ROSEBURG NEWS-REVIEW

Issued Daily Except Sunday by The News-Review Co., Inc.

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Entered as second class matter May 17, 1920, at the post office at Roseburg, Oregon, under the Act of March 2, 1879.

SUBSCRIPTION RATES

Daily, per year, by mail	$4.00
Daily, six months, by mail	2.00
Daily, three months, by mail	1.00
Daily, single month, by mail	.50
Daily, by carrier, per month	.90
Weekly News-Review, by mail, per year	3.00

ROSEBURG, OREGON, MONDAY, JUNE 28, 1926.

THE HIGHBROWS.

The "high brow" type of college graduate was characterized as a "degenerate intellectual aristocrat," by a prominent educator in a recent baccalaureate address. So-called highbrows are not quite popular, and the above remark will please a good many people. It is somewhat difficult, however, to tell just what a highbrow is. There are many who would call any thoughtful and intelligent person, who is familiar with the larger movements of the world, a highbrow. If one is solely interested in jazz and sporting frivolities, a person who read books, newspapers, and magazines would probably seem to such a one to be a highbrow. But that type of highbrow was not the class to which this speaker referred. He no doubt meant people of a bookish type, who get their ideas from a limited circle of sophisticated thinkers, who pride themselves on their super-culture, and look at the ordinary run of folks as more or less blockheads. The finest knowledge of the world does not come only from study of books. To obtain real knowledge, one must rub up against the world. One must mingle with the common run of folks, and find out what actually happens in the community. One must get the point of view of average people and listen to their experiences, and find out how theories work out in actual practise. There are many ideas that seem rather good on paper, but which fail miserably if you try to realize them in actual practise. Wisdom is a combination of the study of practical experience gained by contact with the world, and the past experience of the world as told in literature. Highbrows should come off their lofty perch of isolation, and get both kinds of wisdom, and then their views will not be so one-sided.

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It is remarked that a few people do most of the public work of the community. It is also true that a few do most of the giving. In a city of 50,000 people, a movement was recently promoted to enlarge the public hospital. The campaign was carried out with great thoroughness. After going over the city, it was found that only about 10 per cent of the people had contributed. There were many children and young people who could not be expected to give, many financially unable to do so. But it would seem that for a hospital, which is a benefit to everyone, a larger percentage could be expected to take hold and help. It is the same in most places. Perhaps one trouble is that people are ashamed to give small sums, and would rather give nothing than hand over some moderate sum. That is a wrong idea, and it should be a satisfaction to such folks to help according to their means.

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A speaker at the New York chapter of the Society of Industrial Engineers claimed in an address a few days ago, that about half of the $20,000,000,000 invested in industry is wasted. While it may seem incredible to some that such vast waste could occur in these days of efficiency, there is a big field for the efforts of waste savers. The chief development of the past 50 years has been labor saving machinery. There is still a big chance for more of this machinery. But the chances for economies through the elimination of wasteful methods of production and distribution seem to be even greater.

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Aimee Semple McPherson is telling the story of her experiences during the five weeks she was held in captivity. As an advertising stunt her abduction has gone over with tremendous success.

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The hit-and-run driver is still "playing tag" on the highways.

ETERNAL CAUTION.

"For fourteen years I've driven cars," said Whitney Whipple Wheeze, "and I've acquired no grievous scars, no wounds or broken knees; I've never been behind the bars for speeding on the leas. I've never paid a heavy fine for knocking statutes flat, I haven't run down sheep or swine, or spoiled a walker's hat; I'm careful with this lump of mine, you bet your lid on that. The auto driver who aspires to keep his record bright, who would not ruin, with his tires, the form of some poor wight, must always curb his fierce desires to rubber left and right. He must not gossip with the folks who in the rear pew sit, exchanging repartee and jokes and chunks of sparkling wit; his mind for job while he invokes the guidance of St. Ike. He mustn't let his fancy stray to poetry and song, lest he might think about his dray, and tool the same along, considering the ripe of Wed—all other thoughts are wrong. A little lapse and he may find his tumbril upside down, while surgeons with their plasters bind his mutilated crown, and tow-trucks slowly wend along the road from town. A moment's carelessness, by gangs, and he may then behold a wagon that was for kings to wreck and ruin rolled, with busted motor, busted springs, and damages untold. For fourteen years I've driven white around the public square, and I have ever taken pains to mind the road laws there; and so, since I have used my brains, I'm right side up with care." "Your record is supremely good," I said, "I praise your zeal in minding rules too much withstood by men who grasp the wheel, but it were wise to knock on wood when making such a spiel." Next day this Whitney Whipple Wheeze was carried home, a wreck; he felt impelled to whoop and sneeze while driving o'er a beck; the next he knew his feet and knees were wound around his neck.

PRUNE PICKIN'S

By BERT G. BATES

GOOD EVENING FOLKS—

When a feller has
A brand new coat
of Sunburn on his
Shoulder-blades
He can't help
Despisin' the bozo
Who insists on
Slappin' him
On the back.

✣ ✣ ✣

DUMBELL DORA THINKS

Broccoli growers have cauliflower ears.

✣ ✣ ✣

The Elks are all back from the convention and the shortage of Bromo Seltzer is dern acute.

✣ ✣ ✣

Miss Marion Mack, Buster Keaton's leadin' lady, was peddlin' a bicycle down the asphalt near Cottage Grove when a wise-cracker in a flivver stopped and said: "How far can you go on a gallon of gas?" and Marion slammed on her brakes and replied, "I can go pretty far on a quart of Scotch, mister!" Whereupon the wise-cracker vanished in a cloud of petroleum smoke.

✣ ✣ ✣

The tired business man of the village can now rest his optics on the fatted calves at the swimmin' hole.

✣ ✣ ✣

Aimee McPherson spoke to a packed house yestiddy which proves that advertisin' gits results.

✣ ✣ ✣

LET'S HELP

Up the road and down the road,
Whatever the way we take,
We'll meet some soul with a weary load
Some heart that is torn with ache;
We'll hear some voice that has dulled its song,
Some spirit that's lost its cheer—
For roads are rugged and roads are long,
And many a track is drear.

"We can't do much and we can't give much—
We're poor folk," we may say!
But the little we can with a friendly touch
May brighten the world's highway.
So out with your smiles and your neighbor—strength,
Your song and your sympathy, too!
We can't do much on the journey's length,
But the little we can, we'll do!

✣ ✣ ✣

Jack (angrily): "Do you always believe everything every darn fool tell you?"

Mrs. Jack: "No, darling. But sometimes you do sound so plausible."

✣ ✣ ✣

Mable: "Does he know how to kiss?"

Mary: "He may. Perhaps he just doesn't know when to."

✣ ✣ ✣

Emmett: "My laundry sends back my shirts with different buttons sewed on them."

Joe: "You don't know when you are well off. My laundry sends back my buttons with different shirts sewed on them."

✣ ✣ ✣

Ticket Agent: "Yes, sir; we can sell you a ticket to anywhere."

Tom Johnson: "How about a ticket to Heaven?"

Ticket Agent: "Yes, sir—right down at the Redemption Window."

✣ ✣ ✣

Messenger: "I sold my entire golfing outfit yesterday."

Merrill: "What did you realize?"

Messenger: "That I was rotten."

Lafe Perkins Sez:

"These fellers who wear their sox without garters oughta be glad it ain't the style to go with out galluses on a belt."

OREGON WEEKLY INDUSTRIAL REVIEW.

Southern Pacific will [illegible] service on Eugene-Klamath Falls line in July.

Portland — Bear Creek [illegible] from Bull Run Reservoir [illegible] at $21,000.00.

Grants Pass — Rebuilding [illegible] on Silver Creek, [illegible] has produced $[illegible] in gold [illegible] in six months. Syndicate [illegible] $1,000,000 dredge.

Medford — Building permits for one week, reach $27,[illegible].

Milton — Western Schools [illegible] incorporated, capital $[illegible] Overlight [illegible] two railroads.

Boise — Government will build $2,000 schoolhouse here for Indian children.

St. Helens — Nor. Pacific Railway takes $1,000,000 feet lumber for Australia.

Gold Beach — Clayton Mace will build $500,000 railroad, to log Port Orford cedar.

Euchre Creek district, in Curry County, will build $10,000 school.

Grading starts for logging railway in Baker County, Austin to Middle Fork of John Day River.

Jordan Valley—Herd of imported Jersey cows will start dairy industry here.

Medford—Ice and storage company will build large warehouse for fruit.

Forest Grove—Local breeders ship $8,500 worth of Jersey cows to New Jersey.

Eugene — Bethel district to build fine new school building.

Klamath Falls—Work begins on new Anchor Hotel, 4 stories, to cost $100,000.

Butte Falls — Five-room school to be built at once.

Myrtle Point—Sugarloaf Creamery made 56,000 pounds cheese during May.

Sutherlin — Three big peppermint stills will be built here, for 300-acre peppermint crop.

Sutherlin — Three shifts will rush completion of Lesper Dome oil prospect well.

Klamath Falls—Bids called for $45,000 new city library.

Madras—Work begins for Columbia River Power Co. project at Pelton, on Deschutes River.

Sutherlin—Local cannery running to capacity on berries and cherries.

Salem — Payroll in local canneries, runs to nearly $50,000 a week.

Imbler—Grain elevator burned at $80,000, is being rebuilt.

Eugene—Guaranty Oil Company strikes oil and water in prospect well.

Klamath Falls — During May, 96 building permits were issued for $185,205.

Baker—Seven cars cattle shipped to Portland market in one day.

Tillamook, Yamhill, Polk and Lincoln Counties favor $500,000 bonds, for short-cut highway, Grand Ronde to Otis.

Heaviest berry crop ever grown being harvested in Willamette valley.

Astoria—Sanborn-Cutting cannery opens, for long run on loganberries and evergreens.

Hillsboro—Ray-Maling cannery with $30,000 warehouse addition, employs 800 people.

25 cents a pound is the general price offered for 1926 hop contracts.

Forest Grove — Local plants have barreled 250 tons strawberries in sugar, this year.

Klamath Falls — Construction begins, on $250,000 power line Orom Copco plant.

Portland — Steamer "Pacific Shipper" loads 10,000 cases loganberries for United Kingdom.

Southern Pacific will make Eugene one of its greatest freight terminal stations.

Baker—Mother Lode, Balm and Goose Creek copper properties unite in $5,000,000 merger.

Milwaukie — Dean-Gates Motor Co. building modern plant.

Medford — The American Fruit Growers, Inc., will establish branch here, with new packing house.

Salem—Friends will establish memorial to Mrs. W. P. Lord, the "Mother of Oregon finen industry."

Bend—Brooks-Scanlon Lumber Co. pays to cats lumber a day.

Portland — Pacific Steamship Co. adds steamer "Admiral Crary" to coast run.

Wallowa—City will pave First street, from Alder to alley.

Oregon salmon industry is [illegible] more than $10,000,000 a year to State.

Eugene — City will pave 21 blocks streets this season.

Prineville — 200,000 pounds of local wool shipped to Boston at [illegible] to 31 cents.

Springfield — Mile of this week to be laid here this year.

Hood River — Dee Flat district to have service from Pacific Power and Light Co.

McMinnville — Elite [illegible] of Lambert cherries, shipped to the eastern market.

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LOGGING CAMPS IN OREGON TO BE IDLE IN MONTH OF JULY

(Special from Local [illegible])

PORTLAND, Ore., June 28.—Reports from most of the 300 lumber producing districts indicate that the annual Fourth of July shut down of logging camps will extend one month for the industry as a whole, while the assembly, for the most part, will be closed for more than a month, approximately [illegible] reports from the Department of Agriculture show [illegible] operated at 81% capacity last week. Sawmills in Portland district probably will be closed for [illegible] Logging camps along the Columbia river and in the Willamette valley will also shut down generally for the Fourth of July.

SPOTTERS PAID BY W. C. T. U. IN PENNSYLVANIA

(Continued from page [illegible])

[illegible] Road [illegible] police accounts show that [illegible] expense report $75 of [illegible] drinks from September 17 [illegible] at the Paradise Cabaret [illegible] Morrisons Cabaret in Lancaster [illegible] "Did these [illegible] drink [illegible] and [illegible] ready?" [illegible] Virginia.

"[illegible] Wright said.

He explained that the [illegible] were in there [illegible]

"[illegible] where you [illegible] for operative [illegible]

"As you know, the [illegible] that it is not a violation [illegible] do that to catch law violators," said Wright. "I know of no other way you can get the evidence."

The committee adjourned until tomorrow when Wright's examination will be resumed.

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Bemis and Case horse drawn transplanters in stock at Wharton Bros.

State Press Comment

Niche For Him

Sometime back, the American congress voted a tariff that takes hundreds of millions of dollars from American consumers in order to aid the manufacturing interests of the eastern and northeastern parts of the United States. It had no compunction about that.

A while back, it voted to give billions back to Italy, billions that the American people will themselves have to pay. That was in the debt settlement, and there was no compunction about that.

Part of the congress has already voted to give millions back to France through the war debt agreement. That, too, American taxpayers will have to pay. There was no compunction about that.

Then the congress voted to reduce the taxes heavily on American millionaires. It even voted to pay them back inheritance taxes that had already been paid into the treasury. There was no compunction about that.

The Italian, the French, American manufacturers and American millionaires, have all been recipients of great favors at the hands of the administration and the congress. There has been plenty of money for them, plenty of help, plenty of aid from any angle needed.

But the American farmer—well, that is different. Half a dozen bills have been before the administration and congress to aid him. There has been proposal after proposal. There has been attempt after attempt to aid him. But they have all been in vain. There are million to help American manufacturers, millions to help the millionaires, millions to help the French, and millions to help the Italians, but there is nothing, apparently, to help the farmer. For him, it seems to be, "Help yourself."

It is a very remarkable situation.—Portland Journal.

Cross-State Railroad

No one can accuse the Union Pacific of a lack of consistency in the announcements made by its officials regarding railroad extensions in Oregon. President Gray time true to Union Pacific form when he states his opposition to an extension of the road from Burns across the state to the rich traffic that originates in the Willamette valley and coast regions. "The country to be traversed by such a line," says President Gray, "is not productive, and no one can see that it ever will be. It would yield an insignificant tonnage to support the line."

President Gray assures us that there is no traffic in western Oregon that is not being adequately served. His attention is called to a little body of one hundred billion feet of timber in Jackson, Josephine, Curry and Douglas counties, most of which has been inadvertently overlooked in the three competitive lines to be now vacated by the Southern Pacific and the Hill lines for the twenty-two billion feet that is proving such a magnet in the Klamath and Deschutes territory now under development.

A cross-state line to tap this rich region would be obliged to pass through some rough country. There are very few miles, now even, where it would not be possible to develop some traffic, and the Union Pacific would not be contributing a precedent that it built across some desert land where there was no immediate traffic.

There is too much of a community of interest between the Southern Pacific and Union Pacific. When the Harriman commission separated these two lines, interlocking directorates were forbidden, but these two roads continue to be for practical purposes one in the railroad world, and until there is a shake-up in the interest controlling these roads Union Pacific officials will be unable to see any traffic in extensions that would invade Southern Pacific territory.—Portland Telegram.

Henry Ford's Wealth.

No other man in all of the world's history has ever piled up such an astronomical fortune as that which is now in the possession of Henry Ford. It is possible that had John R. Rockefeller not set out the accumulation which he has recently charted and polished, Henry Ford, one wealthy and wise, is that of Ford who has never seen a way anything by comparison. Ford has his money, and Rockefeller has spent his. Ford's fortune was spent for [illegible]

No one but Ford can possibly tell how much money he has. He is worth, on paper, [illegible] in the United States [illegible] the assessed valuation of the Ford properties in Michigan [illegible] the [illegible] Ford's income tax.

It was reported the [illegible] Ford [illegible] $[illegible] in 1925, but the commissioner held after a hearing that the amount was [illegible] Ford [illegible] the [illegible] Ford [illegible] the [illegible] Ford [illegible] to be assessed on that property in the [illegible] Ford [illegible] the [illegible] Ford [illegible] the [illegible] Ford [illegible]