

Parents, Attention

At the Christian Church
Sunday Night

Hear the series of sermons
on Life Problems

Next Sunday Evening

ENGAGEMENT

Parents, write me a letter stating: 1. How early in life should young folks become engaged? 2. How long should the engagement be before marriage?

These will be read next Sunday evening.

H. E. MOW.

DATES SET FOR SHEEP AND GOAT RAISERS MEETINGS

Plans have been worked out by the County Agent's office to hold a series of educational meetings for the sheep and goat breeders of the county. Speakers have been secured who will ably cover every phase of the industry. Hugh Sprout, formerly one of the largest producers of market lambs in Idaho, will talk upon the Production of Prime Market Lambs.

Fred W. Herron of Ashland will give growers a wealth of practical information on how High Grade Wool is Produced on the Farm. Douglas county growers of wool and mohair can greatly increase their flock returns by a careful system of breeding.

J. A. Coon of Pacific Cooperative Wool Growers Grade Rooms, will exhibit U. S. standard grades of wool and show growers how these grades are made. County Agent Cooney will cover sheep and goat diseases and points now affecting flocks in the county. Any grower of wool and mohair cannot afford to miss the meeting scheduled for his territory. Undoubtedly this series will be the best ever offered to sheep and goat breeders.

The following is a schedule of dates and places at which the meetings will be held.

Yoncalla, Monday, October 25 at 2 p. m.

Elkton, Tuesday, October 26 at 2 p. m., at the Masonic hall.

Oakland, Wednesday, October 27 at 2 p. m., at Oddfellows hall.

Canyonville, Thursday, October 28, at 2 p. m.

Dixonville, Friday, October 29 at 2 p. m., at the Community hall.

Roseburg, Saturday, October 30 at 2 p. m., at the City hall.

Douglas county is first in goats and fourth in sheep in the state. No other class of livestock has made better returns, but we have still a long way to go before we reach the top. "Why?"

GOOD GAME ANTICIPATED AT EUGENE SATURDAY

UNIVERSITY OF OREGON, Eugene, Ore., Oct. 21.—The Impression is growing on the Oregon

campus that "Pop" Warner and his Stanford Red Birds will have their hands full when they invade Eugene Saturday to play the Web-footers in the annual homecoming contest here. Coach John J. McEwan, returned from watching the Cardinals play last week with some very definite ideas concerning them and is putting them into practice.

For one thing, the Oregon defense has strengthened greatly since the Washington game when loose tackling was one of the factors which contributed to defeat. Five days were spent last week in working out weakness, and a marked improvement has been noticed.

A well balanced attack is anticipated against the Cardinals. Several fast men are being used in the backfield combinations, and it is believed that an effort will be made to pit speed against speed.

From present indications, five light and fast sophomores will be in the opening lineup against the red shirts. Ted Pope and Red Sloan, ends, are exceptionally speedy and adept at breaking away from defensive backs. Burnell, Woodie and Gould, the three new men who have earned places behind the line, are also built along speed lines, and depend upon shiftness and clever field work rather than power to make yardage. All are good pass receivers. Another sophomore, Arthur Ord, has started every game to date, but may be out Saturday because of injuries suffered at the hands of Washington.

In the event that the peaceful sides prevalent today unloose a torrent of water by Saturday, McEwan may use his heavy backfield consisting of Lynn Jones, full, Victor Watsal and Otto Vitus, halves, and George Minnaugh, quarter. Jones weighs 290 pounds, ideal for a heavy field and intensive line smashing tactics. Jones, Vitus and Minnaugh are playing their third year and Wetzel is in his second.

Back From Klamath Falls—Miss Lois Hamilton, who has been visiting at Klamath Falls, has returned to her home in this city. She expects to return to Klamath Falls in the near future to accept a position there.

PROPOSED AUTO TRUCK LAWS ADD TO CONFUSION

Supreme Court Decisions Create Decided Tangle in State.

RIGHTS VIOLATED

Conference Argues That Both Measures Should Be Rejected by Voters.

With the predicted entanglement in the legal status of existing and proposed Oregon truck and bus legislation, having come to a head, it is apparent that the average voter will approach the November polls with considerable question in his mind as to how to vote on the truck and bus bills, states the Oregon Automotive Conference in a recent discussion of its investigation.

"It is manifest now that neither the bill sponsored principally by the State Highway Commission, nor that initiated by the bus and truck men gets at the results that either anticipated when their measures were framed," states Ralph J. Staehli, secretary of the conference.

The upsetting factors are the two decisions by high courts which affect existing legislation and would affect either of the two bills on the ballot in the event that they were made laws.

The United States Supreme Court rendered one far-reaching decision on a case brought in from California. The Oregon Supreme Court brought in a similar case known as the "Purple Truck Case". Both involved similar points and questioned the right of states to attempt to control or regulate private carriers or trucks in the same category as common carrier trucks.

It was found in both cases that the state's attempt to control private trucks engaged in work under contractual conditions was a violation of the constitutional contract clause.

The existing motor truck laws in the state of Oregon and both the referred bill known as H. B. 413, now on the November ballot as 325, and the stage men's initiated bill all included provisions which attempted to bring under the Public Service Commission trucks operating over the highway under private contracts.

The specific case of the Purple Truck company involved gravel trucks. These trucks are owned by the Purple Truck company, a hauling contracting company. This company has a fleet of trucks which are rented or leased with a driver to a road contractor or a county, or anyone who has need of such service under a specific contract.

As the existing Oregon law is worded and as the two proposed laws are worded, the operator under a contract is brought under the Public Service Commission.

It has long been a debated question whether a man hauling under such a contract, owning the equipment and doing it at so much a yard, or in the case of lumber at so much per thousand feet, should be put to additional expense or under hardships of regulation that would not apply in the event that the rock quarry or the lumber mill owned the trucks but did the same work, hauled the same loads and used them on the same roads that the contract hauler uses. It has been had to see how the state could apply regulation, which attempted to draw a line between a man operating exclusively in the employ of one concern and that concern itself, when both did the same work under identical conditions except as to ownership of the equipment.

The Supreme Courts decided that there was no difference, and accordingly the confusion.

Under existing law or under either of the proposed truck and bus laws, the decision lets out all but the very smallest fraction of all trucks on the highway.

The actual facts are the following: There are approximately 17,000 trucks in the state of Oregon. Before the decision the state claimed to bring under the Public Service Commission about 650 busses and 2500 trucks. Were it possible to regulate under the two bills on the November ballot those provided for in the bills about the same number would be effected.

However, the decisions of the two courts automatically lift out of the control of the Public Service Commission 390 motor stages and 2500 trucks. This leaves the existing law controlling the operations of merely 350 stages and 325 trucks. The same rulings would cover the proposed new laws.

This, according to the Conference, can satisfy neither the State officials who sought regulation of the use of the highway and revenue resulting therefrom, nor the small part of the trucks and busses which are caught in the added tax and regulation burden while 16,000 trucks carrying larger loads, with power equipment and over the same roads, pay nothing more than they have always paid.

Accordingly, the Conference argues that both truck and bus measures on the November ballot should be rejected and the matter left to the legislature to bring about a law that can be applied fairly and in accord with constitutional rights as the courts have found them.

McNARY AGREES TO PRESIDE AT BULLITT CASE

(Continued from Page 1.)

The witness told Senator Reed, Democrat, Missouri, the committee chairman, that it was he who introduced Senator Watson, Republican, Indiana to William F. Zumbrunn, an official of the Ku Klux Klan.

This, he said, was at the time that Zumbrunn was counsel of Senator Mayfield, Democrat, Texas, in the election contest involving his senate seat.

The Money Offer Made—Questioned for more than three hours yesterday by Senator Reed, Hugh P. Emmons, former exalted cyclops, testified the Klan in his state was supporting the candidates of Senators Watson and Robinson, Republican.

He declared Klan officials had told him Bossert had been removed as grand dragon early this year because he would not "go down the line" in the Watson candidacy.

The former Klansman charged W. Lee Smith, the present grand dragon, had offered him \$10,000 if he would support Senator Watson, and had warned him that if he turned "traitor" he would "go down the line."

A subpoena has been issued for Smith.

In beginning his recital Emmons quoted Dr. Hiram W. Evans, imperial wizard of the Klan, as saying the Klan owed a debt to Senator Watson because of his assistance in the seating of Senator Mayfield, Democrat, Texas.

This senator, Emmons said, was described by Evans as "one of the best Klansmen in the United States."

Senator Watson, speaking from a hospital bed in Indianapolis, called Emmons testimony linking his name with the seating of Senator Mayfield "so preposterous in the main that it really requires slight refutation." Senator Mayfield also issued a statement in Galveston characterizing the same testimony as "absolute fabrication."

Asks Stelwer Fund Probe—PORTLAND, Ore., Oct. 21.—Announcement was made today by Fred L. Boat, editor of the Portland News, that he has telegraphed United States Senator James A. Reed, chairman of the senate campaign fund investigating committee, asking him to investigate the campaign expenditures of Frederick Stelwer, Republican senatorial nominee.

In the telegram Boat also asked that a committee probe into the yellow ticket fraud in the May primaries.

Six men are under indictment here charged with issuing a fraudulent yellow ticket before the primary purporting to give the endorsement of the Ku Klux Klan to certain candidates.

Watson To Testify. (Associated Press Leased Wire.) INDIANAPOLIS, Ind., Oct. 21.—Senator James E. Watson, recuperating in a hospital here from an automobile accident, today telegraphed Senator James A. Reed, asking the chairman of the senatorial investigating committee to bring to Indianapolis the hearing into charges of political corruption in Indiana.

CHICAGO, Oct. 21.—The senate campaign funds committee will go to Indianapolis to take the testimony of Senator Watson, Republican, who is confined to a hospital as a result of injuries received in an automobile accident.

State Press Comment—Scottsburg And Waldo. Old towns and old landmarks are pined forward or backward by the modern highways in much the same manner as they were affected by the coming of the railroads.

Some of them bloom and some decay. Scottsburg, at the head of navigation on the Umpqua, and Waldo, in Josephine county, a few miles from the California line, are among the oldest settlements in Oregon. In recent years both far removed from the beaten trails of travel.

Now the new highway out of Coos into Lane county will cross the Umpqua at Scottsburg, and the ancient ferry will be replaced with a modern bridge, and Scottsburg is coming back strong. But while the highway is bringing Scottsburg into prominence again, the new Redwood highway between Grants Pass and Crescent City is passing three miles away from the old town of Waldo, and there will be no boom there.

Oregon is a new country, but the history of these two old towns begins far back in the fifties. Scottsburg in the beginning was a seaport, and in its day one of the busiest places in Oregon. Small schooners and brig brigs brought miners, settlers and supplies and it was an important trading point for a large territory in the Willamette valley and Southern Oregon.

Waldo was farther from the sea, but it was an important stage station on the line between Crescent City and Jacksonville, the mining metropolis of Southern Oregon. The harbor at the California port was slightly better than that at Scottsburg, and a big stream of gold hunters poured into Southern Oregon by this route. Quite a few of them engaged in prospecting and mining around Waldo, and the old town has held its place on the map for about 75 years.

Each of these old towns as well as many others that the highways are discovering or discarding, were in the old days places of importance and rich fields for romance and adventure which now seem to vanish with the coming of the highway and the attendant gasoline station, hot dog stand, etc.—Portland Telegram.

STRONG BOXING CARD ARRANGED FOR OCTOBER 28

Roseburg boxing fans are assured of a real card Thursday, October 28. Promoter McPherson has gathered some fast material for the bouts, his fighters being men who have had a great deal of experience and are evenly matched.

The main event will be a 10-round bout between Pat Padelford of Roseburg and Ralph Moore of Coos Bay, each 123 pounds. Padelford and Moore have been scheduled twice to fight at Coos Bay but both times something has intervened to prevent the match. The two boys are well matched, both have good records for hard hitting and clever boxing so that in a ten-round go they will make a fine exhibition.

The semifinal is to be 6-rounds between Jim Callahan of Portland and Joe Coffman of Klamath Falls, each at 140 pounds. Callahan and Coffman each won decisions at Klamath Falls recently, Coffman fighting a main event and Callahan a semi-final. In those bouts the boys showed themselves to be of about equal ability and the fans have been anxious to see them matched together.

Ira Hatfield and Bill Hash of Roseburg will furnish one of the preliminaries. Both of these youngsters are well known local preliminary fighters.

George Barton of Glendale and Kid Norris of Roseburg will fight the second preliminary.

A third engagement will be between "Young Jack Dempsey" and "Young Gene Tunney" two youngsters who are starting their fistic careers at a tender age.

MAIL ORDER GIFTS MAY FORM COMBINE (Associated Press Leased Wire.) CHICAGO, Ill., Oct. 21.—Reports of informal conversations having in view negotiations of a merger of Sears, Roebuck & Co., and Montgomery Ward & Co., the two largest mail order houses in that field, were current today in financial circles.

Frm Eugene.—Mrs. M. S. Allen of Eugene, until recently a resident of this city, arrived this morning to spend a few days.

District Manager Visits.—F. A. Burns of Portland, district manager of the Stages stores was a business caller in Roseburg and visited George Mangan, manager of the local store yesterday.

OREGON LEADS NATION IN JUDGING DAIRYING Oregon may now claim the championship student dairy cattle judges and butter judge in the United States, as a result of the high record made by the agricultural college teams at the national dairy show at Detroit.

Wilfred B. Cooper of Klamath Falls won the highest individual honors as a student dairy cattle judge for all breeds. He is also a member of the team that won third place in milk judging.

Dale Winn of Junction City, a member of both teams, won highest honors in butter judging. Aage Gribskov, also of Junction City, placed third in butter judging, in which the college team scored first.

The cattle judging team coached by Dr. I. R. Jones placed third in average for all breeds in competition with 27 teams, and won first in Guernseys. The products judging team, coached by V. D. Chapell, associate professor of dairy husbandry, placed sixth in general competition which included milk, butter, cheese, and ice cream judging.

The O. A. C. dairy club raised the money partly to finance the trip. Sale of ice cream bars on the campus and at the state fair is the chief source of funds.

The students who made the trip are Wilfred Cooper, Klamath Falls; Dale Winn and Aage Gribskov, Junction City and Frank Loughery, Monmouth, Lewis Brandt, Silverton and Eston Ahlstrom, Lakeview, were alternates. Professor Chapell was in charge of the party.

Grasshoppers are best controlled in Oregon by poison bait but fall or early spring plowing can be used to advantage under certain conditions, reports the experiment station. Thorough cultivation with disk or springtooth harrow may also serve to destroy the egg beds. These methods work best on lands intended for seeding.

A lamb crop that has averaged 150 per cent in the last seven years and a fleece average of 8 pounds of wool in the same period is the record of a flock of sheep on the Union, Oregon, branch experiment station built up from an original bunch of fair range ewes of mixed breeding. Returns from this flock are mentioned by H. A. Lindgren, livestock specialist of the extension

PRINTZESS



Values like these are really rare

Why pay more when you can get values like these? They're Printzess models distinctly simple, but with a real charm, made from such materials as vivette, lustrosa, ondine, imported plaids and fancy weaves. Attractively gay in the season's smartest colors. Moderately priced, too, for the worth they represent.

L. ABRAHAM

The Silk Store

service, as an example of extra profit from a farm flock of sheep made possible by following a management plan that will lower death losses and increase the lamb and wool crops.

No undue expense was lavished on the original experiment station flock. The results can be traced, says Mr. Lindgren, to four points—use of good pure bred Hampshire bucks, selection of only the best ewe lambs for breeding purposes, elimination of unprofitable ewes, and good care at lambing time.

A policy of buying many ewes, regardless of quality, when the sheep business was good and selling out everything when the market struck bottom was not followed in handling the station flock. Profits derived from it are not due to the management and care exercised in any one year, but to the cumulative results of many years' work along a definite line.

Strawberry Borer. The strawberry crown borer is expected to be a serious pest of strawberries in Oregon next year, reports B. G. Thompson, assistant entomologist of the experiment station. Numerous inquiries about spring

this pest have come into the department of entomology this month from all parts of the Willamette valley. Several infestations have been found near Salem.

The borer usually attacks only older plantings. Plants more than two years old are usually most susceptible, but this year many of the younger plants are infested.

The adult of the borer belongs to the family of clear-winged moths, which are beautiful in color resembling wasps. The larva or worm does the damage. It is elongate, white with a brown head and darker biting jaws. It feeds on the interior of the crown and top root, eating out the entire heart.

Infested plants look sickly and on being pulled from the ground often break just below the crown, exposing the tunnel filled with brown frass, or partly with the larva itself. The only control measures recommended now for unirrigated sections by the college entomologists is digging up and destroying all infested plants. The best time to do this is late fall. In irrigated sections a borer can be entirely controlled by flooding the ground for three days early in the spring.

Save Your New Car

LET A USED



DO IT

WE HAVE A USED FORD FOR EVERY PURPOSE

For Wear and Tear. For That Fishing Trip. For Camp Purpose. For General Utility. For the Farm. For Pleasure.

Our Used Cars Look Like New

Most of our used cars are repainted and reconditioned and many will give same service as new cars.

WHY NOT? SEE US FIRST BUY NOW

We have a good assortment of all models at all prices ranging from

\$25 and Up

EASY TERMS

C. A. Lockwood Motor Co. FORD LINCOLN FORDSON

Have Your Printing Done in Town

Help build up a local industry and increase a local payroll.

Our printing plant is run by local men living in our own community.

You can get an excellent quality of printing from us. We have a modern plant, a fine variety of favorites types, up-to-date facilities.

You can get anything from us in printing—from a menu card to a handbill—stationery, tickets, menus, booklets, announcements, programmes, cards, Let us do you next job of printing.

Roseburg News-Review

Exclusive Job Printing Department

114 N. JACKSON

PHONE 135

HANSEN Chevrolet Co.

Used Cars

- Chevrolet, 1926 model tour.
- Chevrolet, 1925 model tour.
- Chevrolet, 1923 model tour.
- Ford, 1925 model touring.
- Ford, 1924 model touring.
- Ford, 1924 model roadster.
- Ford, 1925 model coupe.
- Dodge, 1924 model tour.
- Star, 1923 model touring.
- Chevrolet, 1924 ton truck.
- Ford ton truck with Warford
- Several serviceable Fords with starter, \$50 and up.

EASY TERMS

HANSEN Chevrolet Co.