



FORESIGHT OF THE PRUDENT MAN

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4% Interest Paid on Savings Accounts.

The Roseburg National Bank Roseburg, Ore.

Today's Markets

(Associated Press Leased Wire.)

PORTLAND, Ore., Sept. 22.—(Market Notes)—Local fruit and produce dealers are much concerned over the rapidly advancing market on oranges and lemons in the south. Prices are climbing almost daily with each new car on this market arriving just a little higher.

It is almost impossible for dealers to keep up with the advancing prices. The market here is already high and the demand curtailed to a certain extent by the extreme prices. Yet the produce men cannot lower their prices to move the fruit, knowing that to replace stocks will cost even more money. Today the best lemons are selling at \$2.50 to \$3.00 in the local wholesale market, an extreme price, and yet stocks ordered today will cost that much at shipping point. In the east lemons are up to \$14 a crate and a level of at least \$12 is predicted here before the new crop is available.

Best oranges are firm and higher at \$9 to \$9.50 a case. Ordinary grade, some sizes can be obtained as low as \$7. It will be at least six weeks before the naval crop is ready and with prospects of a short naval crop in California local dealers would not be surprised to see oranges up around \$11 a crate by Thanksgiving.

Grape fruit, too, is held at a high level. The first car of late of Pinos stock in this week sold at \$10 a case.

Firmer undertone to local hay market. Receipts light and demand good; quotations unchanged. Potato market showing good healthy tone. Wholesale prices are \$2.50 for U. S. No. 1 grade, \$2.35 on combination. Yakima market higher at \$3 on combination and \$4 per ton for best grade.

Onion market slow and weak. Wholesale prices range from \$1.75 to \$2.15 bids at country points around \$1.35.

Good demand for apples with Jonathans ranging from \$1.50 to \$2.25; cooking apples showing good movement.

Calery easier with local stock offered at 60 to 90 cents per dozen.

Fresh prunes scarce with best bringing five cents per pound.

Green tomatoes coming in now. First offerings around 21 cents a pound. Ripe tomatoes plentiful and cheap.

Vegetable market on wane. No large quantities wanted now. Elbertas selling all way from 75 cents to \$1.15 box. A few fancy J. H. Hales at \$1.50 to \$1.75 a box. All kinds of grapes plentiful and cheap. Muscat and Malaga \$1.25 per lug. Tokays \$1.35 to \$1.75; fancy Rogue River-Malaga \$1.75.

Pears plentiful. Box stuff \$3; bulk around six cents a pound.

Cantaloupe deal about done. Best stocks selling at \$1.75 to \$2.

Country dressed veal steady at 17 to 17 1/2 cents; choice light hogs fractionally lower at 17 1/2 to 18 cents. Receipts still moderate.

No change in live poultry quotations, market steady.

PORTLAND, Ore., Sept. 22.—Eggs—Yielded eggs 16c lower, rest steady. Current receipts 27c; pullets 23 1/2 to 33c; firsts 27 1/2 to 37c; extras 41 to 41 1/2c.

Butter—prime firsts cubed 1c lower, rest steady. Extra cubed, city 62c; standard 51 1/2c; prints firsts 49c; firsts 47c; undergrades nominal; prints 53c; cartons, 54c.

Milk steady. Best churning cream 52c net shippers' trucking in zone 1. Raw milk (4 per cent) \$2.25 c. w. l. f. o. b. Portland.

Poultry steady; heavy hens 24 1/2c; light 14 1/2 to 15c; springers 26 1/2c; young white ducks 25c.

Potatoes firm, new \$1.75 to \$2.00. Onions steady \$1.35 to \$1.50.

Nuts steady. Walnuts No. 1, 28 1/2c; filberts nominal; almonds 25 1/2 to 27c; Brazil nuts 18 to 20c; Italian chestnuts 21c.

Cascara bark steady. Nominal at 6 1/2 to 7c; Oregon grape root nominal.

Hops steady. New crop clusters 26c; fuzgels 27 to 27 1/2c.

Pullet eggs cent lower on local dairy exchange at 37 cents; other grades unchanged.

Prime butter 1 cent lower on exchange; other grades of cubes steady and unchanged.

PORTLAND, Ore., Sept. 22.—There were no receipts at the North Portland yards this morning and practically no trading. All classes quoted nominally steady.

Trading up to eleven o'clock confined to one sale in the cattle division, five steers, averaging 924

pounds, selling at \$6.50.

PORTLAND, Ore., Sept. 22.—Wheat—B. B. B. hard white \$1.47; hard white, blue stem, hard, soft white, western white \$1.45; hard white \$1.45; hard winter, northern spring, western red \$1.29.

Today's car receipts: Wheat 173, four 8, corn 1, oats 1, hay 5.

SAN FRANCISCO, Sept. 22.—(Federal State Market News Service)—With some improvement in demand today, apples were showing a stronger tendency and prices at shipping points are advancing. Bellefleur apples, four tiers, were quoted at \$1.75 at Watsonville and it is understood that higher prices on Jonathans are being demanded at Northwestern points.

BORN

ROBERTSON—To Mr. and Mrs. H. R. Robertson, of this city, at the Portland Maternity Hospital, Monday, September 21, a girl, Mrs. Robertson was formerly Miss Mary Julia Clark.

PARAZOO—To Mr. and Mrs. Henry Parazoo, of Glendale, Monday, September 21, in this city, a boy. The child lived only a few minutes.

TODAY'S BASEBALL

WASHINGTON, Sept. 22.—Manager Harris of the Washington champions was spiked in the right hand and forced to retire from the game in the first inning of today's contest with Cleveland.

The accident occurred when Myatt tagged Harris out near third base.

Three of the mainstays of the champions are now out of the game. Peckinpaugh injured his ankle and Walter Johnson being the victim of a sprained leg tendon.

New York, Sept. 22.—Bob Meusel, Yankee outfielder, hit his 31st home run of the season in the sixth inning of the second game of today's double header with Chicago at the Yankee Stadium. Ted Blankenship was twirling for the Sox and no one was on base. Meusel hit his thirteenth circuit clinch in the first game with Dick Kerr pitching.

American League, At New York—(first game) Chicago..... R. H. E. 4 14 1

New York..... 11 8 1 Batteries: Thurston, Kerr and Crouse; Hoyt, Jones and Bengough.

At New York—(second game) Chicago..... R. H. E. 4 14 1

New York..... 11 8 1 Batteries: Blankenship and Schaik; Johnson, Shields and Bengough.

At Philadelphia—(first game) St. Louis..... R. H. E. 1 11 0

Philadelphia..... 0 9 0 Batteries: Glard and Hargrave; Harris, Walberg, Rummel and Cochrane.

At Washington—(first game) Cleveland..... R. H. E. 2 6 2

Washington..... 2 19 0 Batteries: Levison and Myatt; Coveleskie and Ruel.

At Boston—(second game) Detroit..... R. H. E. 7 11 0

Boston..... 2 9 3 Batteries: Carroll and Bassler; Zahniser, Fuhr and Stokes.

National League, At Pittsburgh—(first game) Philadelphia..... R. H. E. 4 8 2

Pittsburgh..... 14 19 2 Batteries: Ring, Knight, Crumpler, Frisberg and Wendell; Henline; Kremer and Gooch.

At Chicago—(second game) Brooklyn..... R. H. E. 2 4 1

Chicago..... 3 16 2 Batteries: Grimes and Taylor; Alexander, Jones and Hartnett; Gonzales.

LOCAL NEWS

To Attend O. A. C.—Miss Bertha Kohlhaugen left yesterday for Corvallis, where she will visit O. A. C.

Visited Here Monday—Mrs. J. A. Mackay, of Cottage Grove, spent Monday visiting relatives and shopping in this city.

Mr. Preschert In—V. Preschert, Melrose rancher, spent yesterday afternoon in Roseburg attending to business affairs.

From Glendale—Catsbeer and son, George, motored here from Glendale yesterday and transacted business for a few hours.

Visits Monday—Mrs. K. E. Sandquist, of Melrose, visited friends and spent a few hours shopping in this city yesterday.

From Rice Creek—Among those from the rural districts to visit and shop here Monday was Mrs. H. Grove of Rice Creek.

Visitor Monday—George Shambrook motored from Unquapa yesterday and spent a few hours visiting friends and on business.

Returns To Medford—L. L. Lewis returned to Medford this morning after spending Monday attending to business matters here.

From Myrtle Creek—Among those from Myrtle Creek to visit friends and attend to business matters here yesterday was L. J. Hodges.

Visitors in Town—Mr. and Mrs. Bolse, who reside at Oak Creek, motored here yesterday and spent the day visiting and transacting business.

Leave for Corvallis—Adelbert Young, Bernard Young and Lynn Beckley left yesterday for Corvallis, where they will attend O. A. C. this winter.

From Garden Valley—E. F. and F. G. Ewens, Garden Valley ranchers, motored here on Monday and transacted business during the afternoon.

Melkers Visit—Mr. and Mrs. James Melker, who visited and transacted business here yesterday, returned to their home at Melrose last evening.

Here From Eugene—D. J. Jans, of the Pacific Telephone Company, and Telegraph company, arrived last night from Eugene to spend a short time on business.

Business Visitor—J. J. Johnson was a business visitor in Roseburg yesterday, spending a few hours before returning to his home at Melrose in the afternoon.

Spends Week End—Bill Wade who is employed by the Southern Pacific company at Winneto, spent the week end here visiting with relatives and friends.

From Tiller—Mr. and Mrs. Frank Ritter and two children returned to Tiller yesterday evening after spending the afternoon here on business and shopping.

Bob From Salem—E. C. Halley, of the public service commission, arrived here yesterday from Salem to spend a short time attending to business affairs.

Killed a Fine Buck—Fred Powell, the local automobile dealer, killed a fine buck Sunday while out on a hunting trip. He was a choice fellow and had a nice spread of horns.

From Cleveland—Mr. and Mrs. George Reynolds and family, of Cleveland, were among those to spend yesterday afternoon here attending to business matters and shopping.

Beckleys Visit—Mr. and Mrs. Chas. Beckley motored from their ranch near Dixon, where they visited and spent the afternoon visiting friends and looking after business matters.

Leave for Portland—Mr. and Mrs. W. A. Cummings left this morning for Portland, where they will attend the Odd Fellows convention. They expect to return here Saturday.

Return from Trip—Miss Crystal Jacobs, of the high school faculty, with her mother, who have been spending the summer at different points in the state, have returned, and are at the Kohlhaugen Apartments.

To Portland—T. M. Matthews, former Roseburg resident, who has been visiting old friends here, has returned to Portland, where he and Mrs. Matthews have been residing the past month or so. Mr. and Mrs. Matthews plan to attend the state fair in Salem next week.

Ponslers Return Home—J. C. Ponsler, who has been spending the past ten days vacationing and hunting in the Cascades, has returned to Roseburg, and will resume his duties as manager of the C. A. Lockwood Motor Company. Mrs. Ponsler, who has been visiting in Dallas, has also returned home.

Visits At Wade Home—Robert Cracknel, of Portland, who visited at the Wade home over the week end, has returned to his home. Mr. Cracknel and Mr. Wade enjoyed a hunting trip in Cow Creek Canyon, Saturday. Mr. Cracknel is the son of a Portland contractor.

WILBUR WANTS NO SEPARATION OF AIR SERVICE

(Continued from page 1.)

may operate under specific missions for each.

"The great war mission of the navy may be briefly stated, is to gain and exercise command of the sea. This in its essentials means the control of the sea communications, that is, the seizure of these communications for our own purposes and conversely, their denial to the enemy.

"The objectives which would be taken by the navy in order to accomplish this great war mission would probably be, in order, first to destroy or blockade the enemy fleet; second to protect our commerce; third to destroy the enemy's commerce in order to bring economic pressure to bear on him, and, if our rights still continued to be denied, to transport the army, in order to break down remaining enemy resistance.

"The mission of an air force of the navy in time of war, must necessarily be to assist the navy in carrying out its war mission. Naval aviation is today organized as an integral part of the navy and constitutes an arm thereof, in the same manner as do battleships, cruisers, destroyers, submarines or mine layers. Acting as such integral part of the navy its employment in time of war will fall into the following general clauses:

"First, as an auxiliary with the other units of the navy; to control or spot gunfire; to reconnoiter the fleet and enemy forces; to lay smoke screens; to counter attack enemy air forces seeking to attack our other naval units.

"Second, as combat units, to gain control of the air in order to assist in gaining a decision.

"Third, as combat units, to launch torpedoes or drop bombs and depth charges directed at enemy targets.

Maneuvers Support Theory. The secretary at this point disclosed the conclusions in a report submitted by the commander-in-chief of the fleet, under date of June 24, last, during the Hawaiian maneuvers, which read as follows:

"The commander-in-chief, as a result of his close personal observations, desires to inform the department that he considers any further agitation of argument in favor of an unified air service or of a separate aviation corps for the navy as being entirely out of date. The commander-in-chief is unable to predict what will be the ultimate development of aviation material; but the developments now present in the air service clearly indicate clearly that the air squadrons exist as an arm of the fleet, just as the destroyer squadrons and the submarine division exist. That they are part and parcel of the fleet, and of the naval establishment and that they are developed and trained as such, on any other basis for co-operation, co-ordination and indoctrination. In order to co-operate with the fleet, the personnel must go through the same training, the same drill and be made up of officers and men who are one and the same in their spirit, usually, as the others in the fleet. They must not and cannot properly exist on a basis of different broad training or different status in any respect and any attempt to promote such existence is against the best interest of the fleet and the navy and hence of the country as a whole.

"After the experience cited above, the commander-in-chief desires to inform the department, that were he required to conduct a campaign, he would want aeronautical units whose material had been developed and produced by naval authority, in accordance with specifications supplied by naval experience and dictated by naval requirements to work with the fleet at sea, and to work around fleet bases; and he would want personnel which had been trained homogeneously in all of the varied duties with the fleet at sea and around fleet bases. Both the personnel and the material must be under the sole command of the department and of the commander-in-chief, when with the fleet or in the fleet areas. Any other arrangement would be entirely unnecessary to any commander-in-chief.

"The commander-in-chief informs the department in these matters in order that the department may have at hand a definite pronouncement in accordance with the latest experience by the officers who would be responsible for the conduct of operations against an enemy in time of war.

Blanket Regulation Urged. Turning to civil aviation questions, the secretary declared the importance of keeping it close touch with its departments and was endeavoring to cooperate in every practicable way.

"The department of commercial aviation," he asserted, "will prove of very great value to the army and the navy by stimulating further development of aircraft and expanding the industry. It will furnish a reserve of pilots, observers, and aviation ground forces for times of emergency. It should be encouraged by all the appropriate agencies of the federal government. Establishment of a federal inspection of aircraft, examination of pilots and landing of machines and pilots should be regulated by federal statutes.

"The navy department's bureau of aeronautics has a definite policy of encouraging design and invention outside the naval service to the fullest extent. The bureau of aeronautics maintains an expert design staff, capable of passing upon the designs and inventions submitted, and the closest practicable liaison is maintained with the operating unit in order that the bureau may be in a position to indicate to contractors designers and inventors the needs of the service. Close liaison is maintained with the design staffs of the contractors and the army air service. It is believed that a

better understanding exists today between the navy department and the aircraft manufacturers than ever existed before. From time to time the department announces to the trade, the types of planes and engines that it will probably desire to carry out the program prepared by congress. It is extremely difficult for the aircraft manufacturers to carry out an orderly and economic procedure in the manufacture of aircraft and major accessories, due to many conditions which exist today, among which may be mentioned the following:

"A.—Naval aviation is not entirely out of the pioneer stage.

"B.—Types are not standardized to the extent they will be in the near future.

"C.—Marked improvements in design cause radical change in construction.

"D.—There has not been a continuing construction policy established for the future.

"E.—Commercial aviation has not advanced as rapidly as was anticipated in 1919 and subsequent thereto.

"Contractual relations could be improved, greater efficiency and economy would result; and more rapid and satisfactory progress could be made, (1) if negotiated contracts subject to the approval of the secretary of the navy, were authorized; (2) if a schedule of restricted or approved list were established and sanctioned for responsible bidders and (3) if proprietary rights were more definitely defined and recognized.

Function of Our Air Service. "Aviation can best accomplish the above tactical and strategic mission by operating as an integral part of the navy and not as an independent arm.

"The mission of the naval air force in time of war may then be thus stated:

"The air force is an arm of the fleet. Its mission is to aid the surface units in gaining and maintaining command of the sea. It may best carry out this mission by gaining and maintaining control of the air in the theatre of naval operations.

"The relations of the air service to the army and navy are officially set forth in "The Policy of the Army and Navy, Relating to Aircraft," signed by the secretary of war and the navy. The policy was issued to the navy as a general order on July 7, 1924.

"Press comment from Great Britain, where the pendulum is already swinging back toward naval control for sea-going aviation, recognizes the soundness of our air policy.

"The United States navy is at present organized to handle its air arm. The system is working smoothly, efficiently and economically.

"In the navy department, the bureau of aeronautics is charged with duties relating to the design, building, fitting out and repair of naval and marine corps aircraft. It recommends to the bureau of navigation, command and control of the marine corps the detail, disposition and aeronautic training of officers and enlisted men for aeronautic activities.

"The existing administrative, industrial and scientific organization of our navy department and all of its resources have been taking advantage of the development of naval aviation with little additional overhead beyond the general overhead charges of the department.

"Close relationship, he said, "of aviation to the navy and the interdependence of aircraft and ships in warfare at sea has been demonstrated time and again, not only in our own, but in other navies."

Police Act Outlined. The secretary presented these recommendations and undertakings in the matter of economics. "(1) probably the most important economy that could be effected is in connection with a continuing construction policy for naval aviation so that aircraft manufacturers are definitely striving to reduce the number of types to minimum compatible with the necessities of the service.

"(2). Extended efforts have been made in the development of a three-purpose plane, combining the functions of torpedo, bombing and scouting in one plane. It is believed that we have made more progress along this line than any other country in the world but we expect to improve the present type.

"(3). The naval aircraft factory is always available and may be utilized for the manufacture of planes, when costs are excessive in the outside trade.

"(4). Further standardization of parts is desirable.

"(5). Further standardization of specifications is desirable.

"(6). Development of commercial aviation should be fostered. Economy in production of military types will undoubtedly obtain as commercial aviation is successfully developed.

"(7). Improvements in the field service (inspection and information) by improving the technical education of the force."

Touching only briefly on the field of lighter-than-air craft, Mr. Wilbur explained that because of the wreck of the Shenandoah, which is now under investigation, the policy with respect to the development of such craft remained undetermined. He stated however that the navy was "particularly interested in the development of airships having a full speed radius of more than 2,000 miles," and believes the widest field of utility for this type of aircraft is over the sea.

All applicants for teachers' certificates in Wyoming must pass an examination on the Constitution of the United States and of the State of Wyoming.

Who wears topcoats? Observe how successful men dress. Notice how many of them wear topcoats. You can't be well dressed without one. Style is the thing in a topcoat. Get one built for rough weather. An ADLER COLLEGIAN. They're right all the way through—materials, workmanship, everything that goes in them. That means more to you after you visit our store. Men tell us our service is a real help in buying clothes.

SEE OUR SMART TOPCOATS TODAY

\$25.00 \$40.00

SPENCER'S A MAN'S SHOP

MERRILL MAN LOST NEAR CRATER LAKE

KLAMATH FALLS, Ore., Sept. 22.—No trace has yet been found of Merrill Owensby, Merrill rancher, who has been lost on the Buckleberry mountain, northwest of Crater Lake, since last Wednesday.

Searching parties took to the mountains yesterday for the purpose of searching the wooded country, but no report had been received from them by this afternoon. Owensby's horse was found three days after he disappeared, with his rifle tied to the saddle.

The missing man is 50 years old and has been living with his mother near Merrill.

Lenny Really Didn't Know Weight of Hog

If old Lenny Foskett was anything more than deliberate, he was exasperating. He moved, spoke and lived at his own sweet will, and no one had ever been known to budge him. He came into the village store one morning, threw himself down on the bench in front of the counter and announced that he had just killed his prize hog.

"Guess how much he weighed, boys," he drawled.

"Two hundred and seventy-five," ventured one of the loungers.

Lenny shook his head.

Others offered suggestions; the guesses grew so brisk that it began to sound like an auction. All sorts of weights were given, but to all of them Lenny merely shook his head. The others began to lose patience. From sitting curiously they began to long passionately to learn the weight of the hog and pass on to another subject.

"Well, for heaven's sake, how much did your old hog weigh? somebody dominated. "We've guessed every figure possible! How much did he weigh?"

Lenny yawned. "Hi—hum. I dunno," he drawled. "I ain't weighed him yet."—Youth's Companion.

Man-Made Earthquake

It is believed that the numerous small earthquakes recently reported from the Midlands of England are due to the handwork of man. In excavating for coal and iron the miners cut away millions of tons of rock and coal and piles it on the surface. From setting curiously they began to long passionately to learn the weight of the hog and pass on to another subject.

No need harping about the cost of a classified ad because it cannot be compared with the results it brings.

To assist rural communities in acquiring libraries, a mixed double quartet of the Bloomburg, (Pa.), State Normal School has given concerts gratis in six school districts. The normal school librarian accompanies the singers and gives brief talks on the value of the school library. Four places have been assisted in acquiring libraries and two in acquiring their supply of books.

VAUDEVILLE AT THE ANTLERS WEDNESDAY NIGHT

Dale Brothers

A Small Store can do a big business— Can Have Thousands of Salesmen Every copy of this newspaper is a good salesman