

Honey Special

We were fortunate in securing a quantity of fancy white comb honey at a very low price, and for Saturday will sell at following prices. Buy it by the case. It will keep:

24 pkgs. to the case per case,	\$5.50
Less than case, per pkg.	25c
Lemons, per dozen	20c
Bananas, three pounds for	25c
Cooking Oil, bulk, 5 gal. can	\$7.50
White Laundry Soap, 30 bars for	\$1.00
Special Blend Coffee, 3 lbs. for	\$1.10
B's Cocoa, good quality, 3 lbs. for	25c
Extra Standard Canned Peaches, per can	20c

These Saturday Specials are for cash only, and are good at our new store at Sutherlin also.

QUALITY MEATS

Pot Roast, lb.	15c
Boiling Beef, lb.	12 1-2
Fancy Veal Shoulder Roast, lb.	15c
Heavy Breast of Veal, lb.	12 1-2
Veal Steak, lb.	20c
Lamb Shoulder Roast, lb.	20c
Breast of Lamb, lb.	12 1-2
Hamburger, lb.	15c
Pork Sausage, 2 lbs.	45c
Pure Lard, 2 lbs.	45c
Cottage Hams, lb.	33c
Picnic Hams, lb.	24c
Half or whole Eastern Hams, lb.	35c
Dry Salt Pork, lb.	30c
Heavy Bacon, lb.	34c
Bacon Squares, lb.	28c
Fancy Fryers	Heavy Hens

Where Your Dollar Has More Cents

PEOPLES SUPPLY CO.

Grocery Phone 145 Meat Market 363
Free Delivery

GROWERS!

We are still in the market for your
EVERGREEN BLACKBERRIES
BRING THEM IN NOW
Umpqua Valley Canning Company
ROSEBURG, OREGON
OR PHONE 525

COMPARE THE PRICES

Compare the prices in the classified Used Car ads with ours. You will find that there is little if any difference, in spite of the fact that our cars are invariably overhauled while others are usually sold "as is."

J. O. NEWLAND & SON

Dodge Brothers Dealers

ROSEBURG, ORE.

PHONE 458

DODGE BROTHERS DEALERS SELL GOOD USED CARS

USED CARS

- 1 1924 Dodge Touring.
- 1 1917 Dodge Touring.
- 1 1924 Ford Touring.
- 1 1923 Ford Touring.
- 1 1-Ton Ford Truck
- 1 2-Ton Federal Truck.

J. O. NEWLAND & SON

Dodge Brothers Automobiles
and Graham Trucks

GHOULS PREY ON WRECK, TAKING PARTS OF VALUE

(Continued from page 1.)

naval air station with two other officers of the United States Navy, were to hold inquiries here and at Belle Valley to determine the cause of death.

At the same time, navy officials are at Marietta aiding in the care of the injured men, Chief Gunner Raymond Cole, Lima, O., and Rigger John P. McCarthy, Freehold, N. J., whose injuries are believed to be not fatal.

Order Kept, Aid Given.

Looting at the scenes of the disaster, which was so prevalent yesterday, will be prevented today by a detail of 45 men and a number of officers from Fort Hayes and Columbus. American Legion men, Salvation Army workers, local constables and the Noble county sheriff and his deputies were on the scene yesterday and today, helping wherever they could. The Salvation Army lasses served coffee and sandwiches today as the work of investigating the accident progressed.

Better protection from the elements must be the goal of further desirable development as the result of the Shenandoah disaster. In the opinion of Colonel C. G. Hall, U. S. A. official observer, aboard the ship. He said he believed the accident was no reflection on the crew.

"Better communication might have saved us," he declared. "Scientific men who study the movement of storms might have warned us and aided us in averting the disaster."

Hellum Prevents Explosion.

Lieutenant Rosendahl made positive denial that the ship was flying too near the ground and that its gondolas caught on the tree tops causing the disaster. Other officers have concurred in the assertion that the ship was at an altitude of at least 3,000 feet when it was struck by the squall. The survivors were unanimous in asserting that the fact that the gas chambers were filled with helium was all that prevented an explosion. Reports that lightning had struck the ship and was partly responsible for the crash were denied by survivors and witnesses of the catastrophe.

Officers of the dirigible describing the tragedy said the ship encountered a severe wind storm over Cambridge, strong headwinds holding the giant machine almost stationary for fifteen minutes, although the engines were going full speed ahead.

Toy of the Storm.

After making more than a dozen vain attempts to elude the storm center by changing their course, the ship apparently nosed its way squarely into the vortex of the squall and was abruptly shot upward for more than 2,000 feet and then dropped precipitately, the ship structure cracking and breaking into three parts under the tremendous strain. Attached to the forward section was the control cabin in which Commander Lansdowne and twelve other officers and men navigating the ship were at their posts. This gondola broke away from its moorings, crashing to the ground from an altitude of several thousand feet and killing all of its occupants. Several others who were in the fore section of the ship, but not in the control cabin, drifted as in a free balloon, landing safely nearly 12 miles away.

Plans for the burial of the Shenandoah dead went forward today. Coffins are expected to be in readiness to ship the bodies to their designated final resting places today. The body of Lieutenant Commander Zachary Lansdowne, commander of the ill-fated ship, has been ordered sent to Washington for burial in Arlington national cemetery alongside America's heroes who have gone before. The others who lost their lives either have been assigned for burial at their homes or probably will be so assigned.

Navy Must Alter Plans.

WASHINGTON, Sept. 4.—The disastrous loss of the dirigible Shenandoah apparently has thrown the navy's whole future policy with respect to lighter-than-air craft into a state of uncertainty.

Out of this may come a decision to close the navy's air station at Lakehurst, N. J. Secretary Wilbur is now considering the best course to pursue and has a definite plan in mind, but will discuss the matter widely with naval experts before announcing any decision.

The collapse of the Shenandoah, occurring in the shadow of the failure to find trace of the PN-5-L, lost in the attempted non-stop flight to Hawaii, has not broken the navy's determination to carry forward aircraft development to the utmost, but Secretary Wilbur has decided that the rewards must be equal to the risk.

America Ample Protected.

As its third reverse in several weeks, the navy also is contemplating now the failure of its planes to achieve their major mission with the MacMillan expedition in the Arctic. From all of these, however, Secretary Wilbur draws the reassuring conviction that in the expansion of the Atlantic and Pacific oceans the United States has a bulwark of defense of which there is little fear of penetration by present-day enemy aircraft operating from an overseas base. The navy department already had under consideration a future program with regard to dirigibles and the Los Angeles and Shenandoah in particular before the disaster to the latter. How far this will affect the program, not only in bearing on the problems of engineering science involved, but the attitude of congress as well, remains to be developed. Mr. Wilbur said, however, that he plans to confer widely on the matter and might have an early announcement to make as a result.

Helium Supply Cut In Half.

As to the Los Angeles, now left as the navy's only dirigible, Mr. Wilbur said the plan in mind for her would not be affected by the loss of the Shenandoah. Since the

proposal to lease her for commercial operation, no definite offer has been received, and one would hardly be considered now after loss of the Shenandoah, which leaves the possibility that she may be further employed by the navy, although not a military craft, in such ways as are permissible in further determining the navy's future program as to dirigibles.

Whatever decision is reported as to the Lakehurst station and the Los Angeles, there would be a period of enforced inactivity for both for several months at least. The loss of helium in the wreck of the Shenandoah leaves on hand only about half of the volume of gas necessary to inflate the Los Angeles.

Survivors Describe Peril.

PHILADELPHIA, Sept. 4.—The breaking of a gas bag over power car number 3, the starboard car of the dirigible Shenandoah, was blamed by some of the survivors of the wreck for the tragedy yesterday in Ohio.

When the 18 survivors who came by special car from the scene of the wreck enroute to her home station, arrived at Philadelphia today, some of them agreed that this accident in conjunction with the terrible storm, was responsible for the wreck and its ensuing loss of life.

The storm was described by the survivors as a "western twister," a miniature cyclone. Some of the men said they had been able to see the storm coming, but that the ship had been powerless to get out of its way.

As the men tripped from the train at the North Philadelphia station of the Pennsylvania railroad to take another train to Lakehurst, all of them were carrying heavy bags.

"Are they your effects?" someone asked one of the men, pointing to the bags.

"No," he said. "They are the things that belonged to our comrades who are dead."

Richardson Wilson of Louisville, Ky., a seaman, second class, listed yesterday as injured, was among the survivors, unhurt.

The 18 men came on the train in charge of Lieutenant Hendley. They were stiff and sore from the leaps they had made from the airship as it neared the ground. They were grimy and very tired. A number of them described how they clung to the outer envelope and the framework and worked their way from the top of the airship—almost a hundred feet—to a handhold near the bottom, where they were able when the broken sections of the airship dropped near the ground to let go and drop ten or fifteen feet to safety.

Los Angeles German Built. SWAMPSCOTT, Mass., Sept. 4.—President Coolidge announced that the navy department will want to replace the wrecked Shenandoah with a dirigible that can be used for military purposes.

Although he has received no information as to the navy's plans, Mr. Coolidge considers it only natural that another airship should be wanted. Under the terms of the Versailles treaty the Los Angeles, built in Germany, cannot be used for naval purposes.

The president considers the Shenandoah catastrophe as appalling, not so much for the property damage, but because of the loss of life. Loss of the airship, in his opinion, does not differ from the destruction of a warship, resulting invariably in plans for the replacement of the craft.

Germany Sympathetic.

BERLIN, Sept. 4.—The destruction of the American dirigible Shenandoah, brought expressions of extreme regret among the Germans. The German public knows what a dirigible accident means, since this country, the home of Zeppelin construction, has lost several in storms.

News of the catastrophe was posted on the bulletin boards in front of the newspaper offices and the successive dispatches giving the details and showing the full extent of the loss were eagerly scanned by crowds.

WEST ENTITLED TO OWN RESOURCES IS STANFIELD VIEW

Federal Government Has No Right to Commercialize Them—Stockmen Are Paying Tribute.

YAKIMA, Wash., Sept. 4.—"The West and should not be commercialized for the benefit of the national treasury," declared Senator R. N. Stanfield of Oregon here last night during a banquet given for the members of the sub-committee of the senate committee on public lands, appearing in Yakima yesterday. He said that "action had been taken in congress to commercialize the grazing preserves in the national forests and make western stockmen pay tribute for utilizing these areas."

The effect of this policy, taken in its widest scope, would mean increased cost of food products to the consumer, the senator said. The conservation of grazing privileges in the national forest is not subsidizing the stock industry, but is a benefit to the old nation.

Senator C. C. Dill of Washington, said that money from reclamation had been accumulated through the sale of public lands or the leasing of public lands, and should be spent in the development of the public land states. He charged that regulations imposed by the federal bureau of reclamation have impeded development of reclamation. He criticized Secretary Work for his action in withholding on the Kittitas unit of the Yakima project.



That tonic touch of mountain air in every steaming cup

THE zest of the West rises in every fragrant wisp of Hills Bros. Coffee . . . the exhilaration of mountain air . . . the dash and spirit of the wind-whipped plains.

Just break the vacuum seal of a tin of Hills Bros. Coffee. Thrill your very being with an aroma that stands alone in the world of fine coffees. Brew a cup and lift it to your lips! Taste that wonderful Hills Bros. flavor, The Recognized Standard!

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CONSTITUTION DAY ON SEPT. 17 TO BE OBSERVED HERE

A meeting was held last night at the office of Senator R. N. Eddy by representatives of several patriotic and civic organizations for the purpose of discussing plans for the observance of Constitution day on September 17. Mr. Eddy has been appointed chairman for this section by the American Bar Association, which each year sponsors the observance of Constitution week, which this year falls on the dates of September 15-19 inclusive. Representatives of the local bar association, American Legion, Kiwanis and Rotary Clubs, and other organizations are participating in forming plans for the local celebration of the week, and particularly Thursday, Constitution day.

coming week as a suggestion, and if well received will be put into execution.

Mr. and Mrs. Will Larsen, of Portland, arrived here at noon today, and will visit over Sunday at the home of the farmers' mother, Mrs. Anderson, of West Roseburg.

MANY PEOPLE DO NOT UNDERSTAND PARCEL POST RULES

There is a great deal of difficulty experienced in post offices due to misunderstandings on the part of the public concerning the handling of parcel post mail, according to Postmaster C. E. Reinecke. Parcel post packages come into the post office securely sealed. Mr. Reinecke says, and people frequently cannot understand why such packages cannot be accepted as fourth class mail instead of requiring first class postage.

that the postmaster may have access to it.

Large manufacturing firms are privileged by the postal department to send out mail marked with a not to the postmaster stating that the package may be opened. Such packages are sealed. This is frequently the case with large wholesale firms sending out goods for inspection. People frequently fail to understand why they are asked for first class rates on the same package sealed in the same manner when they try to return it.

The fact is, the postmaster says, that this privilege is given only to certain firms registered with the government. Individuals cannot send sealed packages fourth class, even though they may write on the

outside the permission for the package to be opened.

The postal laws now permit rapid handling of parcel post under the special stamp arrangement. This is a stamp affixed in addition to other postage, and gives parcel post packages the same delivery attention as is accorded first class mail. The stamp costs 25 cents. If still faster service is desired a special delivery stamp may be attached as well as the special handling stamp which not only carries the parcel with the letter mail but provides that it shall be delivered the same as any other special delivery mail.

Unless these stamps are procured the parcels are handled as fourth class mail, and are slower in transit.

CHIROPRACTIC TRUTH PREVAILS

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Although CHIROPRACTIC is one of the youngest of sciences, it is obvious that an increase, in 25 years, from one practicing Chiropractor with a few patients to 25,000 with hundreds of thousands of patients, could not be attained if Chiropractic were not securely founded on scientific truths.

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