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PETROGRAD NO LONGER SCENE OF BRILLIANCE

Gaiety of Czarist Regime Displaced by Quiet of Soviet Existence.

PEOPLE LOOK HAPPY

Bullet Scarred Buildings of Former Royalty and Cathedral Are Left to the Elements.

By Walter C. Whiffen

LENINGRAD, July 1.—This city, beloved capital of Peter the Great and his "Window looking towards Europe," better known as Petrograd or St. Petersburg, seen after ten years by one who knew it at the peak of its glory and who witnessed the beginning of its decline, resembles a tarnished brass button.

Outwardly it is the same; the contour and design are there, but there is no glitter. There is much activity in the streets and even signs of moderate prosperity, but the brilliancy imparted by the gaudier Czarist uniforms, the luxurious carriages and motor cars of other days is gone.

Leninград today is serious, semi-somber and drab. The Nevsky Prospect, formerly fashion's parade ground, is crowded of a late afternoon, but with modestly garbed women and girls and bearded and booted men and boys, happy enough looking—happier than in Moscow where they are

under the shadow of the "administration"—but with nothing snappy looking in the ensemble.

Palace Bullet Marked At the far end of the Nevsky in the winter palace of the czars, built by the Empress Elizabeth about 1750 at a cost of ten million rubles at a time when she could not pay her milliner. It was a sort of sanctified precinct where one felt the presence of imperialism and power. The big circle with the column of Alexander I marking its center, with the palace occupying one large arc and the former governmental departments the rest, imparts no feeling of reverence to the people of today.

The front of the palace is still pockmarked by rifle and machine gun bullets of revolutionary days. The paint is peeling off, the gates are encrusted with rust, and the whole circle of buildings, with one exception, shows signs of dilapidation and decay.

Salon Now Museum The Hermitage, that famous repository of paintings, statuary and gems which every visitor to Petersburg or Petrograd, hastened to visit, has overflowed into the winter palace. Connected as it is by a sort of bridge of light, it readily lent itself to the needs of the Hermitage, whose exhibits have been swollen out of all possibility to accommodate them through confiscation of valuable private collections. Another wing is devoted to exhibition of revolutionary mementoes—illustrating the progress of revolution in Russia during the last hundred years. There are to be found portraits innumerable of victims of revolution, both imperial and proletarian, bombs and infernal machines and implements of torture which have marked its path.

Cathedral Like Spectre Beyond Iles St. Isaac's Cathedral, completed during the reign of Nicholas I, and 59 years in process of construction, dating from 1819. It is awe inspiring from without with its massive granite columns and gilded dome. Its interior is dank and denuded of some of its glittering altars, ikons and candelabra. A few minutes in the chill of its echoing emptiness sufficed to give an impression of the staggering blow dealt by the revolution to the Orthodox church.

Across the Neva, in plain view from the windows of the winter

VETERANS STILL BEING GIVEN AID BY RED CROSS

Many things of interest both to the general public and to ex-service men were revealed in an interview today with Dr. H. C. Church, of Douglas County Chapter, American Red Cross. "Claims for government compensation for certain types of disability may still be filed through the local Red Cross office," Dr. Church said. "It is surprising that after the lapse of eight years numerous veterans are just realizing that they should apply to the government for compensation when they are suffering with a war disability. Many very deserving cases have only recently come to light because the men have straggled on regardless of their handicaps hoping to overcome serious disability. "Because of the time which has elapsed since discharge many of these cases are difficult to prosecute, but that does not mean they are necessarily hopeless, and any veteran who believes he is suffering from a disability which may have originated in service should bring the matter to the Red Cross in order that it may be gone into thoroughly and an award gained if possible. "Parents, wives and children of disabled veterans whose death such dependents feel confident was due to a disability either caused or aggravated by military service, should not fail to file claim for dependency compensation. "Any veteran of the World War, whether disabled or not, is entitled to an adjusted service certificate, which is a form of insurance provided by the government. Any vet-

erans in the district who have failed to file for this certificate should do so at once, because January 1, 1928 is the final date on which these claims will be accepted and also because failure by a veteran to file claim in his own lifetime reduces the award to his dependents by more than 50 per cent. "The government has made provision for handling loans on these certificates, but the loan value does not accrue until two years after the certificate is filed. Adjusted service certificates, however, should be looked upon by the men who hold them as being future protection for themselves or their families. The certificate is virtually the same as a twenty-year endowment policy. Loans should not be thoughtlessly asked, for unless the man repays the loan when it is due, it stands as an interest-bearing charge against the certificate, gradually reducing the value of the certificate itself. The men should keep their certificates intact, using them as collateral for a loan only when some real emergency arises. "The family of a veteran who has died since the war without filing claim is entitled to and should file claim for the adjusted service compensation regardless of the cause of his death. "Another fact of extreme importance is that July 2, 1927, is positively the last day upon which war risk term insurance can be converted. All veterans holding term insurance policies should convert them before this date. "Information and advice concerning many details of government benefits is available through the Red Cross and all veterans are urged to bring their problems while there is still a chance of their solution.

palace, stands the low staunch walls of the Peter and Paul prison fortress, scenes of torture of other days but now a museum. Guides lead visitors into its dark dank dungeons and explain in voluble Russian how the instruments of torture were applied to those imprisoned by orders of the Czar's secret police.

ALLEGED AUTO THIEF IS WANTED BY GOVERNMENT

Clyde Cornett, who is being held in the county jail on an auto theft charge, is wanted by the department of justice, according to word received by Sheriff S. W. Starmer. Cornett is believed to have transported a stolen car from California into Oregon, which is a violation of the federal statute. He confessed to the theft of Constable Dillard's car several weeks ago, and while serving time for that crime, stole a car belonging to the construction foreman on the Loga Lake road where he was working as a trusty. He was apprehended on the way out to the Pacific highway and was placed in jail. The matter came to the attention of the department of justice officials and they will take the young man to Portland to answer to a federal charge. He will be surrendered to the government by the county.

GRAZING RULES IMPROVE CARRYING CAPACITY RANGES

Systematic control of grazing in the National Forests has increased their productivity by 25 per cent, says W. R. Chapline, in charge of range research in the Forest Service, United States Department of Agriculture. At the same time, he says, the regulation of grazing on the ranges has improved the condition of the livestock where it has been applied. The range land in the west provides about 70 per cent of the feed for cattle, sheep and goats raised in that section of the United States, and yet this valuable resource has been so neglected that about 50 per cent of the range land is producing only one-half the forage which it could produce, because of overgrazing, which holds back the forage growth and allows soil washing to take place. "As early as 1890," says Mr. Chapline, "range grazing lands were stocked to their capacity while some were already overstocked. The continued overstocking, especially during drought, reduced the carrying capacity, and reduction in the quantity of valuable forage produced and by increasing erosion of the productive surface soil. Reduction in grazing capacity necessitated decreased numbers of livestock with resultant excessive per-head investments in lands and improvements, and uneconomic production. The high prices for livestock during the war and a desire to increase production brought another over-expansion in the industry, heavy investment, additional overstocking, and more serious deterioration of ranges. The subsequent depression has wiped out the fortunes of thousands of livestock owners and carried many banks to bankruptcy. Furthermore, the erosion of the range has carried millions of tons of debris from the ranges into the irrigation reservoirs, filled irrigation ditches, destroyed roads and other works, and ruined many farms by a blanket of sand and gravel. The loss to the irrigation farmer has been as great as that to the livestock producer. "The Forest Service is determining how much grazing can be done on various types of range land and still maintain satisfactory forage growth. This knowledge is applied on the National Forests where grazing is allowed only under permit, and the use of the range is limited with a view to perpetual maintenance of the forage crop and stable livestock production. According to Mr. Chapline there are still 250,000,000 acres of range land in the unappropriated and unreserved public domain with its intermingled state and private lands, on which grazing is inadequately controlled. These lands are rapidly losing their vegetation and being left open to soil erosion which paves the way for unfitting them for any use at all. "The whole problem is one of building a profitable industry on ranges where essential parts have been depleted, excessive overstocking, erosion, established, and credit badly crippled," says Mr. Chapline. "Timber production must be maintained, eroded watersheds restored, other uses of the land protected, and a close coordination made between farm and ranges. "The Forest Service maintains three range experiment stations—the Great Basin in Utah, the Jornada in New Mexico, and the Santa Rita in Arizona. Several men also are assigned to the study of special problems in other parts of the country, and the service is cooperating with other bureaus of the Department of Agriculture in range and livestock investigations.

PUT SAFETY FIRST RAIL CHIEF URGES HOLIDAY DRIVERS

To locomotive crews the Fourth of July is not yet so safe or sane as it might be, according to J. H. Dyer, general manager for Southern Pacific, who issues a plea for unusual carefulness on the part of all who plan automobile trips during the three-day holiday. "The automobile in the hands of careless or thoughtless drivers has become more deadly than the fire-cracker in the national total of Fourth of July mishaps," Dyer says. "The holiday spirit seems to make otherwise careful drivers careless and in spite of every safety device and precaution provided at crossings, railroads are almost helpless to prevent the annual toll of crossing watchmen run down, lowered gates crashed through, and trains run into by careless motorists. Racing trains to crossings, stalling on tracks, attempted shift of gears, and the ignoring of warnings given by signs, crossing flagmen, bells and whistles are all fruitful accident causes. "Trains must operate over fixed and known rights of way on time schedules which the public demands and which public sentiment seems to want to make faster. Although the danger is well known there are some drivers who persist in taking hazardous chances in beating trains at crossings. "According to the Railway Age, which has made a study of the problem, it would cost approximately \$150,000,000 to eliminate all grade crossings that existed in the United States at the end of 1923. But there are more grade crossings created annually than the railroads and the public are now eliminating. The growth of communities, the increasing demands of industry and development organizations for new tracks and spurs must be met by the railroads. In regions pioneered by the railroad long before highways were projected, community development and settlement has thrown and continues to throw highways across the tracks. "Under such conditions the number of grade crossings is continuously mounting and while the railroads make large appropriations and are constantly at work separating grades and providing additional safety factors, the cost of removing all crossings involves such large expenditures that not only railroads, but other taxpayers and many highway officials are confronted with an almost insolvable problem. "Engineers and firemen are picked men, trained in watchfulness and constant care. Their responsibility is many times greater than that of the automobile driver in that they have in charge the safety of many passengers on their trains. They know the location of every crossing on their runs and of every whistling post along the track. Unlike drivers of automobiles every engineer is tested for physical fitness and normal hearing and eyesight. "If you drive a machine, resolve to look and listen and heed signals at railroad crossings while enjoying your Fourth of July outing.

MUCH INTEREST IN RACE PROGRAM AT CELEBRATION

A great deal of interest is being shown in the racing program to be sponsored by the Oakland Gobblers in connection with their three-day rodeo and celebration to be held July 2, 3 and 4. There will be running races each afternoon together with relay races and special events, Roman races, etc. The valuable prizes being offered the winners of the contests. The special race on Monday afternoon between Murray Cardwell on "Topsy" and Ray Adams on "Reno" is one in which there is a great deal of local interest. The Gobblers have arranged an excellent program for the three-day event, combining a real rodeo and riding show with an old-fashioned Fourth of July celebration. Contests of all sorts will take place Saturday and Sunday afternoons, there being a ball game each day starting at noon, and band concerts at frequent intervals. Monday morning a patriotic program will be offered with Rev.

ONE ENGLISH MARRIAGE IN EVERY 100 FAILS

LONDON, July 1.—The Registrar-General has disclosed that one marriage out of every hundred fails in England. Divorce in England, where dissolution of marriage is granted only on grounds of adultery, is becoming more and more common, especially since newspapers were forbidden by law to publish divorce case details. Before the World War the number of persons divorced was about 1,000 a year. Since the war the figures have been increased five times. Three of every five divorced persons got married again. The majority of these are men, of whom 79 per cent marry spinsters, 13 per cent marry widows, and 8 per cent marry divorced women. Of the divorced women who remarry, 70 per cent take bachelors for their second husbands while 20 per cent prefer widowers. Two out of every three divorced men marry again but only one half of the divorced women remarry.

LINDBERGH RECEPTION EXPENSIVE FOR FRANCE

PARIS, July 1.—Lindbergh's visit cost France a lot of money. The lights alone, to show the way to Paris, cost a nice sum. The biggest searchlight in the world, on Mont Valerien, west of Paris, sent its rays 200 miles all that Saturday evening. All the airfield lights of northern France were kept burning long after Lindbergh landed. The furniture bill, if it could be calculated, also would be high. At the city hall and at the chamber and senate receptions the crowds clamored wildly onto rare old tapestried chairs and divans, fragile consoles and desks and left torn fabrics and broken and mangled woodwork. Besides this, the expense of public displays, "wine of honor" ceremonies, medals, flowers and flags was considerable.

EXPERIMENTS TO DATE HAVE CLEARLY INDICATED THAT THE SATISFACTORY USE OF RANGE FORAGE OFFERS THE GREATEST POSSIBILITIES FOR DEVELOPING MORE EFFICIENT PRODUCTION, DECREASING COSTS AND INCREASING PROFITS IN THE RANGE LIVESTOCK BUSINESS.

Experiments to date have clearly indicated that the satisfactory use of range forage offers the greatest possibilities for developing more efficient production, decreasing costs and increasing profits in the range livestock business. The whole problem is one of building a profitable industry on ranges where essential parts have been depleted, excessive overstocking, erosion, established, and credit badly crippled," says Mr. Chapline. "Timber production must be maintained, eroded watersheds restored, other uses of the land protected, and a close coordination made between farm and ranges. "The Forest Service maintains three range experiment stations—the Great Basin in Utah, the Jornada in New Mexico, and the Santa Rita in Arizona. Several men also are assigned to the study of special problems in other parts of the country, and the service is cooperating with other bureaus of the Department of Agriculture in range and livestock investigations.

CAMP AT IDEYLD PARK

Camp at Ideyld Park.



PLAYTIME IS HERE

Vacation days are with us and one of the nicest ways to spend them is out on the long trail, touring from one section of the country to the other. With your car and a camp outfit you can go anywhere you please, stay as long as you like and come back when you get ready. You are under no limitations—except those you choose to impose upon yourself. For such trips the Safeway Man is prepared to supply you with a suitable variety of wholesome foods at a comparatively small cost. He is trained in packing your purchases in the safest and most convenient manner and he is competent to advise with you in making your selections. The savings he offers will help a lot in paying the expenses of your trip.

Grape Juice Half Gallon Bottles, Each 89c

Cereals Feature offer 2 packages Post Toasties and 1 package Post Bran Flakes, all for 28c

Holiday Suggestions Marshmallows 12 oz. tins 27c Package Cheese 1-4 lb. pkgs. 14c 1-2 lb. pkgs. 24c

Pork & Beans Van Camps, med. tins 4 for 35c

SEASONABLE SAVINGS Lemons Large Juicy 2 doz. 55c

Store No. 255 Roseburg, Oregon Phone 230 \$5.00 Orders Delivered Free—Sugar Excepted, Small Orders 10c.

SKAGGS SAFEWAY STORES

Distribution Without Waste, PLAYTIME IS HERE

Crisco Deserves Its Prominence 3 lb. tin 73c 6 lb. tin \$1.43

Pickles Quart Jars 39c Sweets 35c Dills 35c

Canned Fruit Grape Fruit Fancy quality No. 2 tins 2 cans 55c

Apricots Fine quality, No. 2 1/2 tins 2 cans 45c

Guest Ivory The convenient size Carton 47c

Bananas Good Quality 3 lbs. 20c

Cantaloupes Firm ripe, large size. 3 for 25c

Additional Savings

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STONE'S MODERN FOOD STORES CHAIN STORES ROSEBURG, OREGON 311 WEST CASS. Supply Depot for Picnickers. Do your Fourth of July shopping at Stone's. Let us help you select those things necessary to make your picnic dinner a success. Our Special Offers are for your benefit. \$5.00 Orders delivered free—Any order 10c—Sugar excepted. PRODUCE ITEMS LETTUCE—Local Crisp, 2 heads 15c BANANAS—Beautiful fruit, 3 lbs. 25c PORK AND BEANS—Large tin, 3 for 23c POTATO CHIPS—3 for 25c PEANUT BUTTER—Best bulk, 2 lbs. 39c PEANUTS SALTED—2 lbs. 35c PICKLES—Sweet in bulk, pint 25c OLIVES—Ripe, tall tins, 2 for 35c MEATS BACON—Special, half or whole side, lb. 27c COTTAGES—All lean, lb. 33c BACON BACK—Light, lb. 33c FLOUR—Best hard wheat, sack, \$2.05; bbl. \$8.00 LARD—8 lb. pails \$1.45 PINEAPPLE—Large tins, 2 for 45c SALT—Ice cream salt, 10 lb. cloth bag 15c SUGAR—"C. & H." pure cane, sack \$6.65 COFFEE—Stone's Supreme, lb., 45c; 3 lb. \$1.29 HAMS—Swift's half or whole, lb. 35c CHIPPED BEEF—Sold in bulk. SALT SIDE—lb. 25c