

HOUSE PUTS VETS' BILL UP TO HOOVER

WASHINGTON, June 25.—The road was cleared for President Hoover's second stinging veto of a veterans' relief bill today by house acceptance of senate amendments to its measure to aid World War soldiers.

Branded "bad legislation" by the president, it goes to him at once. He is expected to repeat his objections in a decisive veto message, after which the house will be called upon to sustain or override him.

A two-third vote is necessary to override a veto and, with the republican leadership behind Mr. Hoover, opponents of the bill are expected to be defeated. The senate would not then be called upon to act on the veto. The house will begin formulation of another veterans' bill aimed to overcome administration protests.

The first such bill vetoed was for relief of Spanish-American veterans. Both senate and house overrode Mr. Hoover's wishes. He repeated his objection to that legislation after it was enacted into law.

In a caucus last night of 150 republicans, it was agreed to support any veto of the bill by the president.

HIGHWAY LECTURE DATED AT M. E. CHURCH, SOUTH

The South Methodist church has been chosen as the place for lecture on Oregon highways by Mr. and Mrs. W. L. Lawton. Thursday evening at 8 p. m. is the time set. Mr. and Mrs. Lawton have just concluded a six weeks' survey of Oregon highway roadways and are said to have some interesting pictures and reports to make. A letter from Ray Conway, of the Oregon State Motor association, states that the Lawtons' program of highway beautification is well worth while.

Visitors From Bremerton—Mrs. G. A. Sheets and daughters, Lucille and Marcelle, and Mrs. J. A. Green, all of Bremerton, Wash., are visiting here as guests of Mrs. Ray Parlow, who is a sister of Mrs. Sheets.

STORY 1

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ing the night they had flown blind, not knowing where they were or in which direction they were heading.

The fliers were finally directed by radio to the landing field here. After circling the field for considerable time they asked that a plane be sent up to guide them down. This was done and the Southern Cross glided safely onto the field. The four aviators, although disappointed in not being able to reach their goal, said they were determined to finish their flight to New York.

After landing, Captain Charles Kingsford-Smith in charge of the Southern Cross said the plane would never have reached Harbor Grace through the fog but for the "wonderful radio wireless." He said the plane would have had to fly about waiting for the visibility to improve if it had not been for the means of communication which permitted the plane to seek aid from the radio stations here. With but a few hours' gasoline supply in the tanks, the captain would not have had a guess at what might have happened.

Captain Smith and his companions made their landing where Harry Hawker and Commander Grieve hopped off in their first attempt at a trans-Atlantic flight. Eleven years after the epochal attempt of the British aces and the first Atlantic crossing of Alcock and Brown, the Australian fliers had beaten the record of bad fortune that overtook every previous attempt at a westward crossing except that of the Bremen.

Harbor Grace is the second city of Newfoundland, and is about 26 miles west of St. John's. It is a town of considerable trade, which consists mainly in furs, fish, seal-skins, and cod oil. Its population in 1921 was 5,184.

There is a well equipped landing field there.

Captain Smith credited the radio with having saved himself and his companions, but said a shortage of gasoline was responsible for their having failed to reach the United States.

New York was the original goal

Celebration

JULY 4

ROWELL GROVE
Tennille, Oregon

Races, contests, boxing, picnic, dancing and ball game, horse-shoe pitching.

Sponsored by Tennille Grange

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Newest, Best Remedy For Corns Stops Pain—Shoes Don't Hurt Any More

SIX WAFERS FOR 10c GUARANTEED RESULTS

The newest, best remedy for corns is a tiny, thin as paper corn wafer. No burning acids or bulky doughnut pads to add pressure when shoes are on. Press an "O-Joy Corn Wafer" on the corn or callous with your finger. It sticks there. Strong as oxen, gentle as can be. The pain stops at once. Slip shoes on and forget it. Later on comes corn, callous, roots and all. Guaranteed to never fail. Ask druggist for O-Joy Corn Wafers—six wafers for 10c.

TILLIE THE TOILER



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A Surprise From the Boss



of the fliers, but when the weather conditions led them to doubt that they would reach that city they set their hearts on at least landing in American territory. By doing so they would have surpassed the distance record of the German Bremen fliers on the first successful westward crossing of the Atlantic by airplane.

"Only for the wonderful wireless radio we would never have been able to land here. We had a rotten night. We flew over this territory almost all night waiting for a chance to land. We were in the air more than 32 hours and experienced very foggy weather and trouble with the compass. These caused delay."

"We were hoping to reach New York without a stop but shortage of gas prevented this. We will fly to San Francisco after reaching New York, thereby completing an around-the-world flight."

Beam Pierces Fog
A beam wireless proved of great assistance to the fliers. Van Dyk, copilot with Kingsford-Smith, Navigator Saul and Radio Operator Stannage all said that but for the beam wireless at Belle Isle the

plane never would have been able to reach Harbor Grace.

All stressed the importance of the radio. The broadcasts from the Cape Race station provided the fliers with the necessary bearings when it seemed almost hopeless for them to find their way in the fog.

The beam from the Belle Isle station guided them safely toward Harbor Grace and directions from the Cape Race station, which was in almost constant communication with them, enabled the fliers to locate the landing field here.

Fiancee Is Happy

MELBOURNE, Australia, June 25.—Captain Charles Kingsford-Smith's pretty fiancée, Mary Powell, was the happiest girl in Australia today. She had faced bravely the difficult task of waiting for news of the safe arrival in America in the Southern Cross of her adventurous husband-to-be.

"Isn't it wonderful," she exclaimed. "My mother insisted that I spend last evening playing bridge to keep me from worrying," she said with real British cheerfulness.

"Oh, but what terrible things I did at bridge."

Coste to Try Next

PARIS, June 25.—Announcement that the Southern Cross had completed its trans-Atlantic hop successfully and landed at Harbor Grace, Newfoundland, was received here with expressions of satisfaction by French aviation enthusiasts.

France is all keyed up over the forthcoming Atlantic hop of Dieudonne Coste by which the French ace hopes to return the visit of Col. Lindbergh to France in 1927.

Experts said the Southern Cross flight was a good omen for weather conditions for Coste, who proposes to take the "Lindbergh trail" in reverse direction.

BORN

WILSON.—To Mr. and Mrs. J. E. Wilson, of Canas Valley, at the Roseburg General hospital on June 24, a son, James Edward Jr.

See the electrical theft signal for automobiles. 100% protection against theft, demonstrated at the Roseburg Garage.—Adv.

STORY 2

(Continued from page 1)

destroyed before firemen could halt the flames.

All lights at the airport, including the boundary lights so vital to night fliers seeking to land, were extinguished when the fire burned away power lines. Temporary lights were hurriedly placed to prevent disaster to arriving mail planes.

Service Not Halted

Official announcement was made at the offices of the Universal Airlines that all schedules, both passenger and mail planes, would be flown without interruption. To do this, planes were started for Chicago at dawn from Cleveland, Kansas City, St. Louis and Tulsa. Upon arrival here, they were to be serviced and sent into the air on the regular routes.

The estimate of the loss by Universal officials was more than \$2,000,000. An elaborate machine shop, representing an investment of three-quarters of a million dollars and much spare equipment were destroyed.

Tragedy Ends Flight

WICHITA, Kas., June 25.—Death halted the first cross-country attempt of two youthful fliers near here last night when their plane crashed in a forced landing. Leopold C. Schumacher, Palo Alto, Calif., the pilot, was killed and his companion W. E. Edwards, Brooklyn, N. Y., was injured perhaps fatally.

The youths, both students at Lehigh University, were attempting to land because of low fuel supply. Farmers in the vicinity of the crash, 12 miles north of here, extricated the victims. The plane, delivered to Edwards last month, was wrecked.

Both were graduated recently from a Palo Alto flying school. Physicians found a newly issued transport pilot's license in Schumacher's clothing. Edwards is a limited commercial pilot.

Lost Plane Found

LOS ANGELES, June 25.—With the discovery yesterday of the wreckage of his plane in the Wasatch mountains, eight miles south of Cedar City, Utah, officials of Western Air Express today are pressing a search for Maurice Graham, air mail pilot, who disappeared in a snowstorm last January 10.

Jimmy Carson, Graham's buddy on the Los Angeles-Salt Lake City

air mail run, last night definitely identified as Graham's the jacket, boots and parachute found by sheepherders near the wrecked plane.

Plane Little Hurt

Ward Mortenson, 19, and Elburn Orton, 19, who found the plane, said it was not badly damaged and that the steel mail vault beneath the pilot's cockpit apparently was unbroken. The motor was intact. The parachute on which the name "Maurice Graham" was stenciled, was found hanging on the motor.

Graham, a World War flier, was last seen when he took off from Las Vegas, Nev., on the night of January 10, for Salt Lake City, Utah. A blizzard was raging, and Graham apparently was forced to land on the mountainside.

Since then hundreds of persons on foot and horseback, and scores of planes have scoured the bleak desert and rugged mountain country along the Nevada-Utah mail route. The search never was abandoned. Carson was flying over Nevada deserts when the plane was found.

Graham has a wife and two children in Los Angeles.

STORY 3

(Continued from page 1)

using probably two shifts of workmen and creating a payroll of some proportions.

Quality Stressed

The cooperative will work closely with other Umpqua valley interests, particularly in related lines, to create and maintain proper marketing standards and assure growers top price for quality produce. One of the aims of the concern will be to bring Umpqua valley produce up to a high standard of quality which will be recognized in marketing centers, it is announced.

Working closely with the cooperative, the Roseburg chamber of commerce assisted several months ago in the organization of a temporary unit and now pledges to support the directors in every way possible. The office of the chamber will be available to the growers for city headquarters.

Fruit men and business men believe the new organization will be of much value.

Cheaper than Salt

\$1 can of Atlacide will kill weeds on a plot 10x35.

TRY IT

Sheepmen, we have fluke and worm capsules, marking paint and dip.

Farm Bureau Cooperative Exchange

Roseburg Myrtle Creek Oakland

AGENTS FOR

L. & H. Electric Ranges John Deere Plow Co.
Hood River Spray Co. Hoosier and Milwaukee Pumps
Sutherland Spray Co.

Girls, a Beauty Secret

Every girl wants to be good looking; and the beauty of today is the girl whose face glows with health and animation, so here are a few simple rules for building up your health and therefore your attractiveness. (Watch for our next advertisement.)

Roseburg Dairy and Soda Works

PHONE 186

The Cleanest Place in Town
COME AND SEE FOR YOURSELF

for Economical Transportation



Drivers of Sixes never want Less!

Driving a Six means wanting a Six for good. Driving a Six simply closes the argument. Driving a Six is so much different and better than all the miles seem to repeat, "It's Wise to Choose a Six!"

Put that to the test of your own judgment and sense of values. Try the Chevrolet Six. Get the main facts through your accelerator toe.

"Step on the gas"—or hunt out some hills—or thread through the traffic. It's all so smooth and easy in a Chevrolet Six—so free from lagging, tremors and strain—that the great six-cylinder principle becomes more than a principle to you. You know at once that its exclusive advantages are all positive facts.

You definitely feel these performance advantages of the Chevrolet Six. You see high value typified by the beautiful Fisher Body and scores of advanced engineering features. And you know the fine character of Chevrolet materials, craftsmanship and design.

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The Sport Coupe \$655	The Special Sedan \$725
(6 wire wheels standard)	
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ALL PRICES F. O. B. FACTORY, FLINT, MICH.	

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