

ROSEBURG NEWS-REVIEW

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B. W. BATES, President and Manager; BERT G. BATES, Secretary-Treasurer

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ROSEBURG, OREGON, MONDAY, SEPTEMBER 14, 1925

"BULLDOGGING" THE TOURIST.

This paper has often wondered if the practice put into effect by various officers throughout the state in enforcing city ordinances violated by tourists passing through cities is of any material benefit. For instance, if a tourist drives into Roseburg and in making a stop or passing through the city, unintentionally, or through ignorance of city laws, makes a minor violation that brings personal injury to no one or does a property damage, and is vigorously rapped by a local officer, what sort of a taste is left in his mouth? Does it make him feel kindly toward your city? We think not. We also think that it is a very poor piece of advertising for any community that prides itself on welcoming strangers. If attention need be called to any minor violation of the traffic laws it should be done in a kindly manner—particularly to all tourists—and the admonition should be given in the way of advice rather than censure. What does the stranger know about the various traffic ordinances of a thousand cities? And so long as he is not a speed demon and reckless manipulator of the steering wheel a lot of mistakes could be overlooked and he should be allowed to proceed on his way unmolested. It is next to impossible to educate the entire string of tourists passing through any community and it is a useless task to attempt any such procedure. The average fellow, unless he is mentally unbalanced or criminally inclined, does not knowingly override the law and he hates to be heckled by a string of officers whose over-zealousness to "hand on him" for minor infractions is carried to the extreme.

What people generally need is encouragement to respect all laws—not so much razzing over nonsensical errors unintentionally made. This latter action only causes disrespect and lessens the degree of effectiveness by which better citizenship and general appreciation for more important measures are to be sustained.

There should be a reasonable degree of common sense in all things and the community that prides itself on the observance of city and state laws and deals out information in a kindly manner, rather than bulldozing the people in an arrogant way will accomplish much more for strict law enforcement.

There are plenty of fools and maniacs on the streets and highways at all hours of the day that should be severely admonished. But there are a lot of well-meaning and careful drivers who should be let alone for trivial offenses.

The expense of getting an education has increased rapidly since the war. Tuition commonly costs more, and board is almost always higher, and the general freer standards of expenditure add to the item for incidentals. And yet more boys and girls are taking the higher education than ever before. How do they do it? Well, for one thing, it is a great deal easier for these young people to earn money than it used to be. With the shortage of men who are willing to do manual labor, a good husky college boy need have no trouble in earning a good deal on his summer vacation, also he can find odd jobs to carry along while he is studying. Any girl who is willing to do housework can also earn education money.

Among the most difficult of social problems, is the hard lot of the families where the husband drops out of sight and leaves the wife and her pathetic children to shift for themselves. A woman can not always tell when she is marrying the kind of man who quits his job as a husband. It is a day of breaking hearts when the man she loved thus goes back on her. It is a hard proposition for a woman to support herself and her children on the average woman's pay. But the city should be scoured for chances for money earning for such a woman and her little brood, and personal friendship and the helping hand should be enlisted for such cases.

A certain large lumber company in Sweden has been in operation for 700 years and is said to be the oldest lumber concern in existence. Through scientific methods of forestry, its timber holdings are worked on a continuous yield basis. Every 70 or 80 years this company's loggers return to the same tract for cutting, and the cut-over land problem is unknown to them. The company has some 800,000 acres of land on which forestry has been practiced for hundreds of years. Some such plan as this will be adopted by the larger lumber organization in the United States to renew our timber resources as they are depleted.

Next week the grand old order of Odd Fellows and associate branches will meet at Portland. It is expected that that city will entertain upwards of 40,000 visitors and elaborate preparations have been made for the week's festivities.

Remember the dates of the Home Products Show—September 24, 25 and 26. This will be an event of more than ordinary importance to all the people of Douglas county.

Nothing "brings home the bacon" quite so effectively as advertising in the columns of the News-Review. It's a whiz—when it comes to getting results.

The Oregon State Fair is in the making and will soon be the big attraction at the state capital.

School days will soon be here—a sure sign that fall has arrived.

PRUNE PICKIN'S

BY BERT G. BATES

GOOD EVENING FOLKS—

We was takin' today To a young feller Who is to be married In the spring And he has a hope box— In it is Forty seven Pairs of socks With holes in Toes and heels And three shirts That need patchin'— Yep he has a Hope chest and we Hope his intended Don't hear About it before hand.

DUMBBELL DORA THINKS

That the foot that rocks the cradle is busy steppin' on the gas now.

REDUCIN' IS 'ELL

They gave up mutton, pork and beef. They gave up aids and teas. They gave up milk, without relief. They gave up beans and peas. They gave up fruit, and spuds and jams. They gave up bread and toast. They gave up herring, shrimp and clams. They 'most gave up the ghost They gave up powder, rouge and men. They gave up baths and soap. And when they weighed themselves again They wept and gave up hope.

The college fellers will soon be leavin' our midst and we wonder how the service stations'll ever get by without 'em. Many a windshield will go dirty this winter.

As yet this column has had no results from the av. inserted in last week's edition regardin' deer meat and we'd like to know where the boss gits that stuff 'bout "it pays to advertise".

Reports from Salem tell us they're printin' the 1926 license plates. Wonder if a feller will be able to purchase a set of 'em on the installment plan?

NOT HIS TROUBLES

Two hunters in the North Carolina woods had chased a wildcat to a clearing and were terrified to see the beast jump into the window of a cabin from which the sound of a woman's voice had just been heard. On the porch, rocking comfortably and apparently unperturbed, sat Friend Husband. "For heaven's sake, is your wife in there?" screamed one of the hunters.

"Good Lord, man, get busy! A wildcat just jumped in the window!"

"Yeah? Well, let him git out the best way he can, I got no use for the pesky critters and darned if I'm goin' to help him."

HEALTH REGULATION

MAY DEPRIVE LIVERPOOL OF U. S. HAM AND BACON

LIVERPOOL, Sept. 14.—(A. P.)—Trade in bacon and ham between this town and North America is said to be in grave danger from the regulations issued by the ministry of health prohibiting the use of borax preservative in food, says the Daily Post. Members of the Liverpool Produce Exchange declare that without the use of borax, all the supplies of bacon and ham from America and the greater part of Canadian supplies which together form 45 per cent of the total consumption of Great Britain, will be stopped. The only alternative to borax is the hard salt cure, which is not popular with the British people.

BANK SWINDLER TO FACE ADDITIONAL FEDERAL CHARGE

(Associated Press Special Wire)

DENVER, Colo., Sept. 14.—Federal authorities will seek the arrest of Charles E. Havener, alleged bank swindler, when he leaves the Leavenworth penitentiary, where he is serving a six-year term for defrauding the First National Bank of Beloit, Kan., of \$24,000. A story published September 10, stated that Havener was serving the sentence for wrecking the First National Bank of Beloit, Kansas. The Union National Bank of Beloit, which was wrecked through Havener's activities, and the First National Bank of Beloit, has never had any dealings with Havener.

ROY E. NELSON, POST OFFICE INSPECTOR ANNOUNCED THAT AN INDIVIDUAL, SUGGESTING A SCHEME TO DEFRAUD FIVE MIDDLE WESTERN BANKS AND A NUMBER OF BANK INVESTORS OF THE REGION OUT OF \$500,000, HAD BEEN RETURNED BY THE FEDERAL GRAND JURY HERE AGAINST HAVENER, AND THAT HE WOULD BE ARRESTED ON LEAVING THE PRISON.

COOK WITH CARE.

In Time of Need!

There are always times arising when emergencies demand quick results, and the Deltacessen stands ready to help you in meeting problems of lunch or dinner.

Fresh Potato Chips Daily Hot Bread Every Noon

TUESDAY SPECIALS—Chicken Pie, Spaghetti Italian, Chili, Lemon and Peach Pies

VOSBURGH & WIARD

Fancy Grocers Phone 515

OREGON WEEKLY INDUSTRIAL REVIEW.

Warrenton—Warrenton Clam Co. will pack 400 cases clams this year.

Gresham—Local factory putting out superior new washing machines.

Forest Grove receives 30 carloads concrete pipe for storm sewers.

Portland—August canned fruit exports were 1916 tons; paper export, 557 tons.

Eugene—Building permits for eight months reach \$1,892,000.

Great Britain Imported 190,000 cases Oregon loganberries in 1924, and wants 50 per cent more this year.

Marshfield—Building permits for August total \$319,000.

Ontario—Luers 20-acre orchard will yield 29,000 boxes fine apples this year.

Salem—Canneries here are paying above \$6,000 a day for wages.

The Dalles—Wasco Warehouse & Milling Co. doubles grain storage plant, to store 300,000 bushels. Plant employs 45 men.

Independence—New state normal training school will cost \$10,727.

Albany—Proposed powdered milk factory will cost from \$50,000 to \$75,000, and use 80,000 pounds milk daily.

Astoria—August shipments of salmon reached record, 93,522 cases.

Eugene—Bank clearings for August reached \$2,489,549.

Salem—Of \$299,431 state wheat loans for 1925, one-half is already repaid.

Hillsboro is spending \$250,000 on new buildings.

SpringfieldCommunity hospital is proposed for early building.

EugeneClay Products Co. invests \$50,000 in plant to make 50,000 bricks daily, employing 50 men.

Klamath Falls—Building permits for August totaled \$263,500.

Forest Lumber Co. will build two-band sawmill at Aspr Grove, Klamath County.

Lakeriew—2 new 100,000-cu. sawmills will open in Lake county this month.

Pendleton—Old Byers flour mill leased and will be operated, with 50 employees.

Molalla—Fox farm incorporated here with \$25,000 capital.

Salem—Miles Linn Mill, first in Northwest, now operating on Oregon flax.

La Grande—O. W. R. & N. railroad to spend \$100,000 on track improvement near here.

Williamina—Clay products plant ships one order of 12 carloads to Washington.

Wheat crop on Gore ranch, near Jacksonville, threshed 79 bushels per acre.

Reedsport—Filling in the city streets under \$100,000 dredge contract, in progress.

July sales of gasoline in Oregon were 11,277,793 gallons, paying \$346,694 tax.

Albany—Saddle factory will be established to use Sternberg tannery leather.

Rainier—Knuttila farm has two heat with ers.

B. P. O. ELKS

At the meeting to be held Sept. 24, 1925, a motion will be offered to donate the Elks field and playground to the city of Roseburg. Also that any motion pertaining to the disposal of the expenditure of any money on said property will be entertained.

SECRETARY.

acres string beans that will pay \$325 an acre.

Clatskanie—Contract let for new Quincey school, to cost \$10,183.

Sutherlin—A. C. Brown received \$926 net for one acre of peppermint.

Medford—Last wooden building on Main street being replaced by modern store.

Portland—Portland Gas & Coke Co. shows 13.6 per cent income gain for quarter ending July 31, over same period, 1924.

Arlington—Pacific Telephone & Telegraph Co. will spend \$30,000 to rebuild 46-mile section.

Portland—Northwestern Electric earnings show gain of 10.2 per cent for quarter ending July 31, over same period, 1924.

Newport—Large cannery, cold storage and packing plant to be built here this winter.

Eugene—Fruit Growers' Association plant packs 3000 cases of vegetables in one day.

Portland—More than \$80,000 will be paid here for raw materials of mines, forests, fields and ranges in next four months.

Five thousand pickers working in hopfields of Marion and Polk Counties.

Boys' all-wool suits and overcoats made to measure \$18.00 to \$27.50 at Berniers, the Tailor, 2 doors north Liberty street.

GREEDY EMPLOYMENT AGENCIES FOR MOVIES TO BE ABOLISHED

HOLLYWOOD, Cal., Sept. 14.—(A. P.)—Elimination of all questionable employment agencies, make-up schools, schools for acting, scenario schools and other institutions of like pretensions is aimed at in the recent decision of the Association of Motion Picture Producers to maintain and operate a casting bureau for "extras" and day employes. The bureau will offer its service free.

The establishment of the bureau, the producers say, will abolish agencies which have charged movie workers ten per cent and more for securing places in the pictures. The decision of the producers to look after employment "on a basis of absolute fairness" has been approved by the State Labor Commission.

Statistics show that the movie industry annually has more than 200,000 placements of casual labor.

HEAT WITH ERS.



2-Pants Suits

FOR 2-Fisted School Boys

School days loom just ahead, and that means new clothes for the boys. We have anticipated school day needs, and have for your selection late models in Boy's Clothing, Suits that are built for Service and Style. Bring the boys in and let us show you these most desirable suits.

Harth's Toggery

LETTERS FROM THE PEOPLE

SECRETARY OREGON STATE MOTOR ASSOCIATION REPLIES TO PRESIDENT CHAMBER OF COMMERCE

ROSEBURG, Ore., Sept. 14.—To the Editor: There was published in the News-Review under date of September 5th, an interview with Mr. Lloyd Crocker, president of the Roseburg Chamber of Commerce, in which he charges Mr. Joe Dunne, president of the Oregon State Motor Association, with having broken faith with the Roseburg Commercial body in the matter of locating the "A. A. A." office in that city. Mr. Crocker's alleged statements I am inclined to believe were based largely on hearsay information, which he had received. At least I, as manager of the Motor Association, being the one who made the arrangements which brought about the establishment of the "A. A. A." office in Roseburg, know there is not the slightest foundation for truth in the accusations made against Mr. Dunne.

In the first place, I wish to state that on the several different occasions when I visited Roseburg, at the request of certain citizens, for the purpose of seeking to bring about the establishment of a motor association information bureau there, my dealings were mostly with Mr. Will Holbein, then Secretary of the Roseburg Chamber, Mr. Holbein and I did have some conversation as to where the Motor Association office should be located and it was tentatively agreed between us that if the Chamber would appoint a committee to solicit the required association membership quota and such committee successful in signing up the 150 club memberships the "A. A. A." office would be operated in conjunction with the Chamber.

I met once with several of the Chamber directors and on another occasion was present at a luncheon party held at the Tappan Hotel. This latter party being composed of members of a committee which I was told had been appointed by the Chamber for the purpose of conducting a membership drive for the association which I represent. At this luncheon, I outlined the benefits which would accrue to Roseburg through the establishment of a "A. A. A." bureau, and I was promised the hearty support of the committee in the endeavor to secure the desired motor club membership in order that Roseburg might be assured of such an office. For some reason or other this committee never functioned, and after waiting a reasonable length of time, I let the matter drop as it seemed to me that I was not getting the right kind of cooperation.

Then came Mr. Wm. Clinger, proprietor of the Grand Hotel, to my office in Portland asking why it was that Roseburg could not have an "A. A. A." office. I explained the situation to him and after some conversation, Mr. Clinger volunteered to use his best efforts to put over a membership drive for our association, provided we would locate our office next door to his hotel. After some conversation on Mr. Clinger's part and remembering what I considered the lack of cooperation received from the Chamber, I entered into an agreement with Mr. Clinger to that end.

Our membership drive was successful, more so than we anticipated, and as far as I have been able to learn this success was due largely to the untiring efforts of Mr. Clinger. He having made good on his agreement, most certainly it was no more than fair that I should keep mine and permit him to have something to say as to the location of our Roseburg branch.

After we had completed our membership drive there was some complaint from two or three of the Roseburg citizens, who were evidently under the impression that our office would be combined with the Chamber of Commerce. Hearing of this Mr. Dunne came to me and asked if I had definitely decided as to the location of the proposed office. After reciting my experience with the Chamber of Commerce and telling him of my agreement with Mr. Clinger, Mr. Dunne suggested that he and I go to Roseburg and look the situation over.

We visited Roseburg, talked with several citizens, and after explaining the situation to them we were advised to keep our agreement with Mr. Clinger. Hence the present location of the Roseburg branch.

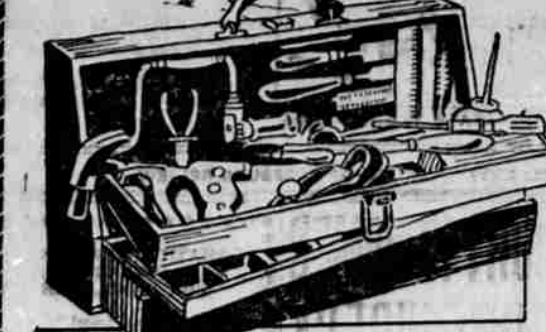
Mr. Crocker never had any agreement with me at any time regarding the location of our office in Roseburg, nor have I ever had any conversation with him regarding the matter since he became president of the Chamber, until yesterday.

The Motor Association branch office at Roseburg is there to serve not only our own members, but the motoring public at large, and the good which it may accomplish cannot be duplicated by the Chamber of Commerce or any other organization. It is part of a system which extends throughout America, and the citizens of Roseburg should appreciate this fact and not allow petty politics to interfere with its operations.

As to the matter of registration of foreign cars, let me state that the motor association performs this duty merely as a matter of accommodation for visiting motorists. We did not ask that our office should be the sole registration office in Roseburg, but offered to carry on the work in conjunction with the Chamber of Commerce the same as is done in other cities where we have branch offices. The same policy is in vogue in California. Why all the uproar in Roseburg about such a trifling matter?

After having consulted with officials of the Chamber and other business men, who are strong supporters of the Motor Association during the last day or so, I believe that an agreement has been

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reached, whereby all our differences have been settled and that perfect harmony will reign between the Chamber of Commerce and the Motor Association from now on. Each organization has an important duty to perform in this community and much good may be accomplished by a close cooperation between the two offices.

Those meddlers, who have sought to disrupt both organizations with lying propaganda, that such conduct is not appreciated by the sensible people of this community. (SIGNED:)

GEO. L. BRANDENBURG, Secretary-Manager Oregon State Motor Association.

ENGINEER REPORTS ON NEW LIGHTING LAW.

ROSEBURG, Ore., Sept. 14.—Editor News-Review: In view of the better criticism of the new Oregon statute regulating automobile lights, it is of interest to know that the Oregon State Motor Association recently employed an engineer to visit the adjusting stations in Portland and check up their work. He reports through the September number of the Oregon Motorist. It seems that most of the stations are trying to do the right thing, and inefficiency will gradually be weeded out. As for the law itself, this engineer says:

"I will now say a few words about the law as it is being interpreted with reference to old Ford cars equipped only with the original Ford magneto. Separate instructions have been issued, giving orders to the adjusting station that lights cannot be based on these cars unless they are equipped either with a battery to operate the lights, or acetylene gas lights. The installation of a battery alone would be worse than to use existing magneto equipment, except in extreme cases where the car is not used but very little at night. The battery will have to be very frequently recharged to be able to produce the required candlepower of the lamps, should the car be used for any considerable amount of night driving. In other words, a car with only the magneto equipment must then be equipped with both a battery and a generator, which means a cost of from \$40 to \$100 per car, depending on the age of the car. A lot of these old cars are worth less than the amount of this improvement and a lot of these cars are owned by people who cannot afford the cost of this improvement, still the car may serve them perfectly and in many instances they are using these cars in making their living. A lot of these older Fords are used in trucking and drawing service and are only occasionally used at night. Many of these cars are being discarded and junked every year and there are very few new ones sold except for trucking service. I suggest that better means for making lights on these cars safe can be prescribed. The above mentioned high cost of installing generator and battery means nothing less than confiscation in many cases, but it is quite likely that some means will be found, whereby the electric current can be regulated so that the old magneto may still be used and the lights made to meet the requirements of the new law. The writer believes that such a device will be perfected in the very near future.

In concluding this report, I will just make a few remarks about some of the articles that have appeared against the law in the

SAYS MELONS ARE PICKED TOO SOON

Roseburg, Ore., Sept. 15. Dear Editor: Have you bought your Sunday watermelon on Saturday night and been sadly disappointed when you saw inside the pale melancholy cast of your coveted feast?

I have been disappointed many times this summer. The farmers of this favored section begin pulling melons at least fifteen days too soon this year. In order to get the highest prices from the tourists, I was raised on the farm and know watermelons.

A watermelon should be ripe when pulled. If pulled green it will stay that way until decay sets in. At least one inch of stem should be left on the melon so it will keep longer.

If the end of stem is covered with paraffin will keep until Christmas. A thin rind melon should be grown here for local trade. Most melons we get are thick rind of the Mt. Cresta variety, very much degenerated. That is a shipping melon. These farmers here do too much experimenting. They should save their own seed. Too much trouble so sell the melons and send back to Michigan for seed.

There are just as many crooked farmers as in any other class. I sure feel as tho' I had been robbed when I buy a 25-pound melon on Saturday night and have to use a hand saw to dissect it so the chickens can get at it. Let your melons get ripe—remember these thousands of tourists passing through may come again.

Very truly yours, CLARENCE WHITE

BORN

McMANUS—To Mr. and Mrs. W. S. McManus, of Dillard, Saturday, September 12, at Mercy Hospital, a girl.

Patrons are notified that I have moved my tailor shop from North Jackson street to 214 N. Main, rear of Kidders' shoe store.

ANDY VELINE.

MERCHANTS TO MEET.

A meeting of the Roseburg and Douglas County Merchants' Association will be held at the office of the Secretary in the Douglas County Abstract office building tonight at 8 p. m. Several matters of importance are to be considered, particularly the proposition of employing a special police officer to patrol the business district.

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