

# Clean-Up Sale!

We find at the close of the year we have several brands of goods that we do not want to continue to carry and will offer them at less than cost price to close them out.

- Hunt's Supreme Peaches 2 1/2 can, to close out, per can ..... 20c
- Bagley Yellow Free Peaches, good syrup, to close out, per can ..... 15c
- Red Raspberries, fancy No. 2 can ..... 25c
- Hard Mixed Candy, per lb. .... 10c
- Extra Standard Peas, 2 cans for ..... 25c
- Extra Standard Corn, 2 cans for ..... 25c
- Extra Standard Tomatoes, 2 cans for ..... 25c

We wish to take this opportunity to thank all our friends and patrons for their valuable patronage during the past year and we hope we in turn have given a service that has in some way contributed to your welfare and happiness and we wish you all a very Prosperous and Happy New Year.

Stores at Myrtle Creek, Sutherlin and Yoncalla.

## MEATS—SPECIALS FOR SATURDAY

We are here to please you. If at any time your purchase does not satisfy, we will cheerfully refund your money.

- CORN FED BEEF**
- Beef Roasts, lb. .... 15c
- Boiling Beef, lb. .... 12 1/2c
- Sirloin Steak, lb. .... 20c
- MILK FED VEAL**
- Heavy Veal Shoulder Roast, lb. .... 15c
- Veal Leg and Loin Roast, lb. .... 20c
- Breast of Veal, lb. .... 12 1/2c
- Hamburger, lb. .... 15c
- PORK PRODUCTS**
- Leg of Pork Roast, well trimmed, lb. .... 25c
- Pure Pork Sausage, lb. .... 20c
- Pure Lard in bulk, lb. 20c, 5 lbs. for ..... 95c
- Light Sugar Cured Bacon, lb. .... 33c
- Link Sausage, lb. .... 25c
- Salt Pork, lb. .... 26c

**LIGHT HAMS, HALF OR WHOLE, LB. 28c**  
Also a complete line of fresh and cured meats, cut to your order.—We trim the Meat, not the Customer.

## PEOPLES SUPPLY CO.

Grocery Phone 145 Meat Market 363  
Free Delivery

## OUTLOOK FOR YEAR GOOD SAYS S. P. PRESIDENT

**Railway Traffic Outlook for Coming Year Reported to Be Encouraging.**

### PLAN IMPROVEMENTS

**New Motive Power Ordered to Supply Demands—Just Return Is to Public's Interest.**

Railway Age in its annual statistical number, January 2, will print the following letter from President Sproule in which he answers these queries put by Mr. Samuel O. Dunn, editor of Railway Age:

1. How do you regard prospects for railway traffic, both passenger and freight, in your territory for 1926?  
2. Having in mind the trends of railway traffic both before and since the war, what is your opinion as to the extent to which in the near future it will be necessary for the capacity of railways in your particular territory to be increased to enable them to render as good service as generally has been rendered during the past three years?  
3. Will the increased capacity need to be provided by relatively greater expenditures for (a) increased and improved equipment or (b) other additions and improvements?  
4. What changes, if any, in present federal laws regarding the railways, and in their administration, do you favor?

1. Prospects for railway traffic both passenger and freight in 1926 are very encouraging throughout the widespread areas served by Southern Pacific Lines. There is nothing new in sight to give cause for any misgivings on that subject.  
2. In the past three years we have been making such improvements in our lines and extensions of them that when the work is completed, which will be in the course of the next year, we can handle the traffic with ease, allowing for most liberal increase in its volume. Since the war we have made such large additions to our motive power, rolling stock and facilities generally that we will enter upon the new year to take care of all the business that may offer.

3. We are, however, placing orders for more motive power, passenger train cars and freight cars to keep up with the growth of business, and the Pacific Fruit Express, which handles refrigerator cars and refrigeration service for perishable freight on our lines, is giving an order for 5,000 new cars and in that company Southern Pacific are half owners, the Union Pacific owning the other half.

4. As to changes in the Federal laws and their administration, do not believe in constantly meddling with or frequently changing existing laws. The tendency is not to allow the law to stand on the statute books long enough for seasoned trial. The Transportation Act of 1920 specifically has been valuable in pointing the way to avoiding railroad strikes by arbitration and has also pointed the way for a constructive attitude toward the railroads in an effort to maintain their earnings upon a compensatory basis. That the law and its administration have not succeeded fully in accomplishing these purposes does not discredit the law. It may point to the need of strengthening the law. The principle of arbitration, for example, is as valuable for the men as it is for the railroad company. Arbitration by a tribunal representing the men, the company and the general public interest, is so correct in principle that only the details of its application leave room for discussion. With the principal established, application of that principle to given issues becomes a matter of detail capable of solution among reasonable men. Upon this the public insist anyway as they do not intend any longer to be the victims of disputes among railroad men.

With this attitude, the public is disposed to recognize the rights of the men and of the companies, with one notable exception. This exception consists in the failure of the public to recognize that when the people put their savings into railroad stocks and bonds, these savings are in effect dedicated to the public. They serve a public purpose. As the legal phrase is, they are affected by the public interest. Hitherto that public interest has been used as a pretext for discipline put upon the railroads. It has been made a reason for regulating them in their earnings, in expenses and in their net returns of money upon the property. The signs are only recent that those who make our laws and administer them are giving heed to the fact that money which is dedicated to the public use through transportation service is entitled to consideration because of its being so dedicated and is entitled to protection at the hands of the public, for if the money dedicated to the public service is not entitled to a just and liberal reward, what money is there and flowing through what channel that is so much entitled to adequate reward? The money of the citizen can be invested in a multitude of ways. Money is a com-

modity for which there is a competitive demand and the railroads have to compete for it in common with other industries seeking the same money. It is in the general public interest that the railroads be allowed to earn such just and liberal returns upon the money as will justify the public in furnishing it. The failure of broad policy in the law and its administration looking to this result is beginning to be recognized and the Transportation Act of 1920 shows the first serious trend in this direction. It falls far short of what is needed. It points the way, however, and we realize that those who have in their hands the administration of the law are serious students of the subject.

In one particular, administration of the law has worked to the great prejudice of the transcontinental railroads. I refer to the fact that they have been forced out of the traffic competitive with the Panama Canal. Since the war the transcontinental railroads have not been allowed, under the long and short-haul clause of the Interstate Commerce Act, to participate in the traffic which before the war was an important part of their transportation service. This is partly, doubtless, because Uncle Sam is in the shipping business and partly because of the agitation of the Inter-mountain States against suspension of the long and short-haul clause that formerly did allow the transcontinental lines to participate in this coast to coast traffic. The transcontinental carriers have thus been deprived of a great volume of traffic to their great loss and without compensating advantages to the objecting states and communities. On the contrary, those states and communities have also suffered by the loss. No train moves through any state or through any city without disbursing money throughout that state and within that city. Every trainload of freight crossing the continent may be said to drip money along every mile of its travel from coast to coast—in wages, fuel, lubricants, water, upkeep, yard and terminal service, and in every aspect of its movement. Of all this money the inter-mountain states and communities are deprived, because of their theory that the railroads should not be permitted to make rates to compete with water routes, in order that they may participate in the coast to coast traffic, unless they are also willing to make these rates apply to inter-mountain points where the competition does not exist and where it would practically bankrupt the railroads to apply such rates. The inter-mountain states can gain nothing by their contention, but really lose money because of it.

The transcontinental railroads believe their plea is just that they be permitted to participate in the traffic from coast to coast as they did before the war. They believe that their doing so will be of the greatest good to the greatest number. It will help to stabilize the railroad situation by giving them an important tonnage now denied them. The profit, small in the aggregate, under rates having reasonable relation to those of the Panama route upon sanction by the Interstate Commerce Commission.

The fact is the public has today a broader knowledge of the railroad business than ever before. As they understand it better it is probable that both regulation by law, and its administration by the earlest minds charged with that responsibility, will be still more constructive and useful.

The finest ballroom in Southern Oregon, The Oriental Gardens, will open Wednesday, Jan. 6. Thousands of dollars spent to make this ball room please you. The orchestra is the best ever and we're here to stay.

This is clean-up week for children. The Imperial Cleaners will make it worth while.

Eat barbecue sandwiches and live forever.



**Just a few pulls and—Oh boy, what a wonderful shave!**

The James Stroppe gives your blade a polished, smooth-shaving edge. It's so simple and easy—a few strokes and you can enjoy shave after shave—all velvet—with the same "James-Stroppe" blade. Satisfaction is guaranteed. \$2. Gold-Plated in Morocco Case.

Joe K. Hayes, 80 State St., Boston.  
**Lloyd Crocker's**  
PIONEER DRUG STORE  
241 N. Jackson  
Roseburg, Oregon



## INSURANCE

That Protects

COMBINE YOUR INSURANCE IT COSTS LESS

NORTHERN LIFE

NORTHERN LIFE

Life Health Accident **3 IN 1** Complete Coverage Contract

ONE POLICY—ONE PREMIUM

It is said that the wise business man does not tempt Fate. He cannot afford to take a chance with circumstances over which he has no control. Bear in mind this fact: Disaster is threatening you at all times, whether it be in the form of

**Accident, Health or Loss of Life**

Northern Life is the Absolute Bulwark against all three of these possibilities, and will

**PAYS YOU**

Double the Face of Policy if Killed by Accident. Face of Policy for Loss of Hands, Feet or Eyes. Monthly Indemnity, Sickness or Accident.

Also provides you AN INCOME FOR LIFE if permanently disabled.  
J. E. FLURRY, District Superintendent, Roseburg N. B. Bldg., Roseburg.

### SENTENCED OF \$500 AND 60 DAYS GIVEN FOR POSSESSION OF 110 GALLONS OF ALCOHOL

Chan Garner, arrested several weeks ago on a charge of possession of liquor, was fined \$500 and given 60 days in jail upon entering a plea of guilty in the local justice court yesterday. Garner was arrested by federal officers who found 110 gallons of alcohol in his car. He was taken to Portland to appear before the federal grand jury, but the case

arrested again by the state on a possession charge. He gave bail in the sum of \$1,000 to guarantee his appearance and returned to Roseburg yesterday to enter his plea.

**VESSEL CRIPPLED.**  
VICTORIA, B. C., Dec. 31.—The Pacific Salvage Company's vessel Salvage King was dispatched from here today to the assistance of the freighter Niels Nielsen, off Eureka, California. The vessel was reported stalled with engine trouble.

I know what these here kids want, Mom, they're just a kickin' for some of



They all cry for it.

**IDEAL BAKERY**

Phone 133

## Distributors Introductory Offer

To Introduce the New 30%



### RED STUMPING

(306 Cartridges per 100 lbs.)

We are now offering FREE with every 100 lbs. 100 ft. Safety Fuse—50 Blasting Caps.

This offer limited to carload now in stock at Roseburg and Medford.

## J.A. Denn Powder Co.

231 No. Main St., Roseburg  
24 So. Front St., Medford

## DEC. CROP REPORT SHOWS DECREASE IN WHEAT ACREAGE

Seeding of Winter-Wheat in Oregon this fall appears to be only about 92 per cent of the acreage seeded a year ago, says F. L. Kent, Statistician, United States Department of Agriculture. This estimate is based upon reports received from nearly 800 farmers located in all of the principal wheat producing counties of the state.

Revised estimates, based upon the results of the 1925 Farm Census, place the acreage seeded to winter wheat in the fall of 1924, at 1,699,000 acres, hence the acreage seeded this fall is placed at 1,569,000 acres. The condition of the growing crop on December 1, 1925 was estimated at 82 per cent of normal, compared with 87 per cent last year, and a ten year average condition on December 1, of 91 per cent.

The United States acreage is estimated at 99.6 per cent of last year, or 23,540,000 acres compared with 23,956,000 acres seeded in the fall of 1924. Condition of the United States crop is estimated at 82.7 per cent, compared with 81.6 per cent last year, and a ten year average of 84.9 per cent. The Washington state acreage, placed at 955,000, with a condition of 68 per cent, compared with 1,249,000 acres seeded last fall and a condition on December 1, 1924, of 70 per cent. The Idaho state acreage is placed at the same figures as last year, 478,000 acres, with a condition of 92.0 per cent compared with a condition figure of 82.0 per cent a year ago.

The Crop Reporting Board, United States Department of Agriculture, has released the following comments on the situation: "On account of unfavorable weather for plowing and seeding, farmers have been unable to sow as much wheat and rye as they intended. It is now estimated that 23,540,000 acres of winter wheat have been seeded. This represents a decrease of 416,000 acres, or 1.6 per cent from the area seeded last fall.

Prominent causes of decreased sowings were unusually wet weather in some sections, and snow and low temperature in others. In some sections also, the drought that ended in September, prevented plantings in the earlier part of the season. Increased plantings, however, are reported for the Atlantic states, and for Kansas, Oklahoma and a few of the less important states.

cent below the 10 year average. This is due to wet, cold weather. It is above average, however, in Nebraska, Kansas, Oklahoma, Texas, Idaho and California.

"Weather conditions have affected the plantings of rye also, and this is estimated to be 3,426,000 acres, or only 82.8 per cent of the acreage seeded last fall. The condition of the crop on December 1, 1925, was 83.8 per cent of normal, which is 4.9 per cent below the 10 year average."

Foreign crop conditions are reported from Washington, D. C., as follows: "Owing to the unusually wet fall in Canada, less fall plowing has been done than was done last year. The wet weather, however, has provided a abundance of soil moisture which should be favorable for next year's crop."

"The condition of European winter grains is generally favorable. Increases in acreage are indicated in France, Italy and Bulgaria.

The official crop report for Germany for December showed the condition of both wheat and rye to be above the average. The condition of cereal crops in Russia on November 29 was also above average.

"Private reports indicate a decrease in the Indian wheat acreage due to insufficient rainfall during the closing of the monsoon period. Dry weather was reported to have seriously interfered with seeding in the Punjab and United Provinces, two of the most important wheat regions in India."

"The North African crop outlook is generally favorable and an increased acreage is indicated."

Hear the best dance music Roseburg has ever had at the opening of the Oriental Gardens Wednesday, Jan. 6. Seven musicians who will make you want to dance.

The Imperial Cleaners add means half price to you this week.

### PERMITS GRANTED FOR IMMENSE POWER PLANTS

(Associated Press Leased Wire.)  
OLYMPIA, Dec. 31.—Four permits granting water rights to the Sultan Electric company of Sultan, Snohomish county, were issued by the state supervisor of Hydraulics here today. Two reservoirs are to be maintained, one at Lake Isabel and the other on Roseagee and Tomit Lakes, having a combined foot acreage of 10,800. Additional development of the projects is estimated to bring the cost to \$50,000. Power developed will be used for manufacturing and power, and will include sales to municipalities in the district, it was announced.

**Carrs Return From Portland**—Mr. and Mrs. D. E. Carr, who have been visiting in Portland with friends over the holidays and looking after business affairs returned to their home here yesterday.

Heat with gas.

## President of County W. C. T. U.

Mrs. A. C. Marsters at head of county organization. W. C. T. U. was organized 23 years ago in county and the first convention held in Roseburg. Mrs. L. C. Williams was the first president and Mrs. W. F. Jewett of Gardiner, the first county treasurer. There are about 650 members in the county.

