

Local News

From Tennile—

John Stanley of Tennile was a business visitor here yesterday afternoon.

Transacts Business—

Jack Parrott of Camas Valley transacted business in Roseburg yesterday.

Medford Man Visits—

Frank Hull of Medford is a visitor in this city today arriving here last night from his home.

Goes to Camas—

Mrs. C. Walsh returned to her home at Camas yesterday after spending the day here shopping.

In From Portland—

C. R. Rumsey of Portland, sales representative for the Hest Clear company, is a business visitor here.

In From Glendale—

H. A. Blakeley is among the out of town visitors in this city today, coming in from his home in Glendale.

Here on Business—

Mr. and Mrs. Ronnie Howard of Yoncalla visited in this city yesterday with friends and shopped at local counters.

Ed Webber Here—

Ed Webber, salesman for the White Truck Co., is a visitor in this city from his headquarters in Medford.

Blakeley Leaves—

Fred J. Blakeley left yesterday for the north after visiting here with his daughter, Mrs. Harry Hill deburn.

Ford Agent Here—

Clyde Allen who is manager of the Ford Agency at Sutherlin, transacted business in this city yesterday.

Mrs. Johnson Leaves—

Mrs. F. L. Johnson left yesterday for her home in Portland after visiting here at the home of Mrs. Nellie Henbest.

Here On Business—

C. A. Marey of Eugene, who comes to this section on a regular scheduled trip in the interests of the Ivory Soap manufacturers, is a business visitor here.

Mrs. Clark Returns—

Mrs. J. E. Clark returned to her home in this city yesterday afternoon after spending several days in Eugene visiting with relatives and friends.

Couple Visits—

Mr. and Mrs. L. D. Bridges are visitors here from Portland today. Bridges is a representative for the De Soto car, manufactured by Chrysler.

Insurance Adjuster Here—

Frank S. Glover of Portland who is a well known insurance adjuster in this vicinity arrived here late yesterday to spend a short time on business.

Couple Visits in City—

Mr. and Mrs. W. J. Keel of Portland are visiting here enroute to their home after a vacation trip in California. Keel represents the Nation Pharmacy company.

On Surprise Visit—

J. C. Perkins and wife, and their daughter-in-law, Mrs. Earl Aldrich, of Oakland, California, and V. C. Perkins of Chicago arrived in Roseburg last night on a surprise visit. The two men are brothers of Mrs. W. D. Strang and are visiting at her home. They will remain here for a few days.

Visiting Parents—

Mr. and Mrs. Clarence Church of Myrtle Point arrived in Roseburg today to visit with Mr. Church's parents, Mr. and Mrs. H. B. Church. They are on their way to St. Helens where Mr. Church is to be employed during the summer months. Mr. Church is instructor in social science at the Myrtle Point high school, and has completed his work there for the term.

SAVE WITH SAFETY

100 AT 100

The Rexall Store

Best Sodas

in Town

You can get sodas that are

thrills of taste at your

Rexall Fountain. Fresh

fruit syrups, rich, smooth,

ice cream—all the delect-

able fountain drinks and

delicacies. All prepared

the way you like them

best.

Treat yourselves and your

friends at the Rexall Foun-

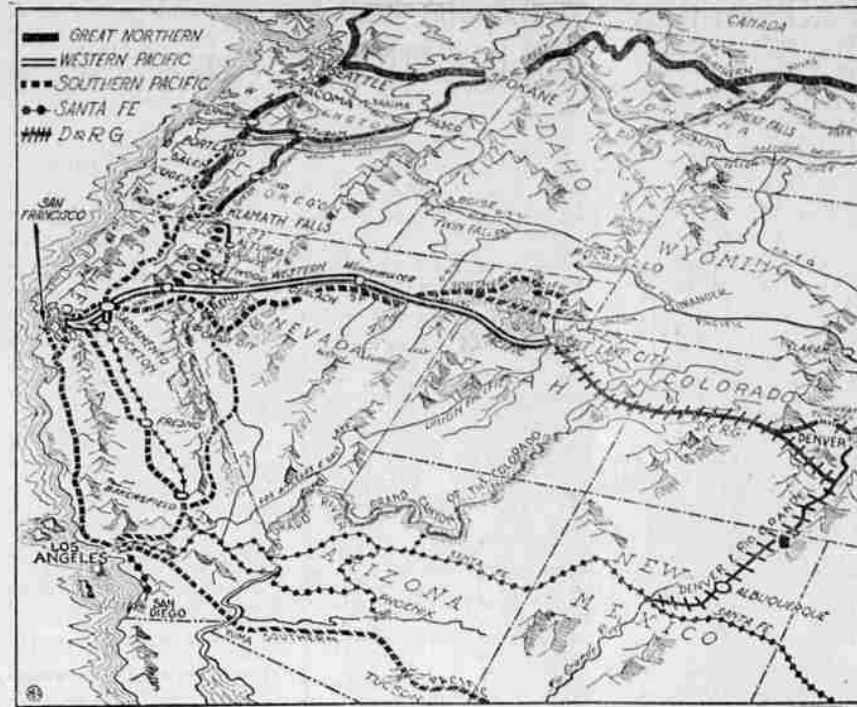
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Nathan Fullerton

The Rexall Drug Store

ROSEBURG, OREGON

WHOLE WEST IS BATTLEGROUND WHEN RAILWAY SYSTEMS FIGHT OVER LINE



Some idea of the magnitude of the battle being waged by rail companies over the Klamath Falls-Keddle construction plan can be determined from the large map, showing the various junctions and routes that will result. Below, Ralph Budd, president of the Great Northern.



The smaller map at the left gives a closer study of the southern Oregon-northern California territory affected by the proposed Great Northern extension. The Southern Pacific's Klamath Falls-Altoona extension also is shown. Below, Paul Shoup, president of the Southern Pacific.

By NEA Service

SAN FRANCISCO, May 16.—

Railroad warfare changes with the years, as does military strategy.

Twenty years ago, laborers for the rival lines fought and battled side by side in the spectacular Hill vs. Harriman race for Bend, Ore.

Today, the Southern Pacific is fighting the Great Northern and Western Pacific in a territorial fight involving millions in construction, tonnage and routes.

Is it words, as each side seeks to enlist support for its contention when the interstate commerce commission listens in on the controversy.

On its face, it looks small enough. The Great Northern has filed application for a certificate of public convenience and necessity, to permit it to build an extension of its line from Klamath Falls, Ore., to Lookout, Cal., 80 miles south. The Western Pacific simultaneously asked permission to build from either Paxton or Keddle, Cal., on its line, to Lookout, a 120-mile stretch, which would stretch a competitive railway system the full length of the Pacific coast, with trans-continental hookups through the Great Northern and Northern Pacific, the Denver & Rio Grand and Santa Fe.

The Southern Pacific vigorously opposes this extension. It contends this would be a duplication of existing and adequate rail facilities, an unwise and uneconomical step.

Citing its investment of many millions in development of the vast territory affected, the Southern Pacific declares it is entitled to protection of these investments and activities under the interstate commerce act of 1920.

It is also a Southern Pacific contention that the proposed merger will not provide a new basis for rates between California points, the Pacific northwest and the inland empire. The recently completed Natron cut-off, costing over 40 millions, and the Klamath Falls-Altoona construction, costing five millions, are cited as evidences of S. P. development of territory.

The Great Northern and Western Pacific declare their proposed connecting line is in the public interest and is a logical step, that the proposed connection will connect the Spokane territory with the southwest by shorter time and distance. The advantage of two railways serving such a vast territory is stressed by the Great Northern, which declares that additional railway service, through development reaching, will benefit both railroads.

Declaring the Western Pacific and Great Northern represent an investment of \$750,000,000, they contend that this investment must be safeguarded, and that holding these railroads to their present narrow limits is bad railroad policy and public policy.

Both groups are addressing chambers of commerce, city ad-

ministrations and other groups

throughout the west, seeking support. Already, localities are preparing to appear as intervenors, for one side or the other when the interstate commerce commission's hearing is held, probably in San Francisco in July.

It all started with an epic combat for control of a great natural traffic route from the Hill and Harriman systems matched wit and brawn in the Deschutes canyon of Oregon. Hill, in 1905, started the Spokane, Portland & Seattle line down the north bank of the Columbia river. In no time at all, right-of-way agents were clashing as both lines started the race through the then trackless region of central Oregon, due south toward California.

The epic struggle took place in the canyon of the Deschutes river. For long stretches, the opposing rights-of-way hugged the rim of the deep box canyon on the same side of the stream. Rival contractors often worked side by side. "Hill's line's fired to break barriers of solid formation often would bury the rounded of the other line with tons of rock, and the battle was one of brawn instead of bullets.

It was a struggle in which cost was heightened by haste. There was no actual organized combat, aside from occasional fights between individual workers resenting interference with their allotted tasks.

At Metolus 11 miles north of Bend, the deep canyon ends its stretch of 119 miles. The smoke of conflict having cleared with construction through the canyon, the two railroads united in joint track work from Metolus to Bend. A further use of joint track was effected from South Junction to Metolus, more than 21 miles.

Later, when the Southern Pacific constructed its Natron cut-off, swinging its main line through Klamath Falls, the Hill line was extended from Bend to Chemult, on the new S. P. line. After another bitter battle before the interstate commerce commission, the Great Northern was granted a joint over right over the Southern Pacific tracks to Klamath Falls. The proposed new construction south from Klamath would put the Great Northern in direct competitive competition with the Southern Pacific.

CLOTH DOCTOR

DUPIN.—The product of an Irish firm of blanchers is said to be able to cure colds. They have perfected a finish for cloth said to be impregnated combined with the finish, which can either be put on or removed. Two names have been registered. The first, "Kirscent," is the perfume cloth, the second, "Kolsard," is the medicinal cloth said to cure colds.

R. C. Hyde of Camas, who is a prominent logging operator of that district was a business visitor in Roseburg yesterday.

SOCIETY

By MILDRED BYRON

The Women's club will meet Tuesday, May 21, at 2 p. m., at the club house. This will be the last regular meeting of the year and the newly elected officers will be installed. The annual club picnic will be held June 4.

Members of the Business and Professional Women's club and their invited guests will enjoy a business meeting and May Day party tonight at the Woman's club rooms.

St. George's Guild met Thursday evening at the home of Mrs. Norbas with Mrs. Henry as joint hostess. Fourteen guests were present and enjoyed the evening and hospitality of the hostesses. After a business meeting conducted by Mrs. E. V. Hoover, delightful refreshments were served.

A Killefer cover crop also harvest will penetrate the soil where others fall. See one at Wharton Bros.

MRS. FARLEN DENIES MURDER OF HUSBAND

SONOMA, Calif., May 17.—Mrs. Eva Brandon Rabben, 32, accused of poisoning to death her war veteran husband, Carl, at a Tuttle town dance April 27, plead not guilty to a charge of murder when she was arraigned before Superior Judge Warner here today. Judge Warner set the trial for June 10.

William Jantzer of Glendale, transacted business in Roseburg today.

"CLASSIFIED"



1c a word a time

5c a word a week

MAIL IT TO

The News-Review

DWIGHT F. DAVIS ACCEPTS POST IN THE PHILIPPINES

(Associated Press United Wire)

WASHINGTON, May 17.—The acceptance by Dwight F. Davis of the post of governor-general of the Philippines retired from the cabinet by Secretary Good.

Mr. Davis retired from the cabinet when President Hoover as-

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