

ROSEBURG NEWS-REVIEW

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R. W. BATES, President and Manager; HEIT G. BATES, Secretary-Treasurer

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ROSEBURG, OREGON, SATURDAY, SEPT. 12, 1925.

THE COST OF LIVING.

The cost of living is now 73 per cent greater than it was in 1913, according to U. S. department of labor figures. But this level of prices is still far below the peak of 1920, when prices reached 116 per cent above 1913.

A commendable spirit of enterprise and progressiveness is demonstrated in the plans advanced by the residents of the northwest section of Douglas county who propose to tax themselves to the extent of 30 mills to carry on needed road work in their vicinity.

In an address today before the Snohomish, Washington, State Grange, Governor Roland H. Hartley, of that state, made a mighty vital statement in behalf of agricultural interests when he said that the greatest favor that could be bestowed upon the farmer is to "get off his back and leave him free to go about his business unhampered by an army of regulators, investigators, inspectors, advisers and dictators."

That fine little community that goes to make up a thirty settlement in the Smith River section in the lower Umpqua district held a community fair last week, and, among paramount issues discussed, was a desire for better roads that easier access may be gained to this fertile section of the county.

A representative of the state bureau of labor dropped into this office one day last week—walked through the plant—spat on the floor and dusted his feet off in the front office. Today we were advised that this service cost us \$10—the alibi being made that the plant had been "inspected."

Congressman Hawley will visit Roseburg on next Friday. This will be an opportune time to discuss the matter of financial aid from the government for the proposed highway up the North Umpqua river to Diamond and Crater lakes.

Well, is anyone complaining about present weather conditions? If so, say it aloud.

It was a lucky pickup when searchers found the missing airplane.

PRUNE PICKIN'S

BY BERT G. BATES

GOOD EVENING FOLKS— The history display One sees in the Magazines Ain't nuthin' To what a letter Can see on the Main drag Any p. m.

DUMBELL DORA THINKS An egg plant is a plum with the bumps.

The amphiox is a creature which has lived for 60,000,000 years and has no backbone. What an office-holder it would make!—Nashville Banner.

By the time cotton gets-all ginned up, it can't tell whether it's going to be a bottle of olive oil, a pair of lard, a pat of butter or a pair of silk stockings.—Little Rock Arkansas Gazette.

My, my, how time do fly! It's bawh right again!

An editor is usually so busy keeping up with the affairs of others that he hasn't time to cogitate upon his own trials and tribulations. His daily grind is one merry-go-round of romance, comedy and tragedy. In the old days he could drown his sorrow in the flowing bowl; now he has only the jimmy pipe or Star tobacco. But running a newspaper is a lot of fun to the philosophical soul. Here is the way one editor expresses his joy:

"A child is born in the neighborhood; the editor gives the lead-lunged youngster and the happy parents a sendoff and gets \$2.00. It is christened and the minister gets \$5, and the editor \$2.00. The editor blushes and tells a dozen lies about the beautiful and accomplished bride. The minister gets \$10 and a piece of cake and the editor gets \$2.00. In the course of time she dies—the doctor gets from \$15 to \$100, the minister \$5, the undertaker gets from \$75 to \$200, the editor prints the obituary a column long and a funeral notice a half column long and gets \$3.00. No wonder so many country editors get rich. Have you paid your subscription?"

Tomorrow will find the pawfers out of links knocking the gutta percha pipes—and try other fellow's stance.

We husbands will never live down a style show.

The ice man is givin' way to the coal dealer.

We wonder if Weather Prophet doesn't get darn tired of havin' folks slap him on the back and yell, "This is certainly fine weather you're givin' us."

Very few of the high brows wear high heels.

How to be young at 70.

AVERAGE COST OF CHANGING AUTO LIGHTS IS \$2.07

SALEM, Ore., Sept. 12.—To date an aggregate of 297 motor vehicle headlights adjustment stations have been inspected and authorized throughout the state by the traffic division of the department of secretary of state and 50 applications for inspection are on hand which will probably be inspected and passed upon by the close of the present week, according to Secretary Keener. It is estimated that there will be approximately between 450 and 500 adjustment stations authorized in the state when all applications are in and acted upon.

An aggregate of 21 devices have been approved by the secretary of state, acting upon the test reports of the United States bureau of standards.

A survey of the reports received from the adjusting stations as to cost of the adjustments upon the average basis shows that such cost ranges from the minimum of 75 cents, the maximum adjustment charge provided by law, to several dollars, according to the amount and value of the equipment purchased by the owner. An examination of 1,000 charge receipts issued by stations over the state and selected at random reveals that the general average cost for equipment and adjustment on those 1,000 cars was \$2.97 per car.

Two hundred adjustments, selected at random, from each of three adjusting stations in Portland show an average cost per car for the three stations and 200 cars of \$2.82; 700 adjustments of two stations at Salem show an average cost of \$2.19 per car. The same basis of investigation applied to one station each in the following list of cities:—The state show averages cost per car to be: Oregon City \$2.54; Canby, \$1.61; Tillamook \$2.14; Marshfield \$2.05; Medford \$2.44; and Grants Pass, \$2.96. State Average for 1,000 cars, \$2.07.

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State Press Comment

The Shipping Board Row. It is apparently the idea of Mr. Haney that the United States government should operate the ships owned regardless of the annual loss. It is evidently the idea of President Coolidge that our government should get its ships into private ownership as rapidly as possible, so as to avoid this big loss.

President Coolidge's policy would obviously be the proper one to follow. If it were certain that the government owned ships, after being sold, would remain under the American flag. But there can be no such guarantee. Some of the vessels have been sold under a guarantee that they shall fly the Stars and Stripes for five years. But that is not a very long time, and even in that period they may be sold to foreigners.

There is only one right way—And that is the way the founders of our republic built up an American merchant marine that was the pride of our country and the envy of the world. It was built up during the period before the Civil war, and provided for discriminating tariff duties in favor of goods carried in American bottoms.

This must be done again, if we are to be certain of having an adequate American merchant marine, without a large annual charge upon our people, and there will be additional benefits in the way of additional tariff receipts and better protection in labor and capital.

An adequate American merchant marine our country should have. It is of paramount importance for our foreign commerce and for our protection and sense of security. And it would be justified even at the expense of a stiff ship subsidy, under that or any other name. But that is not at all necessary. Nothing is needed but a return to the wise policy of the great and far seeing men who made possible the successful launching of our republic.—Salem Journal.

Commerce By Motor. The motor bus and truck have established themselves as important factors in our transportation system. So far the interstate commerce commission has refrained from any attempt at control or regulation, even in the case of buses operated as interstate carriers. Where bus lines have been operated in connection with established railroads, they have been treated as separate enterprises and remained subject only to state control.

Interstate motor traffic has now grown to such proportions that Federal control has become inevitable, and Congress will be asked to pass laws which will control motor as well as steam transportation between the states. The fact that many of the highways traveled by the interstate buses were built by the aid of Federal funds makes Federal regulation consistent. The fixing of rates and fares will be a difficult task, since motor lines are shorter than the railroads and offer a less complicated problem.

The most important task to be assumed by the government lies in determining where new lines are "convenient and necessary" and where they will result in ruinous competition. It is an important and delicate distinction. A policy which protects the interests of the public and at the same time recognizes the claims of the company which devotes capital and energies to its service, lies along a narrow line not always easy to follow.

In establishing rates and routes, in fixing the responsibility of the operating company for loss of life and property, and in other details of operation, government control is necessary and valuable. Federal control of both motor and railroad transportation will need to be necessary competition and insure good service. The motor has brought with it new conditions which may be met by government control without endangering the continued usefulness of other methods of transportation.—Portland Telegram.

Heresy. Strange as it may seem, the witch hunters are still alive in the land. One of them has brought charges of heresy against Dr. Hough, a Methodist minister of Henry Ford's town, and against William Phelps, editor of a Methodist paper. The charges are that the minister said Christ and Darwin were on a par and that "science and the Christian religion were of equal value." The editor approved the minister's remarks and gave them wide publicity. No strange as it may seem, both are to be tried for heresy. And this is the 20th century.—Corvallis Times.

Short Study in State Finance. "The Oregon Statehood advocates a new tax building for the state capital to house state offices," observes the Albany Democrat-News. "Here we have been talking for the past 20 or 30 years about decreasing our state

EUGENE TO HAVE KENNEL SHOW

EUGENE, Oregon, Sept. 12.—(Special)—With over 200 of the finest dogs on the Pacific coast already assured for entries in the first annual kennel show sponsored by the Eugene Kennel Club, the affair promises to be one of the outstanding sports events of the season. The exhibit and competition for championship of Oregon in all classes will be held during the annual Lane County Fair, at the fair grounds here September 22, 23, 24, and 25.

The entries will close September 14, at which time the lists will be made up, and a catalogue containing the name and record of every dog entered will be published by the bench show committee of the local club. Prizes will be offered in every class, announces Frank Hill, president.

Entries for the event are coming in from Spokane, Seattle, Vancouver, B. C., and several points in California. An entire building, one of the most spacious on the grounds, will be put in shape, so that 500 or more dogs can be placed on exhibition.

The Eugene show will be under the official auspices of the American Kennel Club and standard awards will be made. John A. Meadows, famous judge of dogs, from Oakville, Ontario, has consented to do the judging, and will take charge of all awards. Officers of the local club who will assist Mr. Meadows are Frank Hill, president; J. T. Snelson, vice-president; Kelly C. Branstetter, secretary; and Clyde N. Johnston, treasurer.

Several famous strings of dogs, place winners in several recent shows, have already entered the Eugene event. A field man has been employed to visit dog shows at Elma, Everett, and Spokane shows and arrange for exhibitors to bring their strings to Eugene.

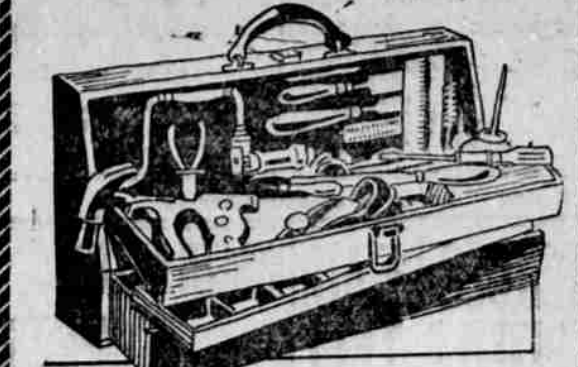
A string of sporting dogs will be entered by the Speedway Kennels of Portland by Max Muller, owner and well-known breeder. Speedway Ajax Sch. H. Ludwigmuller, and Speedway Ajax Alfa v. Hirschmurg, P. N. will be outstanding dogs in the display. Mr. Muller will be here in person for the show.

A string of sporting dogs will be entered by J. R. McDonald, of Portland. These will be headed by Lady Henna, prize winner in the recent Portland show, and by Lester's Pal, a several time winner in various exhibitions in the Northwest.

McDonald's string of English bulls, including White Gladstone, Devina Lady Jeanette, and a string of French Bulls headed by Desree will also be here. C. E. Jackson, of Portland, will show eight of his champion Boston dogs—Champion Bumblebee will head the list. The Playfair string, headed by the famous winner, "Let's Go," several dogs owned by Campion, Portland, and the Ran Kennels, Portland, will all be present. It is announced.

The event is attracting considerable attention, and is expected to prove one of the major attractions of the fair here.

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CERTIFICATES OF TITLE ARE ISSUED BY SEC. OF STATE

SALEM, Ore., Sept. 12.—To and including September 9, an aggregate of 62,295 applications for certificates of title to motor vehicles, under the provisions of a new law had been examined in the automobile division of the secretary of state and approximately 50,000 certificates of title have been written and mailed to and including that date. Of the above total applications examined 12,627 have been returned because of discrepancies or defects in title.

In round numbers about 125,000 applications for certificates of title have been received in the department and these are being examined and disposed of at the rate of between 2,000 and 2,500 a day. A large volume of applications for transfers of title have also been received and the first of these, numbering 79, were issued upon September 9.

ART NEEDLEWORK Carr's carry a large and complete line of stamped goods, either in package or by the piece. Complete line D. M. C. threads. Our line is bigger than you would expect to find in Roseburg Carr's.

CONCORD GRAPES Now ready for jelly. Get them at Coos Junction Fruit Stand. Fred Schmidt.

NOTICE TO THE PUBLIC On and after September 14th the office of The California Oregon Power Company will be open until 6 p. m. except Sundays and holidays. This is for the convenience of our customers who are not able to get to the office before 5:00 o'clock, which has been our closing hour.

THE CALIFORNIA OREGON POWER COMPANY, T. H. Noss, Division Manager.

NOTICE TO HUNTERS. Guide and packer has saddle and pack horses for hire and will guide to good game country. Address C. R. McNeil, Leland, Oregon.

DAILY WEATHER REPORT U. S. Weather Bureau, local office, Roseburg, Oregon, 24 hours ending 5 a. m. Precipitation in inches and hundredths: Highest temperature yesterday 72; Lowest temperature last night 50; Precipitation last 24 hours .00; Total precip. since 1st month 1.53; Normal precip. for this month 1.94; Total precip. from Sept. 1, 1924, to date .153; Average precip. from Sept. 1, 1925, to date .30; Total deficiency from Sept. 1, 1925, to date 1.23; Average precipitation for 48 wet seasons, (September to May, inclusive) .3148; Generally cloudy with moderate temperature tonight and Sunday. WILLIAM BELL, Meteorologist.

Travel To SAN FRANCISCO Los Angeles and Way Points BY PICKWICK STAGE Two Schedules Daily—Leaving Terminal Hotel 7 A. M. and 3:35 P. M. One Way Fare to S. F. \$14.75 Round Trip Fare to S. F. 29.00 One Way Fare to L. A. 26.60 Round Trip Fare to L. A. 50.00 Two Days to San Francisco and Three Days to Los Angeles by Pickwick Stage CALL Terminal Hotel Phone 586, Roseburg, Ore., for Information

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REGISTRATION OF CARS FOR AUGUST AHEAD OF 1924 SALEM, Ore., Sept. 12.—A statement by Secretary of State Keener shows that with a total of 15,258 the registration of foreign motor vehicles in Oregon for the month of August, just closed, was but 122 in excess of the registrations for August of 1924, and lacked 4,465 of equalling the registrations for the month of July 1925. The registrations for August of 1924 amounted to 12,131. Every state in the United States was represented among Oregon guests for the month of August and there were 248 visitors from Canada, 19 from Hawaii, four from Alaska, one from China and one from Australia. The total registration for the eight months period, January 1 to August 31, inclusive, amounted to 62,965 as compared to 59,612 for the corresponding period of 1924 and a total of 75,771 for the entire year of 1924. The registrations, by stations for the eight months period, January to August 31, inclusive, follow: Albany 955; Ashland 19,647; Astoria 222; Baker 1,279; Bond 253; Corvallis 411; Eugene 1,882; Gold Beach 222; Grants Pass 4,942; Hood River 492; Klamath Falls 2,573; La Grande 564; Lakeview 71; Marshfield 163; Medford 2,592; Milton-Freewater

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THE FOOL is a man who succeeds in spite of the Devil. Boys' all-wool suits and overcoats made to measure \$18.00 to \$27.50 at Berners, the Tailor, 2 doors north Liberty theatre.

Coming to Roseburg at last! The motion picture version of THE FOOL