pleased  
 with Roseburg that they determined  
 to return and are now here for the  
 purpose of spending a couple of days  
 visiting points of interest in the  
 community.

E. M. Stone and family, of Port-  
 land, spent last night at the camp  
 grounds.

E. F. Francis, of Orville, Cal.,  
 accompanied by two other men,  
 stopped on their way north.

P. S. Anderson and family are  
 stopping at the camp grounds, while  
 Mr. Anderson is employed here.

## WASHED SAND AND GRAVEL.

Clean washed sand and gravel deliv-  
 ered anywhere in Roseburg \$2.00  
 per cubic yard. Denn Transfer and  
 Storage Co.

To Grants Pass—  
 Mrs. Fred Riedel left here last  
 evening for Grants Pass where she  
 was called due to the illness of Mrs.  
 Charles Riedel who resides at that  
 place. Mrs. Fred Riedel expects to  
 remain in Grants Pass for several  
 days and it is probable that Mrs.  
 Charles Riedel will return to this  
 city with her to spend a few days.

Many  
Sensitive  
Women

who wear artificial denture suf-  
 fer mental anguish when they  
 meet their friends socially.  
 They do not wish to display a  
 deformity that has robbed them  
 of one of Nature's greatest aids  
 to health and beauty.

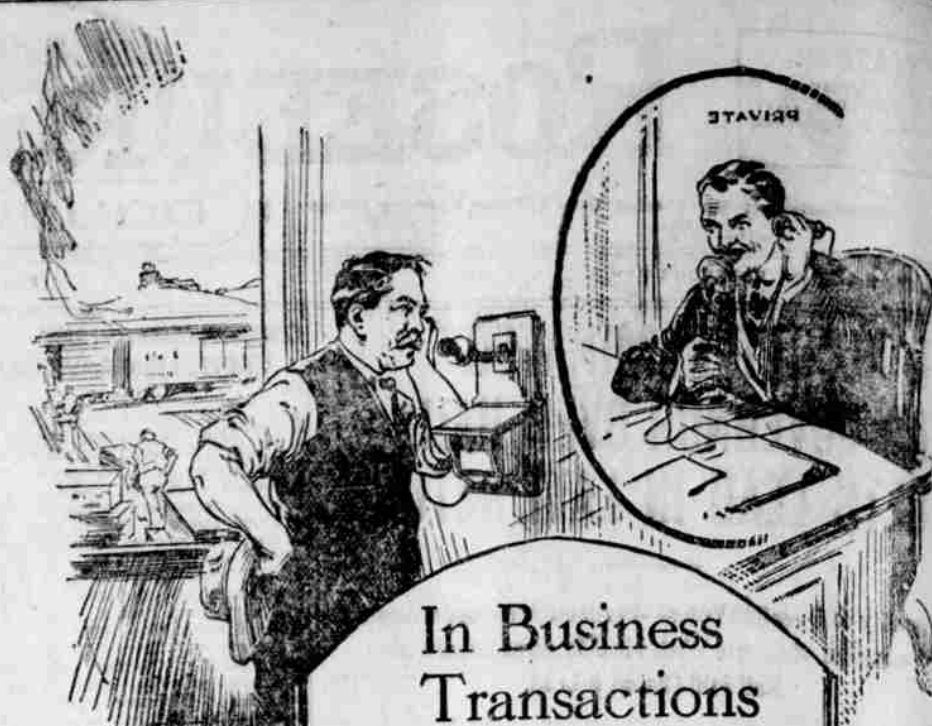
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## LETTERS FROM THE PEOPLE

(Communications sent to the News-  
 Review for publication in this depart-  
 ment should be written on only one  
 side of the paper, not exceed 300  
 words, and the true name of the writ-  
 er must be made known to this paper,  
 otherwise they will not be considered.  
 It is not necessary that your name ap-  
 pear in print, but as a matter of good  
 faith the author's name must be signed  
 to all articles intended for publica-  
 tion.)

## HAS R. R. SURVEY

Seaside, Oregon,  
 May 19, 1922.

Editor Roseburg News-Review,  
 Roseburg, Oregon.

Dear Sir:  
 I note in this morning's Oregonian  
 that a railroad promoter, who claims  
 to represent a large railroad com-  
 pany is seeking funds in Roseburg  
 to make surveys for a connection  
 with Coos Bay.

Some few years ago I made detailed  
 surveys from Coos Bay for a line  
 destined to reach Boise, Idaho. This  
 survey passed through Camas Valley  
 and thence through Looking Glass  
 valley, some 8 miles from Roseburg,  
 and thence through Sutherland and  
 over Thielson Pass, near Diamond  
 Lake. One hundred and thirty-five  
 miles of survey was completed to  
 within a few miles beyond Suther-  
 land at a cost of some \$27,000.

In the history of these promotive  
 matters, it is often the case that cle-  
 ver men solicit funds for such pro-  
 motions, and use the money for other  
 purposes. Therefore, the people of  
 Roseburg should go slow until they  
 may establish the bona-fide na-  
 ture of the principles behind any  
 project which seeks public funds for  
 its promotion.

I might state that the surveys,  
 profiles, reports and estimates which

I made are in full and detail form;  
 and, in any project calling for a rail-  
 road survey between Roseburg and  
 Coos Bay would save some \$20,000  
 in survey work and 8 or 9 months  
 in time. They are now my property  
 and are in my possession and are  
 available for any bona-fide railroad  
 construction that may be promoted  
 by reliable parties.

The time has been long since over-  
 ripe for the building of a railroad  
 connection between Roseburg and  
 Coos Bay, and with the proposed  
 deepening of the bar and improve-  
 ment in Coos Bay harbor to be un-  
 dertaken by the U. S. government  
 at a cost of some \$5,500,000, it is  
 my opinion that the people of Rose-  
 burg should support the promotion  
 of a railroad by those who can prove

## RIDDLE BONDS SOLD.

Riddle water and light bonds  
 in the sum of \$15,000 were dis-  
 posed of last night by the Riddle  
 city council. The bonds were  
 bought by the local bond buyer  
 firm of Rice & Rice. The money  
 obtained through the sale of  
 bonds is for the construction of  
 a municipal light and water plant  
 at Riddle.

their ability to carry it through.  
 Yours truly,  
 TAGGART ASTON.  
 Band concert, Antlers theatre  
 June 5.

## Give Your Eyes



the power to see quickly, accu-  
 rately and without strain. We  
 offer you skill and knowledge,  
 ripened by long years of expe-  
 rience. Prompt and efficient ser-  
 vice in fitting glasses that will  
 suit you. Let us examine your  
 eyes.

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 of them. See them in our win-  
 dow. Try 'em on, you'll like  
 them still better.

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## Harth's Toggery

