

COLD AND FAMINE KILL TWO MILLION IN CHINESE AREA

As Many More Face Death,
Visitors Say; Victims
Too Weak to Take
Own Lives.

(Associated Press Local Wire)
PEIPING, China, Jan. 13.—Grover Clark, former editor of the Peiping newspaper Leader, returning from an inspection trip for the China famine relief in the Shensi famine area, reported today that 2,000,000 persons in the Shensi were doomed to certain death from starvation and exposure within a few months.
Clark estimated that 2,000,000 persons out of a population of 6,000,000 in the area, which straddles the Wei river, had died during the past eight months. Thousands were frozen to death during the recent cold wave when the thermometer reached 32 below zero, the coldest weather ever recorded in Shensi province.
He reported that entire villages have been wiped out by cold and starvation. Only five or ten per-

sons remained alive in village after village that he visited. All the woodwork in houses had been burned as a last resource for heat.
Clark said that he saw thousands upon thousands of people slowly starving and without the strength to commit suicide. Men and women begged him to take their children with him.
Little food was obtainable anywhere. The people were eating grass in some districts, or anything else they could find, even dried elm leaves, a pound of which sold for ten coppers in the Wei river district.
Clark considered the Shensi area one of the worst examples of famine conditions that have ever existed in China.

EXPRESS AVIATOR DOWNED IN NEVADA

(Associated Press Local Wire)
SALT LAKE CITY, Utah, Jan. 13.—A Western Air Express plane left Las Vegas, Nevada today to investigate a report that Maurice Graham, missing airmail pilot had landed in the mountains near Pioche, Nev.
The superintendent of a mine in the Pioche district notified Las Vegas airport that a plane was heard overhead Saturday morning and probably landed in the mountains.

TURKEY DINNER

Christian church, Friday, Jan. 17, 11:30 a. m. to 1:30 p. m. 50 cents.

A Kiss for Corinna

By MAY CHRISTIE

WHAT HAS GONE BEFORE
Denise Van Wyck, bored with the life of a debutante, and Corinna Dugan, beauty parlor operator, are both in love with Malvey Craig, a clerk in the employ of Denise's uncle. Although Malvey seems to be in love with Corinna, he has not yet proposed marriage to her. Their last appointment was not a great success, a misunderstanding having arisen over his unconventional meeting with Denise. Denise persuades her friend, the Countess de Santalves, to help her by arranging to entertain a famous singer, so that Denise may invite Malvey to meet him, and asks her uncle, Mr. Criswell, to invite Malvey to their home. She then goes to a roadhouse with Jack Van Tuyl, one of the young men of whom her uncle most disapproves.

NOW GO ON WITH THE STORY

CHAPTER 14.
In her little living-room on West 11th street, that she had made so gay with bright pillows, rose-pink lamp shades, and soft drapes, Corinna Dugan—pleated of pastel-tinted affairs scattered on the table all about her like a bouquet of sweet-peas—was busily engaged in making perfumed sachets for her beauty parlor.

It was nine o'clock. As she worked, her ears were keyed to the sound of a footstep on the stair. Would Malvey come this evening?

She wanted to see him. . . . Unfortunately, the telephone had been cut three nights ago, due to her friend Marie's improvidence. Marie ran up big bills for calls—for she was a born chatterbox. She had just bought herself an expensive spring toilet for the edification of her "beau". Marie was therefore broke, and unable to pay her share of the cost of the instrument.

Corinna, who had had extra expenses because of her mother not being very well just now, couldn't pay more than her own share of the bill.

So they were cut off. . . . No possibility of hearing Malvey's voice on the line. The lamp, swung low above the table, cast a rosy glow on Corinna as her nimble fingers—like fluttering white moths they looked—industriously sewed.

It only she could keep some of this extra money for her own adornment—as Marie would have done—and not have to send it all home? Corinna loved her mother. Felt it was a privilege to help her. And was ashamed of what she considered was a mean thought.

But loving Malvey as she did—knowing that other women were attracted to him—she often wondered that she couldn't get some new Spring clothes.

The fingers of the clock moved round to half past nine, then ten. Hope died.

Corinna worked resolutely on. If she could only get this work finished for the beauty parlor there would be quite a bit of extra money—half a dozen sachets had been specially commissioned—and at the end of the week she would

be paid.

At half past eleven she began to feel sleepy and her back ached. She went into the kitchenette and made herself a cup of coffee. She simply must keep herself awake.

At midnight she was still awake—circles of fatigue under her eyes. She had had a long and trying day in the shop—or perhaps it was the Spring made her so tired.

Or was it worry about Malvey? She was so wrapped up in him.

"I'm a fool to think so much about him," Corinna told herself. But if you loved a man you just couldn't help yourself. To-night in her loneliness she wished she was like Marie, who saw life as a big amusing game.

"Hello, honey! All on your lonesome. At that moment—it was after 1 a. m.—Marie herself, a somewhat tarnished silver evening coat about her slender body, entered the room.

Corinna looked up from her sewing. She was fond of Marie, although their ways of life were so utterly at variance.

"Had a good time. Where did you go after the show?" Then, with a second glance at the other's face, "You look fagged, dear. Would you like some coffee?" The percolator's on the stove.

"Not on your life! I want to have a darn good sleep tonight, and no dreams, please!"

There was something in Marie's tone that gave Corinna concern. Marie was not one to be reckless. As she flung off her silver cloak with its edging of imitation white fox fur, and then peeled off a diaphanous evening frock, revealing her slim person clad only in a wispy of silken "teddy," she announced in a hard little voice, "I went to the Blue Lagoon after the show with that Van Tuyl fellow. He turned up at the theatre tonight. While I did the old voodoo-doo-dooing, he was sitting out front like a moon-struck calf. I can't think why I went with him, for that fellow gives me a pain in the neck."

Corinna gazed at her solicitously. "Marie, I thought you had a date with Peter? What's happened?"

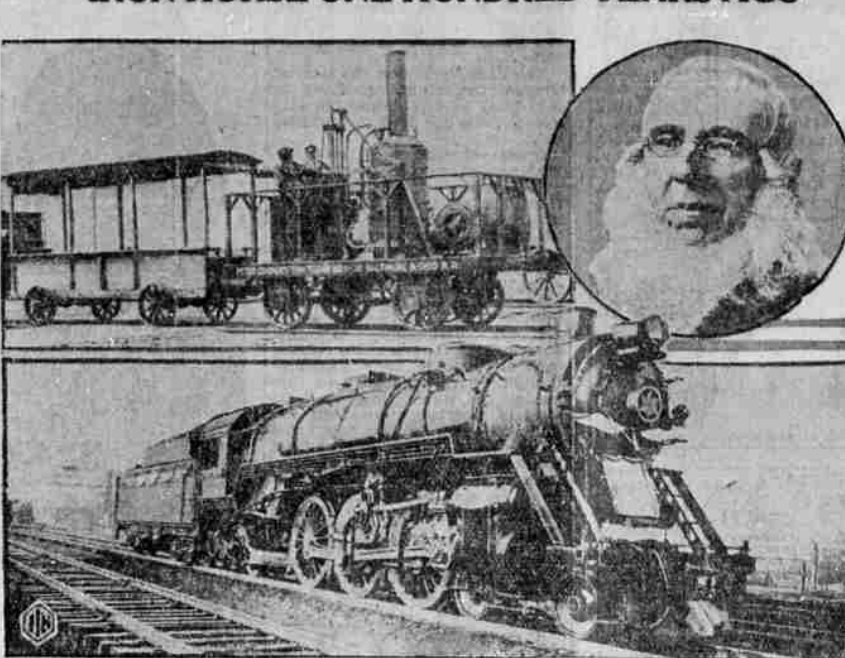
"You sweet thing! You don't know the half of what's happened! I thought Old Pete was as reliable as U. S. Steel—those big brown eyes of his like a retriever dog's certainly got me going. I might have known that type all look alike at the take-off! But never mind about Peter just now. Van Tuyl's been making preliminary passes for some time—he's simply crawling with money."

And Marie flung herself on the chintz-covered settee in a corner. Her small dark head with its mediaeval page-boy cut stood out against a crimson pillow. Like that, a worn look on her small white face, she looked extraordinarily

childish, and appealing.

Corinna had pricked her ears up at the name Van Tuyl.

IRON HORSE ONE HUNDRED YEARS AGO



Above is shown the locomotive built for actual use by Peter Cooper, at Baltimore, on January 15, 1821. (Right) Peter Cooper, philanthropist and engineer. (Lower) one of the latest specimens of the modern locomotive. Note the difference in size when compared with that which left Baltimore almost one hundred years ago.

Just one hundred years ago a steam locomotive was matched against a horse, and the horse won! Looking at the gigantic locomotives in use today, it seems scarcely credible that the tiny engine built by Peter Cooper blazed the trail for steam locomotion in America.

The history of the railroad in America is closely entwined with the career and memory of Peter Cooper, although the building of this great philanthropist and equally great engineer, Cooper, together with two other men, had arranged to buy three thousand acres within the city limits of Baltimore, in the wave of enthusiasm that had swept the country, subsequent to the plans to build the Baltimore and Ohio railroad. Eventually he became the owner of the whole tract, but at first was forced to shoulder the whole financial burden himself. Thus he became interested in the railroad, and found that things were not progressing favorably with the company.

It was realized here, following

the successful tests and runs in England, that the age of steam had arrived. But the nature of the country over which the proposed railroad was to run forced the engineers to make curves with a radius of 400 feet and grades of 18 feet to the mile, while English engineers predicted failure for anything less than a 900-foot curve. And thus Peter Cooper entered the lists with an offer to build an engine that would successfully negotiate the road and haul loads up-grade. The result was "Tom Thumb" with its boiler 29 inches in diameter and 5 feet high. The boiler tubes were made out of old musket barrels, and the engine was mounted on a vehicle roughly resembling a modern hand-car.

The trial run of the Tom Thumb was made from Baltimore to what is now known as Ellicott City in Maryland. The distance was 13 miles, and the little engine propelled a car with 15 passengers at a speed that varied from 5 to 18 miles an hour. The outward journey was in the nature of a triumphal procession, but on the way home it was the loser to a horse,

because of mechanical trouble.

The failure, however, did not cloud the importance of the test, and Cooper, who had successfully demonstrated the practicability of his engine, soon succeeded it with more powerful locomotives, and on the wave of enthusiasm that followed the introduction of steam locomotion, the railroad traveled the road to success. The company has still in its possession parts of Tom Thumb, grand-daddy of all its enormous engines.

Soon the world's greatest locomotive will be put into commission. It will be capable of hauling a two-mile-long train, and will consume in an hour sufficient coal to keep two houses of the family type warm for an entire winter. But it is safe to say that the Northern Pacific Railroad won't regard their giant engine with more pride than did the practical dreamers who laid the first tracks of the iron network that has contributed immeasurably to the greatness of our country when they watched Tom Thumb do its stuff.

(International Newsreel)

LOCAL STUDENTS ROBBERY VICTIMS ON EUGENE VISIT

The Roseburg high school delegation attending the student body officers conference and the inter-scholastic press association conference, held in Eugene last week, has returned to Roseburg, after spending an exciting three days in Eugene. During their stay, two fraternity houses were entered and Robert Coen and Gilbert Finley, of this city, lost their extra clothes and return tickets to Roseburg. It is reported that a Eugene drug store was also looted on the same night, Thursday, January 9. The officers were notified and are on the outlook for the robbers. The Roseburg delegation was chaperoned by Miss Gna May Moore, Miss Joyce Busenback, Miss Lucille Peterson, Robert Coen and Gilbert Finley. The total amount lost by both fraternities from the theft was over \$500.

STATE ROAD BOARD TO LET CONTRACTS WORTH \$1,250,000

(Associated Press Local Wire)
SALEM, Ore., Jan. 12.—Contracts to be let by the state highway commission at its meeting in

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C. M. GRANGER TO DIRECT NATIONAL FORESTRY SURVEY

Oregon Portion of Work to
Commence in February;
Results Will Base
Future Policy.

(Associated Press Local Wire)
PORTLAND, Ore., Jan. 13.—The Portland office of the forest service has received word from Washington, D. C., that C. M. Granger, district forester in charge of the Pacific northwest district, has been promoted and will be transferred to have charge of a nation-wide forestry survey now being launched.
Granger will be known as the head forestry economist. The survey started in Oregon this year, and under congressional appropriation will be extended to all forested states.

Granger has been district forester here since 1924. He will have temporary headquarters in Portland for several months. Work on the national survey will begin here in February.

The survey, authorized by the McSweeney-McNary act of 1928, is one of the biggest undertakings in the development of forestry yet initiated. It will be a comprehensive appraisal of existing forest supplies and conditions, growth and requirements, and of present and future trends, all of which properly coordinated will constitute a fundamental and economically sound basis for determining federal, state, and industrial forest policies and programs. Congress has authorized a federal contribution of \$3,000,000 to the project. A small initial appropriation of \$40,000 is available this year.

Successful development of the project will be dependent upon widespread cooperation with federal, state, industrial and other private agencies, says the forest service. Certain phases of the survey, such as the forest resource inventory and the study of growth, will be handled by the regional forest experiment stations under Granger's general direction. Because of its outstandingly complex and important forest problems, the Pacific northwest has been selected as the initial region for intensive work. The Pacific northwest forest experiment station, of which T. T. Munger is director, has already commenced preliminary work. The study will be extended as rapidly as possible to other forest region, and will eventually cover the entire United States.

Linked With Census
Another step already taken in a canvass, in cooperation with the census bureau, of the wood requirements of the wood-using industries, as a part of the present and future wood requirements phase of the survey. Advance cooperative work is also being initiated in the lake states region. The agricultural appropriation bill now before congress carries an

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News Briefs

(Associated Press Local Wire)
NEW YORK, Jan. 13.—The Society of Friends (Quakers) has voted disapproval of a proposal that a room be set aside at Swarthmore college, Quaker-supported, for girls to smoke.

CONSTANTINOPLE, Jan. 13.—Some of Turkey's new "democrats" are urging parliament to legislate against the word "palace". Such a word, they say, has no place in the language of a democratic people.

GYOR, Hungary, Jan. 13.—The foreman in charge of construction of a large building has applied to the police magistrate for permission to swear at his workmen in order to get more work done.

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