

TOLL BRIDGE AT SCOTTSBURG IS NEW PROPOSITION

Plan Presented by County
Court for Solving Trans-
portation Across the
Umpqua River.

Construction of a toll bridge across the Umpqua river at Scottsburg is the latest proposition advanced by the county court to solve the problem of transportation at that point. So far the court has advanced nothing definite, the proposition being merely in the form of a suggestion, which has features which on the surface have some merit. Whether or not the county can legally construct such a bridge is a matter which may be developed upon further investigation.

The river must be crossed at Scottsburg in order to connect up the Umpqua highway between Umatilla and Reedsport. At present a ferry is used to transport cars across the river, a power boat being maintained there for that purpose. Eventually, however, the county must provide a bridge, for the great amount of traffic the road will be called upon to bear when the road is fully completed and open to travel will be too much for a ferry alone to handle.

A bridge will be at least 1,000 feet long, and will cost in the neighborhood of \$100,000. Such a sum of money is entirely out of sight with the county at present and there is no means in sight whereby money for the project can be made available.

The plan has been advanced, however, that the county issue bonds for the bridge and charge toll on all cars passing over it until the expense has been paid. From 50 to 200 cars will cross the river daily, it is estimated, when the road is open, travel on some week days being light, while over the week end 500 cars will be a conservative estimate. At such a rate it would take only a few years to establish a sinking fund which would pay off the cost of the bridge.

How far the county may go with such a proposition has not yet been taken up with the proper authorities, but further consideration is to be given and definite action may be taken at some future date.

GIRL LEFT IN TRUCK STARTS MACHINE

When L. J. Meredith left his truck in front of the court house yesterday he left the machine in gear, and while he was in the building his little daughter, who had been left in the machine, evidently turned on the ignition and stepped on the starter. The engine started off with a roar, and the truck, swerving across the street and into the car belonging to Curtis Calkins. Both machines sustained minor damage, but aside from a bad fright the little girl was not injured.

Returns Home.—Mrs. Thomas Selgel of Camas Valley who has been confined to Mercy hospital for the past few weeks, has recovered sufficiently to return to her home.

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OVERALL
WON'T SHRINK!**
47.1% Stronger and
41.8% Finer than Denim.
Almost Snap-proof. Resists Grease

CAN'T BUST 'EM
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ROSEBURG, OREGON

HAIL BEAVERS!

**A Real
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LYLE BURNAUGH
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SEVEN TROUBADOURS
FROM O. A. C.
Tuesday and Wednesday Nites
AT THE ARMOY

Ladies Free Gents 75c

LOCAL NEWS

Visitors in Town.—Mrs. William S. Allen and Miss Maud Deardorff, of Oakland, were shopping in Roseburg yesterday afternoon.

To Visit Here.—Mrs. Mary Streeter, of Kansas City, Mo., arrived this morning to be a guest at the home of Mr. and Mrs. J. H. Clark for some time.

In Yesterday.—F. Ramp of South Deer Creek, was among the out of town visitors Friday afternoon, and was looking after business affairs.

From Umpqua.—Arthur Matthews, resident of Umpqua, spent several hours Friday in this city attending to business affairs and trading.

From Riddle.—Mrs. O. L. Willis of Riddle, was in Roseburg for several hours Friday visiting with friends and shopping.

From Dixonville.—John Hatfield, Dixonville resident, was a business visitor in Roseburg yesterday afternoon.

From Umpqua.—J. Shambrook of Umpqua, spent Friday and today in this city looking after business affairs and visiting with friends.

On Business.—Charles Chamberlain, rancher at Looking Glass, was in Roseburg Friday afternoon trading and looking after business affairs.

Mr. Jacoby In.—H. B. Jacoby was a visitor from Looking Glass yesterday, and spent several hours attending to business affairs and trading.

Leaves For Home.—Miss Phyllis Frazier, who has been the house guest of Miss Kathleen Slatta for the past several weeks, left last evening for her home at Alameda, California.

Home From Hood River.—Mrs. C. L. Spray and two daughters who have been guests of Mrs. Spray's parents at Hood River for the past two weeks, returned to Roseburg last evening.

Business Visitor Here Today.—B. Hanson, who is with the Southern Pacific company at Oakland, was attending to business matters and visiting in Roseburg this morning.

To Visit at Dixonville.—Mr. and Mrs. J. R. Mattack and two children, of Mohrville, South Dakota, arrived last evening and will visit at the home of Mrs. Mattack's aunt, Mrs. J. S. Inshall, at Dixonville, for a time.

To Salem.—Mrs. M. A. Jones and daughter, Mrs. C. E. Harpster, will leave Sunday morning for Salem and Willamette points to spend the week visiting.

Enroute North.—Mr. and Mrs. Colin McCoy, of Los Angeles, passed through Roseburg yesterday enroute to Vancouver, B. C. Mrs. McCoy is a sister of Mrs. E. J. Smith of this city, and will stop over enroute home to visit.

Arrives From Seattle.—G. N. Sheldon of Seattle, father of Mrs. D. E. Carr, of Roseburg, arrived this morning and will be a guest at the Carr home for a time. Mrs. Sheldon has been visiting with her daughter for the past few weeks.

Leave For California.—Mr. and Mrs. George Summerbaker and son, Peter, left last evening for Long Beach, California, where they have been called because of the serious illness of Mr. Summerbaker's mother. They will be gone a week or so.

Home From Ashland.—Mrs. A. O. Rose, who has been taking the summer course at the Southern Oregon Normal school in Ashland during the past six weeks, returned to Roseburg last evening. Mrs. Rose stated that while in Ashland the chamber of commerce of that city sponsored a free trip to Crater Lake to those attending the school. Two hundred and twenty-five pupils were enrolled in the school, and over two hundred made the trip.

Leave For Coast.—Mr. and Mrs. J. L. Casebeer, of Gilbo, were in Roseburg on business yesterday preparatory to leaving for the coast. They were accompanied by their daughter, Mrs. Ed Thornton.

ing for the coast. They were accompanied by their daughter, Florence and Elita, and son Robert, and Mrs. D. J. Reardon, of Fort Klamath. The party will visit at Myrtle Point enroute and after spending a short time at the coast will go to the mouth of the Rogue river.

Mr. and Mrs. J. L. Farquhar, of Milo, arrived last evening and will spend the weekend visiting friends in Roseburg.

Here For Day.—Clara Blaskey of Reedsport, was in Roseburg today visiting with friends and attending to business matters.

Returns to Roseburg.—E. E. Pucker, who has been located at Azalea for the past two months, has returned to his home in this city.

Visitor Today.—R. Thompson, resident of Reedsport, was a Roseburg visitor today, spending the day on business and visiting friends.

In Friday.—Among those from Camas Valley to visit friends and attend to business matters in this city Friday were Mrs. Gladys Thomas, Mrs. Edward Wilson and Miss Bertha Edmond.

Lath are down! Get yours at Page's while the present price lasts.

Called to Portland.—Harry Merrier of this city, left last evening for Portland, where he was called because of business interests.

Returns to Washington.—Horace White, who has been visiting at the home of his aunt, Mrs. O. E. Hanson, has returned to Port Angeles, Washington.

Visitor in Town.—Carl Colman of Looking Glass, spent several hours Friday in this city visiting friends and looking after business matters.

Now is the time to lay in your winter's supply of coal. Rock Springs, Utah and Diamond brickets at Page's.

From Peel.—Oscar Sellman of Peel, was a visitor in Roseburg yesterday afternoon, spending a brief time attending to business affairs.

Former Resident Here.—E. M. Matthews, a former Roseburg resident, now residing in Salem, is visiting with friends here for a few days.

To Coast.—Mrs. A. E. Pettet of this city, and her sister, Mrs. G. W. Harrel, who is her guest for a few weeks, left this afternoon for Bandon to enjoy a few days.

Mrs. Denn Visits.—Mrs. Jake Denn, a former Roseburg resident, who has been spending the past winter in Portland, and is now residing at Marshfield, was a visitor in Roseburg last evening and today, making a brief business call.

Mother Dies in Iowa.—According to word received here the mother of Peter Pingel, of this city, who was seriously ill, passed away before Mr. Pingel could arrive at Tennant, Iowa. The funeral was held today.

Return From Portland.—Mrs. Paul Amort and daughter, Vera Jean, who have been guests of Mrs. Amort's parents, and visited friends in Portland during the past several weeks, returned to Roseburg last evening.

Leaves For Portland.—After being the guest of Mr. and Mrs. W. A. Cray, at their home on Military street, for some time, Mrs. Millie Kimball of Glendale, California, left this morning for Portland to visit other friends before returning home.

Leave For Medford.—Mr. and Mrs. J. E. Dent and family left this morning for Medford, where Mr. Dent will relieve the American Railway express agent for a month, and Mrs. Dent and family will visit. They have just returned from a camping trip to the coast and Seaside.

Left For Klamath Falls.—Mr. and Mrs. Fred Schwartz left this morning for Klamath Falls, where they will visit over the weekend with their son, Roland, who is now located at that city, being employed in an architect's office. Accompanying them was Mr. Schwartz' father and Mrs. Ed Thornton.

Now is the time to repair or replace your roof. Shingles and roofing at Page's. Our prices are right.

DAILY WEATHER REPORT
U. S. Weather Bureau, local office, Roseburg, Oregon, 24 hours ending 5 a. m.
Relative humidity 5 p. m., yes. 32
Precipitation in ins. and Hundredths
Highest temperature yesterday 59
Lowest temperature last night 50
Precipitation last 24 hours 0
Total precip. since 1st month 0
Normal precip. for this month 32
Total precip. from Sept. 1, 1925, to date 23.73
Average precip. from Sept. 1, 1877, 34.10
Total deficiency from Sept. 1, 1925, 10.37
Average precipitation for 44 wet seasons, (September to May, inclusive) 31.12
Fair tonight and Sunday. Temperature moderately high, humidity low.
ARTHUR W. PUGH, Meteorologist

Here From Smith River.—Noah Black and wife, of Smith River, are in Roseburg today attending to business matters and looking after friends.

Canyonville Man Here.—H. J. Wilson of Canyonville, was a business visitor in the city this afternoon.

Leaves Hospital.—Steve Delick, who has been at Mercy hospital with an infected foot, has recovered sufficiently to return home.

From Oakland.—Miss Laura Hunt, of Oakland, was in Roseburg Friday afternoon visiting with friends and shopping.

Business Visit.—Mr. and Mrs. A. S. Bushnell, of Brockway, were in Roseburg this afternoon visiting with friends and attending to business affairs.

Leona Man Here.—J. J. Kenney and son, Lloyd, of Leona, spent the day in Roseburg attending to business matters.

Leave on Vacation.—Florence Lyser and Clementine McReynolds left this morning for Seattle where they will spend a couple of weeks on a vacation trip.

Accepts Position.—Miss Thelma Olmstead has accepted a position at the office of the Douglas Creditors Association.

To Portland.—Mrs. Anna Harness, of the Marksbury Store, will leave Sunday morning for Portland, to visit for a week, and purchase new early fall stock for her store.

From Melrose.—Mrs. George Conn, of Melrose, was a visitor in Roseburg today for a brief time and was shopping and attending to business matters. A brief rain was experienced early this morning in the vicinity where she resides, states Mrs. Conn.

From Oakland.—Mrs. R. Hogan, of Oakland, was a visitor in Roseburg today, spending several hours shopping and meeting friends.

Attorney Long Ill.—Attorney John Long is reported to be quite ill with influenza at his home in Roseburg and will be unable to be in his offices for several days.

Finlays to Return Home.—Dr. and Mrs. G. C. Finlay and family, who have been spending the summer in the middle west, are expected home next week sometime. Dr. Finlay has been taking a special course in dental surgery in Chicago.

Coming From Seattle.—Miss Vera Klore, who has been spending the past ten days enjoying a vacation and visiting friends in Seattle, will return home the middle of next week.

MARKET RATINGS

(Associated Press Local Wire.)

PORTLAND, Ore., July 31.—Dairy produce was just a shade easier in the local market at the close of the week due to some improvement in the receipts and the satisfying of the demand at ruling levels.

Top grade eggs closed off a cent at 34 cents on the exchange, although the fresh egg market still maintains a good healthy tone. Other grades remained steady and unchanged.

Recent advances in the cube butter market were maintained right up to the close, with extras at the main firm at 45c. Prime improvement is shown in production.

Country dressed calves cleaned up at 17 to 17½ with 18c paid for real fancy veal. Country killed hogs closed weak, although stocks along the street cleaned up. Ruling prices at the close ranged from 20 to 20½ for choice light pork.

The poultry list remained fairly steady with light hogs still in abundant supply. Prices were generally unchanged.

Young white ducks 22c@23c; colored 15c@17c.

Vegetables nominal; onions \$1.00@1.25; potatoes \$1.00@1.50; new potatoes \$1.00@1.50; new potatoes \$1.00@1.50.

Nuts nominal; walnuts No. 1, 18c@24c; No. 2, 16c@22c; almonds 30c@34c; Brazil nuts nominal; Oregon chestnuts nominal; peanuts 9c@11c.

Cascade bark steady; 7c pound; Oregon grape root, nominal.

Hops steady; old crop 30c@34c; 2 year contracts 22c@24c. 1926 contracts 26c.

PORTLAND, July 31.—Wheat: Hard white, h. a. hard \$1.43; soft white, western white \$1.42; hard winter, northern spring \$1.36; western red \$1.36.

PORTLAND, Ore., July 31.—Cattle: Compared week ago. All classes fully steady with spots 5c higher on the stock. Week's look prices: Medium quality beef steers \$7 to \$8; a few good loads at \$8.25@8.50; rough heavies off quality lights down to \$6.50; cows and heifers \$4.50@6.75; a few good heifers \$7.00@7.25; cows in load lots up to \$6.00; bulls \$1.50@1.75; calves \$7.00 to \$10.00; light vealers up to \$12. Hogs: Compared week ago. Light butchers took full decline; week's bulk prices: Light butchers \$17.50@18.25; weightier kinds \$17.50 down; packing sows \$11.50@12.50; light feeder pigs a shade higher at \$17.25@17.50; straggle weights \$16.00@16.50.

Roy Catching Motor Co. Announces New Features of The Essex Coach

A new all-steel body of radically improved design is the feature of the Essex Coach, announced and placed on display today by Catching Motor Co., Hudson-Essex dealer. The real story of this new car is said to be the story of a \$10,000,000 plant which the Hudson Motor Car Co. erected especially for the building of these bodies. High spots of this new plant are:

1. In it body building has become for the first time in the industry primarily a steel-stamping process.
2. For the first time, also, bodies are manufactured on the 100 per cent progressive-assembly system which has previously effected such remarkable savings in motors, chassis and other automobile units.
3. The plant is said by Hudson officials to be the largest single body-building unit in the world.
4. It has the largest battery of steel-stamping presses and the largest enamel-baking ovens in the world, by far.

"The Hudson organization, a year ago, completed the design of this new body and laid out a program for a building to construct it," said Mr. Catching. "In this general expansion program, \$10,000,000 has been invested in the body plant, and \$5,000,000 additional in other manufacturing departments to bring them up to the capacity which it is expected this new car will call for. On the very day determined on a year ago, the plant was complete and a schedule of 150 new all-steel bodies was put through, as against a task of 100 bodies which had been originally laid out.

"While the new bodies are radically different in construction from anything known up to the present, they retain generally the characteristic Essex lines; however, the rear quarters have been somewhat curved and the whole body is two inches lower. The finish is a lustrous black enamel, baked on in the 600 foot ovens at high temperatures which assure a long life and a glossy appearance for the life of the car. A bit of color is added by a nickled radiator, and by a double striping around the beltline.

"Possibly the most striking feature of the new body is its unusual rigidity of construction. By the use of steel sills, all lines of weakness between the chassis and the body has been eliminated; in fact, the body and chassis are really one. The steel sill itself is 60 per cent stronger than the wooden member it displaced.

"Tested over the roughest stretches of road to be found around Detroit, the body has been found to be absolutely free from squeaks and rattles. The car was repeatedly run up on curbs of various heights, the doors tried and found to open and close freely. A 200-pound man was placed on each door as a final test of the stability of the body, and the car was driven over several hundred yards of rough road. The doors did not sag in the least, fitting just as perfectly after this rigid test as before. This remarkable rigidity in the body is gained by the scientific sectioning of the pressed steel from which the body is made. All of the pressed steel parts are formed with not only ease of assembly in view, but also from the standpoint of rigidity.

"The door is an interesting and typical example of the construction of this body. Its rigidity is gained by box sections formed by the presses. After the assembly of the door parts are complete, the entire door is placed in a 130-ton hydraulic press for a final operation that leaves no doubt about the correctness of the door shape. A piano type of hinge, an entirely new idea in automobile practice, supports the door. Besides the remarkable gain in strength and accuracy, this type hinge brings about a marked improvement in appearance.

"In this door construction there are some very ingenious examples of die work. In fact the entire plant would make a pressman's happy hunting ground. The way some of the sheets are doubled back and out in Z, S and U sections, not to mention other shapes not comparable to any letters of the alphabet, is something that defies description.

"The plant has a normal capacity of 1500 bodies per 9 hour day. In true progressive fashion, the raw material enters on the lowest floor where the presses are located and from that point moving along until the bodies leave the final assembly complete. All main and sub-assembly work is done on moving conveyors which is the first time this has been completely accomplished in an automobile body-building plant.

"As an instance of quality, the steel sheets used in the bodies, doors and fenders are of the same quality and same weight as is used in \$4,000 sedans—it is described by Hudson officials as the best obtainable. One economy of this is that the sheets stand up to the action of the presses with practically no breakage. Scraps of steel left over from the stamping of large parts are used in making smaller units, so that final waste is less than 1 per cent—which is sold as scrap metal.

"An economy: it used to take four men 8 hours to unload a freight car of this sheet steel, it now takes two men 30 minutes—a difference of 32 man hours as compared to 1 man-hour. It is common practice to handle these sheets one by one; by the use of special 10-ton electric industrial trucks whole crates are lifted and shifted about.

"Unlike practice in previous steel bodies, the parts are not welded together, but are bolted and riveted by an entirely new and exclusive process. The rigidity gained from this method has been proved by the most severe road tests in which there has been no tendency whatsoever for the bodies to loosen up. The elimination of spot welding in all points of strain is said to eliminate the possibility of loose joints.

"As another economy take the manufacture of the windshields. Even the glass cutting is progressive, the plates passing over a series of grinding wheels. The waste has been cut to almost nothing, the glass is accurately cut and polished, and all at small expense. The windshield hinge is formed by rolling over the edge of the stamping which forms the top of the windshield frame and similarly rolling up the flange on the windshield frame support. This leaves no joints into which rain can leak and no chance for rattles to develop. The windshield and all windows are genuine plate glass.

"These various production methods, even though described sketchily, indicate the economies which have been made possible. This new body weighs about the same as the old, but otherwise there is little or no comparison either in design or methods of building. It is declared by its builders to be as strong and rugged a body as is built, price regardless.

"Most of the ingenious economies which have been introduced are grounded fundamentally on volume. The ideas are original, and in many cases far ahead of current practice; but their use is of course dependent upon large volume. The entire unit from the raw material to final inspection is an outstanding study in economy, with the sole object of making the finest possible body at the most favorable price. With these methods, it has been possible to obtain economy, yet to use the best steel, the best glass, exceptionally durable upholstery, and the very latest in hardware.

"The whole interior of the car is exceptionally neat and trim—the dash well arranged and pleasing. The door handle and lock are combined in one unit. The steering wheel is solid walnut mounted on a cast aluminum spider. The windshield wiper switch is on the dash and forms part of an attractive instrument board arrangement.

"These bodies are mounted on the standard Essex chassis, with no mechanical changes whatever. Standard equipment includes shutters and motor, stop-light, electric windshield wiper, rear vision mirror and tire carrier. The price announced is \$795, f. o. b. Detroit."

ROY CATCHING MOTOR CO.

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ROSEBURG, ORE.