

AUTOMOBILE NEWS

GOVERNMENT MAY TAKE CASE OF THREE GREEKS

Tony De Angelis, Sam Plastino and Eddie Grills, the three Greeks arrested yesterday at Rice Hill, are being investigated today by a Department of Justice agent. The car in which they were traveling was stolen from Seattle on Monday, and a charge of transporting a stolen car from one state to another, will probably be lodged against the trio. They were arraigned yesterday on a charge of carrying weapons concealed in a car and pled guilty, each being fined \$30. Plastino was fined \$10 for driving a car without a driver's license. Frank Rose from whom the car was stolen, is a Seattle restaurant keeper, and was sentenced Monday to serve 18 months in jail for bootlegging. The three Greeks, it is alleged, were asked by Mrs. Rose to go to the court and find out the sentence which her husband had received. They took the car and kept going, it is claimed.

INLAND OREGON WAS HILL GOAL 16 YEARS AGO

(Continued from page 1.)

The fifth year will show a net income of \$599,000.

Oregon Trunk Boosters.

A. J. Davidson, general manager of the Spokane, Portland & Seattle and Oregon Trunk, told of the present service between Bend and Portland. He stated that it is proposed to operate passenger trains from Bend to Klamath Falls, 178 miles, in nine hours and fast freights in twelve hours.

Frank S. Bailey of Portland, with Grant-Smith & company, general contractors said he had been over the proposed Oregon Trunk route and that the engineers estimate of cost of construction are correct.

Eric V. Hauser, Portland, one of the largest general contractors in the West, substantiated Bailey's testimony.

Judge J. O. Hamaker, junior director of the Bonanza Irrigation project and chief justice of the peace at Bonanza, stated that the building of the Oregon Trunk as surveyed will be a great boon to that irrigation district of 10,422 acres, as well as to the Bonanza Valley Irrigation district of 13,174 acres.

The judge stated that it will not only aid in getting products to market quickly and bring in needed supplies, but that it will tend to bring in settlers.

"The Oregon Trunk, with its Hill line connections, will bring us settlers from the north, the kind we want down our way," he said. "These northern settlers are more desirable because they are used to wicker weather, a man with an orange grove on his shoulders will get scared when he sees the snow begin to fly. And we do have winter down there."

Mills Need More Railways.

Richard A. Hovey, timber dealer of Klamath Falls, stated that the mills at Klamath Falls will be required to haul their logs a very long distance or quit operations within three or four years.

"The 12 or 14 mills there, each representing an investment of from \$200,000 to \$2,000,000, do not own timber enough to keep them operating more than three or four years, after which they will have to scrap themselves or haul their logs from as far as 100 miles away," he said. The Pelican Bay Lumber company, the largest sawmill operator at Klamath Falls, now bring in logs from 60 miles away, he said. "The more transportation we have, the quicker we can sell our timber," he stated.

"Hovey said it is a myth to say the Walker range divides the timber territory north of Klamath Falls between the city and Bend, declaring logs floated in this range could go either way. He stated he had been buying timber heavily in the Sprague river district during the past year.

Pine Belt is Lode-Star.

"Jack Kimball, local representative of the Weyerhaeuser interests at Klamath Falls since 1906, was the first witness to testify.

"We think there is going to be centralization of the lumber industry at Klamath Falls," he declared.

"Much timber that has been declared practically worthless is really of value, he testified. Larch and red pine, he said, is finding a market with pump manufacturers. Also, he declared, there is much good yellow pine scattered through the Jack pine tracts.

"Even the Jack pine is worth something," he said.

"Timber interests in the district are suffering from excessive taxes, he said, indicating that they wanted to begin cutting extensively.

"While timber is selling at from 60 cents to \$1.25 a thousand it is

NEW MANAGER TAKES OVER WORK AT DOUGLAS HOTEL

Following the retirement of Percy Webb as manager of the Douglas hotel, the Roseburg Development company which owns the building and fixtures, has appointed N. G. Buell, formerly of Cottage Grove as manager. Mr. Buell having assumed the control of the business, Mr. Buell was formerly manager of the Booth-Kelly lumber company's store at Cottage Grove, but recently has been at Myrtle Creek, which was his home for many years.

The company regrets that the condition of Mr. Webb's health made it necessary for him to retire. John T. Long, president of the company, stated today. "The company appreciates the integrity of Mr. and Mrs. Mrs. Webb, and the service which they have given over a period of four years. The new manager and his wife will continue the same policies of management, with no immediate change in personnel or of prices. They will also continue the same courteous treatment of the guests as has been accorded by Mr. and Mrs. Webb, who have at all times conducted the place as one of the most reputable hotels of the state, building up an extensive reputation for courteous treatment and attention to comfort for the guests."

No Faith in S. P. Co.

George H. Long, vice president and general manager of the Weyerhaeuser Timber company, after detailing at length the interests of his company in the Klamath basin, where he said he was anxious to begin operations, was cross-examined by Don C. Dey, Southern Pacific attorney yesterday afternoon.

Mr. Dey propounded the assumption that if car supply were adequate and his markets were reached satisfactorily over the Southern Pacific by the Portland gateway with but 90 miles longer haul, would not that reconcile Mr. Long to doing business on the Southern Pacific alone?

"I am not doing business on an assumption," was the reply. "If I can get realties I am not satisfied with assumptions; you cannot satisfy me, because you are not sure yourself. If the Oregon Trunk builds, we will have our mill ready by the time the railroad gets there. If the Southern Pacific lines alone are built, I cannot say when we will start mill operations, but we will not until every means shall have been exhausted to get the other line."

Harriman Planned Cut-Off.

On direct testimony, Mr. Long gave some history concerning early activities in the Klamath region. He said he bought timber there as far back as 1905.

A small mill on the Klamath river together with a logging road running up toward Klamath Falls was purchased. Mr. Long said he tried to run the road to E. Calvin, then vice president and general manager of the Southern Pacific. Mr. Calvin told him then the plans of Mr. Harriman for a road from Eugene across the Cascades to Klamath Falls. He told him also it was confidential information and he was not to divulge it. He said, too, Mr. Harriman, although a Wall Street operator, had a remarkable sense of practical economics of roadbuilding and that a route across the state from Ontario to Odell would be built by the Union Pacific to connect with the projected Southern Pacific road at Odell.

"He told me not to tell this and now I have come and done it," said Mr. Long. "I didn't tell anyone at that time, but I went into the Klamath country and bought timber. We bought in 1905, 1907 and 1908. In the last year the proposed extension of the Hill lines down to Klamath Lake, was known. We were preparing to develop our timber holdings when the road plans were changed. Construction stopped and we postponed our own schemes for cutting the timber.

3 Railroads Help Bend.

"It was always our idea that the district around Klamath Falls embraced such a large body of timber that more than one railroad would be fully warranted to handle it. We delayed development down there because there are not additional rail facilities. Three roads can give you more cars than one, particularly when you need them badly. Bend operators, I believe, have been much helped by having three railroads."

"I think Klamath Falls will be far ahead of the largest plant manufacturing point in America," Mr. Long said. "I expect to see 700,000,000 or 800,000,000 feet sawed there annually within a few years. The place would become a big log market, with other industries grouped there, such as door plants, box factories, and others."

Mr. Long expressed the opinion that one of the nine boards for box shooks at Klamath Falls was uneconomic and that if the northern lines opened up their territory to Klamath Falls, the pine could be sold as lumber rather than box material for better prices.

J. P. Hennessy, manager of the Bend plant of the Shevlin-Hixon Lumber company at Bend, followed Mr. Long on the stand. He said his company was anxious to transfer a big pine mill that had cut out its timber in the Lake states to the Klamath basin. It was not willing to make definite plans until the Oregon Trunk was ready to enter Klamath.

S. P. Extension Granted.

WASHINGTON, Oct. 7.—The Central Pacific Railroad company was given permission by the Interstate Commerce commission today to build 24 miles of new line between Weed and Grange lake in Siskiyou county. The new line will shorten the distance of the present Southern Pacific line between Weed and Klamath Falls, Ore., the Central Pacific being controlled by the Southern Pacific.

Bargain in Gold Seal Congoleum rugs. Zigler-Fee Hdw. Co.

MITCHELL SUMMONED.

(Associated Press Local Wire.)

WASHINGTON, Oct. 7.—Colonel William Mitchell, former assistant chief of the army air service, has been summoned to appear tomorrow before the naval court inquiring into the Shenandoah disaster.

Copies of magazines for our magazine exchange.

OFFICIAL DENIES REPORT COPCO SALE

(Associated Press Local Wire.)

MEDFORD, Ore., Oct. 7.—The report that negotiations were under way for the sale of the California, Oregon Power company to the H. M. Bylesby company of Chicago were scouted today by local officials of the power company, who stated they had no knowledge of the reported sale. D. G. Tyree, secretary of the company, said, "There is nothing in it as far as I know, and I would know if there was."

an automobile accident on the 23rd of July.

Epping at that time was on his way into town, and in crossing the highway, to accept a proffered ride, was struck by the machine driven by Mr. Brand, which approached from the rear. He was injured in such a manner that he will be partially disabled permanently, it is feared, and for this injury is claiming damages in the amount of \$10,000. He seeks \$55 for medical costs. Mr. Epping is represented by Attorneys Ray B. Compton and M. F. Rice.

Heating stoves at Zigler-Fee Hdw. Co.

EXPOSTAL EMPLOYE PAYS NEARLY 5 TIMES THEFT

(Associated Press Local Wire.)

MEDFORD, Ore., Oct. 7.—Charles Arner, Lakeview, Oregon, postal employe, indicted by a federal grand jury charged with embezzlement of \$112 postal funds, pleaded guilty before Federal Judge Charles E. Wolverton at the opening session of the federal court Tuesday afternoon and was given a fine of \$500. The fine, according to the United States marshal's office, was paid yesterday.

Fresh sea food at Vosburgh and Ward Delicatessen.

Christmas Seal Sale

"Growing Healthier, Thanks to Christmas Seals" is the caption which indicates the nature of tomorrow morning's session at the Christmas seal institute to be held in the South Methodist church, Roseburg. Mr. Dwight S. Anderson, staff representative of the National Tuberculosis Association, New York, will give an address on national-wide accomplishments in reducing tuberculosis, featuring the important part played by educational and publicity methods. Mrs. Sadie Orr-Dunbar, executive secretary of the Oregon Tuberculosis association, will outline the progress of the campaign in Oregon. The afternoon session will be devoted especially to a presentation of methods of effectively handling the Christmas seal sale.

The morning program begins at 10:00 and the afternoon session at 1:30. At noon a luncheon will be served at the church. The meetings are open to the public, and all persons interested in the health campaign, and the Christmas seal sale are especially invited.

Roofing and building paper. Zigler-Fee Hdw. Co.

L. G. KAUFFMAN PASSES TODAY

Level G. Kauffman of this city, passed away at the home of C. H. Wickham at the age of 83 years this morning at about 11:20 o'clock, following a short illness. Mr. Kauffman became ill only last Friday, and death resulted this morning. He was born at York, Pennsylvania, coming west about fourteen years ago, since making his home in this city. He was a Civil War veteran, and made many friends here who will be grieved to learn of his death. He leaves one nephew, C. H. Wickham, with whom he had been making his home, and another nephew in the east. Funeral arrangements have not been made as yet.

Fresh sea food at Vosburgh and Ward Delicatessen.

NEW FORDS LIKED BY HOSTS PEOPLE

Earl Burch returned from Portland last night with one of the new Ford sedans, which was placed on display at the local salesrooms of the C. A. Lockwood Motor company today. This sedan, with a new model coupe, which was on exhibition since Monday, is attracting a great deal of attention. Both models are quite a radical departure from the Ford coupes and sedans of last year, and give added distinction to the builder's effort to bring out Ford Motor Co. to a point where there can be little left to be desired. The graceful lines of these cars gives them a very snappy appearance. Plenty of leg room in both models is a noticeable feature, arrangement of gas tank and all the precaution taken to prevent any possible danger from gas coming in contact with the engine only through proper channels, and refinements in the motor and the general arrangement of the cars, help to make them popular.

Heat with gas.

COUNTY SCHOOL INSTITUTE TO BE HELD OCT. 22-23

Mrs. Edith Ackert, county school superintendent, has fixed the date for the annual county institute for October 22 and 23, according to an announcement made today. The recent legislature restored the old institute law, requiring attendance on the part of teachers, and providing remuneration, so that the plan will be followed which was used in former years. Mrs. Ackert is now working on the program, and states that many interesting features will be presented.

We will welcome you by the yard. Bernier the Tailor. 2 doors north Liberty theatre.

DAMAGE SUIT IS FILED BY EPPING AGAINST BRAND

T. F. Epping today filed suit in the circuit court against C. A. Brand, for damages in the sum of \$10,056, for injuries sustained in

Heat with gas.

Heat with gas.

ALL HILLS LOOK ALIKE TO STAR CAR

When the Star car climbs all the hills on the Pacific Coast and looks around for some more important grades to climb, we swell with pride. But there are other records, however, that are made from day to day which the rank and file are prone to overlook.

The Star car is the most accessible automobile made. It can be completely taken apart and put together within the brief space of thirty minutes. The Star car has claimed many gasoline mileage records, and the economy records on oil and water consumption have been given much space in newspapers throughout the country. But attention has been called to a record that has heretofore gone unnoticed. The new record is for unloading a car of Star automobiles.

A crew of mechanics from the Perry H. Green Motor Company of San Bernardino unloaded a car of Stars in twelve minutes. This is claimed to be the best record ever made in unloading any automobile.

H. C. Huxley, Sales Manager for the Perry H. Green Motor Company, superintended the job. He was assisted by Forest Mastin, Ellis Bermuda, Jess Wilson and R. W. Riche. Col. R. J. Faneuf, of the Star Factory organization, held a stop-watch on the crew and says that from the time he gave the starting signal until the last Star was rolled out, and the box car cleaned, just exactly twelve minutes had elapsed. This is quite a record, when it is considered that but a short time ago it required a half day to unload a car lot of automobiles.

Fresh sea food at Vosburgh and Ward Delicatessen.

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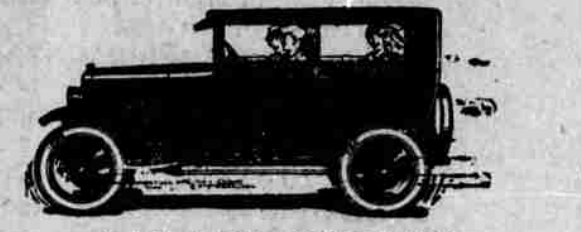
Heat with gas.

"At \$595, this Overland Sedan has revolutionized quality standards in low-priced cars"

... this is the opinion of one of the leading motorists of the country, after a careful examination of what this wonderful car really offers.

Think what it means!

... all the finer comforts of automobiling now brought within reach of everyone... "cheapness" taken out of low price—quality beyond compare, brought to YOU and hundreds of thousands of others who have waited and wanted what may now be had in this real automobile.



Overland Standard Sedan, \$595 f. o. b. Toledo

... a full-size, five-passenger sedan with sliding gear transmission—at less than \$595... a big, powerful motor... honey-comb radiator... oil strainer... positive force feed lubrication... never a Mt. lubrication trouble reported in six years of service... a rear axle system (equal in size and strength to that used on cars of double the size)... springs that give the riding ease of the latest cars... a big car frame with plenty of bracing... here is a real car... that will hold its own on any road with any car built regardless of price.

... 20 square feet of glass in the windows to give a clear, open, touring car view.

Up-to-the-minute details

... you get the latest one-piece windshield—clear vision ahead, easily adjusted, easy to keep clean—just evidence of the fact that, in this car, you are getting construction that is years ahead of the price. You get an Auto-Lite starting and ignition system... enclosed storage battery holder... drum type headlights, legal lenses braced with a tie bar—dimmers in the headlights—thief-proof ignition lock—dash light.

Beauty more than skin deep

... there is real beauty—inside and out—in this Overland—long, low lines that blend together and make the car look twice the price—polished lacquer finish, deep blue with black trimmings, graceful modeling on the body, fluted louvers in the hood... fine broadcloth upholstery, expensive looking, wears like iron; the seats are deeply cushioned; Brussels carpet in the rear; rubber carpet in front; the front seat is one piece.

Safety built into the car

... added to the Molybdenum steel axle shafts are other features of strength that mean safety and long wear. The car is the largest ever used in a car of this price class... when you need bearings in this car you've got them... Timken bearings are used in the front

Service features you want

... Overland gives you smoother power and more power because of the L-head construction, the large valves and the more efficient valve operation... right straight through the entire power range, low gear to high, you'll get your best results from the Overland—and you'll get the rattle free, wear proof, trouble absent service that has made Overland known as the longest lived light car ever built.

Now is the time

... right now, when this Overland Sedan is sweeping the country, when the factory is doubling its record breaking output of the past, when Overland value is changing every past standard, is the time for you to look at this great value. An acute shortage is in sight—heavy factory shipments, made in anticipation of a record breaking demand, cannot begin to serve our requirements. Now is the time when you want the use of your enclosed car... before the present value of the car you are driving is forced down by this tremendous Overland new car standard... before the demand places deliveries months away... come in.

We'll trade and let your present car apply as part payment—the initial payment is remarkably low, and the monthly payments are exceptionally small.

Standard OVERLAND Sedan

WELLS & CHASE

ROSEBURG, ORE. Phone 399 317 North Jackson Street

RANCHER GIVES NIGHT YEARS FOR SHOOTING AT FORMER JUDGE.

(Associated Press Local Wire.)

DALLAS, Ore., Oct. 7.—Carl Frakes, Polk county rancher who pleaded guilty of shooting at E. C. Kirkpatrick, former county judge of Polk county with intent to kill, was this morning sentenced to serve not to exceed eight years in the state penitentiary by Circuit Judge Ramsey.

COOK WITH GAS.

LOYAL EMERY SUEED

Suit was instituted in the circuit court today by the First State bank of Sutherlin against Loyal V. Emery. The suit is brought to foreclose on a mortgage given as security on a note on which \$4,631.16 is claimed to be still due. Emery is now held in the Lane county jail on a bad check charge. The bank is represented in its suit by Attorneys Rice and Orcutt.

BORN

SMITH—To Mr. and Mrs. G. R. Smith, of South Deer Creek, on Wednesday, October 7, a ten-pound daughter.

Stadshaber builds no yearly models.

Divorce Granted.

A divorce was granted today in the circuit court to Arthur Solle from Leona Solle. Cruel and inhuman treatment was charged. The plaintiff was represented by Attorney Carl Wimberly.

COOK WITH GAS.

POMONA GRANGE TO MEET

Douglas County Pomona Grange will meet on Saturday with Loyal grange in an all-day session. The

program will start at 10:30 a. m. and will continue throughout the day. Interesting entertainment is being arranged, and it is expected that there will be a good attendance.

Bone meal and sheep guano fertilizer at Wharton Bros.

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

Read the Classified ads in The News-Review. They mean dollars to you.

LODGE DIRECTORY

ROSEBURG LODGE NO. 1037 L. O. O. F. M.—Meets every Wednesday night, Moose Hall, 248 N. Jackson St. Club rooms open 7:30 to 10:30 p. m. Visiting brothers welcome.

W. A. HOGARD, Dictator.
E. O. FARGENT, Secretary.
W. H. THORNE, Treasurer.

Knights of Pythias Alpha Lodge No. 47.—Meets every Wednesday in Knights of Pythias hall, 248 N. Jackson street. Visitors always welcome.

W. M. CHRISTENSON, C. C.
ROY O. YOUNG, M. F.
E. B. WIMBERLY, K. R. A.

Loyal Chapter No. 51, R. A. M.—Meets every third Tuesday of each month in Masonic Temple. All members requested to attend and visiting companions welcome.

W. A. WILDER, High Priest.
W. F. HARRIS, Secretary.

United Association, No. 21, O. O. F. M.—Meets in Odd Fellows Temple on 2nd and 4th Wednesdays of each month at 7:30 p. m. Visiting sisters invited to attend rears Maccabee hall, Pine and Cass streets.

CLARA RONEBRAKE, Com.
JESSIE RAPP, Col.

A. F. & A. M., Laurel Lodge No. 12.—Regular communications second and fourth Wednesdays each month, at Masonic Temple Roseburg, Ore. Visitors welcome.

M. S. HAMM, W. M.
W. F. HARRIS, Sec.

Umpqua Klan No. 5.—Meet 2nd and 4th Mondays of each month. Address P. O. Box 855, Roseburg, Oregon.

O. E. S., Roseburg Chapter No. 3.—Holds their regular meetings on the first and third Thursdays in each month. All sojourning brothers and sisters are respectfully invited to attend.

COBA B. SIMPSON, W. M.
FRED JOHNSON, Secretary.

United Brotherhood of Carpenters and Joiners of America.—Meets at 476 S. Main second and fourth Tuesday evenings of each month. All carpenters welcome.

T. F. FOLMERT, Rec. Sec.
EMERY COLE, Pres.

I. O. O. F., Philatelist Lodge No. 8.—Meets in Odd Fellows Temple every Friday evening. Visiting brothers are always welcome.

C. F. CRANER, N. G.
A. J. GEDDES, Rec. Sec.
J. R. BAILEY, Fin. Sec.

Eagles, Roseburg Aerie.—Meets in Maccabee hall, on Cass street, on second and fourth Wednesday evenings of each month at 8 o'clock. Visiting brothers in good standing always welcome.

GLENN WOODRUFF, W. P.
THEO. W. ALTHAUS, W. P.
R. P. GOODMAN, Sec.

W. B. A. O. Y. W., Roseburg We view No. 11.—Holds regular meetings on second and fourth Thursdays at 7:30 p. m. Visiting sisters invited to attend rears Maccabee hall, Pine and Cass streets.

CLARA RONEBRAKE, Com.
JESSIE RAPP, Col.

Neighbors or Woodcraft, Lilia Circle No. 48.—Meets on first and third Monday evenings, in K. of P. hall. Visiting neighbors invited to attend.

ALVIA WETHERELL, G. N.
MARGARET WHITNEY, Clerk.

K. O. T. W.—Meets each second and fourth Thursday of each month, in Maccabee hall, corner Cass and Pine streets. Visiting Knights always welcome.

L. C. GOODMAN, Com.
G. W. RAPP, R. E.

United Artisans.—Meets in Maccabee hall first and third Thursdays. Visiting members always welcome.

MAY PINDEL, M. A.
MILDRED McCULLOCH, Treas.
WELLS STEPHENSON, Sec.

G. P. W. S. S. S., Roseburg Lodge No. 326.—Hold regular communications at the Elk's Temple on each Thursday of every month. All members requested to attend regularly, and all visiting brothers are cordially invited to attend.

J. G. DAY, Jr., E. E.
J. T. GOODMAN, Secretary.

Woodmen of the world, Camp No. 123.—Meets in the Odd Fellows Hall in Roseburg every first and third Monday evenings. Visiting neighbors always welcome.

JOHN DELL HERS, C. C.
M. M. MILLER, Clerk.

Roseburg Rebekah Lodge No. 41, I. O. O. F.—Meets in Odd Fellows Temple every week on Tuesday evening. Visiting members in good standing are cordially invited to attend.

ANNA WICKHAM, N. G.
GERTRUDE HATFIELD, R. S.
EMMA LENOX, P. E.

United Methodist, Umpqua Temple No. 4.—Meets the second and fourth Monday evenings of each month, at the K. of P. hall. Visiting sisters always welcome.

MARTHA CHRISTENSEN, M. E. C.
EVA MARKER, M. of E. C.
MAY E. PARKER, M. of P.

SANDY!

Timber interests in the district are suffering from excessive taxes, he said, indicating that they wanted to begin cutting extensively.