

ROSEBURG NEWS-REVIEW

Issued Daily Except Sunday.

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SENTIMENT AND SPEEDING.

It has been remarked by police officers that a considerable proportion of the drivers arrested for speeding automobiles are young fellows who are taking girls to ride. A young driver, they remark, takes pride in making records for speed while driving out with his best girl. He likes to appear in her eyes as a daring driver, who is not fearful of taking chances, who will work his way in and out of traffic without slackening his pace, and who can cover a given distance in a small amount of time. They are fond of showing what hair breadth escapes they can experience and still not get into trouble.

In former days young men of a sentimental turn often used to like a lazy old nag who could be driven with one hand, leaving one to encircle the slender waist of their fair companion. Drawn by faithful old Dobbin, such amorous diversions might be as safe as far as danger of collisions go. But the same method is not adapted to automobiles. The driver in these times is not the only peril either. Some of his lady passengers feel that they must snuggle up to the man at the wheel, and how he can drive with their clutch hold on him is a mystery.

Officers claim that these amorous speeders do not mind being hauled up in court while on these joy rides, and passing out a good sized bill as the penalty for their recklessness. They rather enjoy handing over this assessment in the presence of their girl friend, as a sign that they are good sports and willing to pay for their fun.

It is a man sized job to drive an automobile in these times, and people who undertake it should expect to give their attention to the job. Mushy young people when they pick the highways for their amorous demonstrations, not merely make themselves absurd, but they create a peril to the public.

REMEDIES THAT DON'T REMEDY.

The recovery of a country from war and economic difficulties is like recovery from any kind of ill health. The man who has led an unwholesome life, who has overworked or overplayed or abused his body, all at once finds that he has gone beyond the limit. He consults many doctors, buys medicines, tries all kinds of remedies. Some of these things may help him to some extent. But as a usual thing he finds out that health can not be purchased with his money.

His friends may suggest this or that diet or habit, and he tries it and can't see much difference. But if he will obey the standard laws of health, if he will have good sleep, wholesome food, healthful exercise, he will usually find, if he has no organic trouble that his condition will gradually improve and he will regain health.

So it is with the economic conditions following a war. Reformers, politicians, radicals, offer remedies, some of which are useful, but more of which are freakish and don't hit the root of the trouble. Many people get office because they favor this or that measure that they promise will promote prosperity.

But like the man who was regaining health, cure-alls and short cuts are apt to prove disappointing. Legislation is about as useful to cure a bad economic condition as medicine is to cure a case of nervous and physical exhaustion.

What a country needs is to have people take hold and work hard, exercise thrift and prudence, and cooperate with each other and avoid class conflicts. These remedies sound as old fashioned and as uninteresting as long walks, good sleep, and wholesome food sound to the invalid who looks for some quick cure.

The United States is recovering from war conditions, because its people, who are in the main sensible and industrious, are applying these simple remedies.

AMERICAN FUNDS ARE BUILDING FRENCH CITY

(International News Service.)
PARIS, July 15.—America's most recent gift to France, the new city of Fargniers, is rising out of the ruins of the old.
Fragniers was absolutely devastated in the war. The cornerstone of a new city hall has now been laid. Around this city hall will be built a model village designed by the best architects through the generosity of subscribing Americans. The rebuilding of the town is under the auspices of the "Centre Europeen de la Donation Carnegie."

NOTICE

We have purchased the grocery stock of J. M. Raby, located on the camp grounds. Will not be responsible for accounts contracted by the said J. M. Raby.

GRIMM BROS., Props.

SHOW MOHAMMEDAN ART.

(International News Service.)
PARIS, July 15.—A room devoted entirely to Mohammedan art has been newly decorated and opened at the Louvre.

AROUND THE TOWN

Arundel, piano tuner. Phone 183-L.
Daughter Born—Dr. Houck reports the birth of a baby daughter to Mr. and Mrs. Clinton Gorbly, on July 17, at their home at 1276 Umpqua avenue.
All kinds of cement work. Basements, floors and walks. Tom Morris, Tel. 444-L.
Moving to Portland—J. J. Moll and wife have disposed of their property here and will leave

Prune Pickin's



By BERT G. BATES.

GOOD EVENING FOLKS—

A buyer from the African-Congo Ivory company is in our village today looking over the local hall team. And if a satisfactory sale can be arranged it will not be necessary to give any more Street dances to finance the outfit.

The first contestant for the most beautiful man in Roseburg is herewith announced. It is none other than the well known Bill Mutt. This announcement should throw some fear into the hearts of the other Romeo's of the village.

Prune Pickin's beautiful man contest is going to be a humdinger. Send in photos or checks and we will announce you as a contestant. A wonderful prize has been arranged for the winner.

The winner will be given a free trip to Camas Valley via the detours and stills.

A young lady tripped into our sanctum this a. m. and with a smile muttered that she would like to have her sweetie enter in our contest. She says he looks just like Rodolph Valentino because he slicks his hair down with goose grease.

Say didja ever notice that breakfast is the black sheep of the meal family. It is the only one meal that catches 'em as they are. Pa roars up to the table in his shirt sleeves with an alleged hair comb and an honest-to-goodness grouch. Ma who has been trying to get dressed and get breakfast at the same time manages to get her chair in time to check possible outbursts from Pa, by starting the eatables his way. Sister usually slides up to the table at half-past breakfast, dressed in kimono, frowns and hair braided—and in an awful hurry. Everybody grunts and few bodies talk. That's an average breakfast.

The Yonically ball team "set 'em up and knocked 'em down" when they played the reg. croquet team yesterday p. m. at Yonically. Quite a few of the Yonically fellows were on the sidelines with quite a job of wit which was dispensed quite liberally. The reg. wits also had a good supply of bunk but after the fifth inning were unable to show much pep.

HENRY'S FLIGHT.

Henry had a girl named Hattie; Henry had a vehicle; Henry's friends all called him "Fattie." "Cause his waist-line was so full. Henry's head was full of notions; Henry's heart was filled with love; Henry longed for sweet devotion, And that hand that wore a glove.

So he put one arm around her; With one hand he turned the wheel, Looked into her eyes and found her Ready for a girlish squeal.

"Hattie," he began by saying, "When an auto came in sight, 'I—'—," but the car was swaying So he turned to guide it right.

Once again he murmured "Hattie," "When the wind took Hattie's hat; An old hen in front of "Fattie," Crossed the road right after that.

So he gave it up, remarking, "Hattie, I—think 'twill rain," So the spark-plug did the sparking, Henry's love was all in vain.

Regarding styles for women's wearing apparel for spring, it might be said that "Man wants little here below."

APPROPRIATE.
"What do you call your prize hen," asked the friend.
"Lay on, Macduff," replied the chicken fan.

ALWAYS.
There is only one safe way to write a love letter to a married woman. And that is to write to your wife.

SUMMER IS HERE.
Ira Flinkinger went to West Salem Tuesday to get his hair cut. Ashland O. Gazette.

We find that one disadvantage of the radiophone is that it requires a headpiece, which, in our opinion, is asking a great deal of some people.

LACKED PROMPTNESS.
"The man who wins," she said, "is the man who is prompt in embracing an opportunity."
"Well," he whispered after he had signed his arm around her, "how do I strike you as a winner?"
"Only fair," she answered. "This could have happened a month ago."

LAFE PERKINS SEZ:
"Rolled sox won't stay up on skinny legs"

Just a Word Why Churches Should Advertise

The writer was in Syracuse, N. Y., one Sunday last August. He was detained because of an accident to his car. He wanted to go to church that night, but he didn't know where to go. He picked up the Syracuse Sunday paper and looked through it from the front page to the back, but there wasn't a word about the church or the church services. As far as the papers were concerned that city might have been churchless.

But it wasn't so with the movies and other houses of entertainment. Oh, no! Their invitations were spread in large advertisements all over the page. There were a dozen or so invitations to go out on Sunday night for amusement, but not one to go to the House of God.

Possibly the church notices appeared in the Saturday issue. They generally do, but this was Sunday and the Sunday paper was the one available. The amusement places do not overlook the Sunday papers.

There may have been many more in the city with the same thoughts and desire as the writer. He happened to remember that sometimes the churches have bulletins in the hotel corridors, so he took the trouble to go downstairs. Being a Methodist, he looked for the Methodist churches. There were two on the board, so he picked out one and took a chance.

We suppose that some will say that a man or woman who wants to go to church will find a way. That's true, but why permit the theatres to have the monopoly? Isn't the church a business? If it isn't, it's time it was. Think it over.

SHIPS TO HALT ARCTIC ICE FLOES

Proposed That Doomed Battleships Be Used to Form Dam to Stop Ice.

WOULD PROTECT COAST

Would Prevent Icebergs From Floating Into Ship Lanes of the Atlantic—Many Plans Are Proposed for Disposal of Boats.

WASHINGTON, July 15.—(United Press.)—Dammning of the Straits of Labrador so as to block the flow of ice from the Arctic regions is one of the unique of uses suggested for the battleships doomed by the Washington arms conference.

Scores of ideas have been submitted to the department since the scrapping plans have been under consideration. In the flood of communications facetious proposals to convert the stripped hulls into ocean barrooms or huge rum-smuggling barges are in the same mail with really ingenious schemes that merit serious consideration.

From a southern seaside resort comes the request for two ships to be sunk alongside the channel to protect the jetties and serve as an armament and attraction to tourists.

From one naval officer comes this plan that has caused a bit of scratching of heads among the technical experts. He proposes to take the hull of one of the bigger ships out and sink it on Diamond Shoals and leave it there with its upper deck well above water until it is firmly settled and encrusted about the bottom. Then he would cut out the bottom, leaving a perfect caisson within which permanent foundations could be set and a lightship erected on them.

This is on a par with the suggestion of Rear Admiral McKean, who would use a dozen of the old ships to extend the San Pedro break-water and provide a quiet and secure anchorage for the Pacific fleet in Los Angeles harbor.

This is the recommendation made by the admiral: That all battleships to be scrapped now at Mare Island navy yard and such others as can be brought to Mare Island at a reasonable expense be scrapped by the navy yard. All materials such as copper, composition, steel, etc., that is worth it, be removed and stored for sale or use. That after being stripped, the vessels be towed to Los Angeles harbor and be moved bow and stern and secured to the other vessels ahead and astern of them in continuation of the break-water, with an entrance space of about 100 to 600 yards left between the present break-water and the first of the hulks. That they be sunk so as to form a continuous line and at least partially filled with dredged material from the harbor a supply of which is constantly at hand.

Make a Break-water.

This, the admiral says, will supply a "much needed" and I believe to be a secure lee for the battleships of the fleet. For example I think that 13 of the battleships averaging about 110 feet in beam can be so moored and sunk in such position as to furnish an effective break-water of sufficient length to furnish a protected anchorage area for at least eight battleships in the berth shown on the anchorage chart.

"I believe that the above disposition of these crafts will furnish a large amount of employment for navy

Watch for the Caravan!

yard workmen on work that the scrap will pay for, and it is further my opinion that using them as a break-water will save approximately two million dollars in building the stone break-water and will furnish equal protection to the vessels in the outer harbor of Los Angeles."

The admiral further states that this plan meets the immediate needs for an anchorage there and that it will last until the hulls completely rust out, which he believes will not take place for 25 years at least and probably for 50 years.

From the layman's viewpoint the suggestion of a gentleman from Maine, while lacking somewhat in practicability, has a potent appeal to the imagination. His is the scheme to block the Straits of Labrador and thus divert the masses of ice from our shores so that in the future the "Cold New Englander" will be nothing but a memory.

Kill the Cold Winter.

Here is his proposal in part as he submitted it to the navy department for consideration.

"Engineers have reported for several years that the Straits of Labrador, otherwise known as 'Belle Isle,' located between the northwest point of Newfoundland and Labrador, have by process of nature been gradually filling up for a number of years. Now this narrow passage of the sea is the gateway through which the ice floes from the Arctic regions find their way along the coast of Canada to the Gulf of St. Lawrence and adjacent waters and through its cooling effects on our atmosphere, cause severity of winter in southeastern Canada, the New England and Middle Atlantic states and in fact largely influence climatic conditions throughout the entire eastern part of our country.

"Now if this passage were entirely obstructed, ice would be diverted along the northeastern coast of Newfoundland to the east and would be borne away from our shores. In these regions then the winter weather would be much less severe and the winter season would be much shorter, destructive frosts and unhealthy fogs would be practically eliminated and climatic conditions much more desirable."

It was suggested by an English engineer before the great war began

MICKIE SAYS

WHEN YOU'VE SENT OUT A BUNCH O' STATEMENTS TO DISTANT SUBSCRIBERS AND YOU GIT T' WONDERIN' IF THEY'LL PAY ANY ATTENTION TO THEM AT ALL, 'N THEN TWO OR THREE DAYS LATER YOU BEGIN T' GIT A LOTTA FRIENDLY LETTERS WITH CHECKS 'N DRAFTS IN 'EM, OH, BOY! AIN'T IT A GRAND AND GLORIOUS FEELIN'!!



Russian Mothers Kneel in Thanks for Life-Saving American Corn



Mothers knelt in gratitude before workers of the American Relief Administration when American gift corn, provided by a \$20,000,000 government appropriation, arrived to halt the famine which has been decimating the Russian people. The Americans had to demand that such demonstrations cease.

These women pictured above were among the hundreds who came to the village of Vaselinka in the Samara district for corn which meant life in a district where famine was exacting its largest toll.

The American Relief Administration

under the chairmanship of Herbert Hoover, is rapidly restoring the brain, spirit and morale of the Russians as American aid steadily ameliorates famine conditions which blanketed the country.

Col. William N. Haskell, director in Russia, who recently returned to Moscow after an inspection trip of the famine belt, reports that the A. R. A. has the situation well in hand in all sections. Colonel Haskell stated that American food is now feeding 3,000,000 children and 5,000,000 adults daily.

that the obstruction of this Labrador strait would be of vast economic value and it was stated that the cost of the work would be comparatively very small, since the action of the ice itself and water had naturally formed a bar of rock and sand of sufficient proportions to deflect in a large measure, the ice from its former course.

Lack of Foresight Destroys Timber

PORTLAND, Ore., July 17.—Commenting on forest destruction by fire, District Forester George H. Cecil cites the situation in which Michigan now finds herself. From a state whose forest wealth was considered inexhaustible she is reduced largely to a producer of fuel wood and other minor forest products—all because of indifference to fires, wasteful cutting, and lack of reforestation. In other words, Michigan is now paying the piper for 25 years' ruthlessness, indifference, and lack of forest foresight.

The building trades and the automobile and furniture industries of Michigan must largely import their supply of high-grade lumber from other states instead of growing it at home.

For the most costly classes of woods, such as those used for automobiles, furniture, and building,

Michigan goes as far south as the Gulf of Mexico, and as far west as the Pacific ocean; she imports about a little more than a billion board feet of lumber and timber annually, of which 400 million come from the Gulf coast region and nearly 180 million feet from the Pacific northwest. For these amounts the state pays not only an enormous freight bill, but also the high price incident to constantly dwindling forests.

The reforestation of Michigan's denuded lands would, after a few decades, say forest experts, not only stop these costly importations, but go far toward re-establishing the state's lost leadership in her own greatest industry—lumber—and put it upon a permanent basis.

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