

ORCHARDS BENEFIT UNDER REVISED AAA

New Ruling Affects 15,000
Acres of Productive
Land in Douglas.

Owners of orchards will benefit under a new ruling of the agricultural conservation program which places land devoted to nursery stock, orchards, vineyards, tree fruits, cane fruits or nut trees in soil depleting base acres when the land is clean cultivated, or when a soil depleting crop is grown between the rows, states J. Roland Parker, county agent. On the other hand if the owner of an orchard or vineyard has practiced seeding a cover crop between the rows and plowing the cover crop under, then the land devoted to such crops and practices places the land in soil conserving crop acres and permits the securing of benefits for such soil conserving and soil building practices.

This new ruling alone affects some 15,000 acres of orchard and small fruit lands in Douglas county, according to county agent J. Roland Parker, and will result in direct benefits to every orchardist that has planted and plowed under a cover since last fall. In cases where cover crops were not planted last fall to be plowed under this spring as green manure crops benefits are not available, only where the land owner does something to comply with the requirements for soil conservation or soil building practices are benefits paid.

Weed Control Listed.
Another ruling of interest is one which allows an increase in benefits of the control of noxious weeds by means of chemical treatment or periodic cultivation, with maximum benefits per acre of \$10 when chemical treatment is used and \$5.00 an acre if clean cultivation is practiced.

The details of the soil building practices and the rates of payment for Oregon are now known for certain practices including the seeding and growing of perennial grasses or pasture mixtures of grasses and legumes, the seeding and growing of alfalfa and red clover, ladino clover, green manure crops and cultural practices for control of noxious weeds. The benefits vary from \$2.00 an acre for seeding alfalfa and red clover to as high as \$10.00 per acre for the control of noxious weeds with chemicals.

Details of the new rulings will be explained at community meetings to be held for the signing of work sheets during the next two weeks and the county committee is asking all farmers to sign work sheets as early as possible.

DISTRIBUTION OF FEHL FUNDS ORDERED

SALEM, May 19 — (AP)—The state supreme court ordered the distribution today of funds totaling \$6,473, realized from foreclosure and sale of property previously owned by Earl H. Fehl, former Jackson judge serving a four-year term in the state penitentiary for ballot theft.

The opinion ordering the distribution was written by Justice Bean in the suit brought by Niedermeier, Inc., against Fehl and others, and modified the decree of Judge Carl Wimberly. Justice Kelly dissented.

The court awarded \$2,000 to Kelly and Kelly, Medford attorneys, \$2,962 to Jackson county and \$50.49 to Electa Fehl, Fehl's wife. The amount to the county involved a judgment of Jackson county, based upon costs resulting from Fehl's prosecution and conviction. Other court costs were included in the distribution.

The several amounts were ordered to be paid according to their priority. Niedermeier, Inc., was relieved and discharged from any liability arising out of the foreclosure proceedings involved in the suit.

TAXES ON SWEET WINES ARE HALVED

WASHINGTON, May 19 — (AP)—The senate agreed today to a 50 per cent reduction in federal taxes on sweet wines.

Despite objections of Senator King (D-Utah), the senate accepted motions by Senators Johnson (R-Calif.) and McAdoo (D-Calif.) cutting the tax on wines containing between 14 and 21 per cent alcohol to 10 cents a gallon and that on wines of between 21 and 24 per cent alcoholic content to 20 cents.

The amendments were voted in to the administration liquor tax bill. It would clarify existing laws supervising production and taxation of liquor.

3 BOATS DAMAGED BY PORTLAND FIRE

PORTLAND, Ore., May 20 — (AP)—Fire, following a blast of undetermined origin, damaged three boats in the "boneyard" here. The Hustler, valued at \$17,000, and the Interstate valued at \$20,000, were burned to the waterline. Damage to the two was estimated at \$9,000. The Mirene was towed from the danger zone, escaping with a loss estimated at \$1,000. None of the boats was occupied.

"For Christ also has once suffered for sins, the just for the unjust, that He might bring us to God."—Adv.

Motor Cruises of 1936

Judge Fred W. Wilson Looks Forward to a New Day on the Columbia and Recalls the Romance of the Old River



Coe's spring, at Hood River, brought first settlement to that city.

This newspaper is co-operating with the Oregon State Motor Association and the Oregonian in presenting a series of travelogues under the title "Motor Cruises of 1936." It is hoped thereby to stimulate travel in the Pacific Northwest.

Readers are invited to send the articles to their friends throughout the nation. The following article has been condensed from a full page travelogue appearing May 3 in the Sunday Oregonian.

Judge Fred W. Wilson of The Dalles is an authority on the history of the middle Columbia area of Oregon and Washington.

BY JUDGE FRED W. WILSON
AND PHILIP H. PARRISH
OUR automobile drew up on the view point in front of the state tuberculosis hospital, where the city of The Dalles lay at our feet, in the southern end of the great bowl formed by a bend in the Columbia.

Below us and to the northeast the Columbia poured down between the rocks of Celilo; below us and to the northwest, after its bend which forms the bowl, the Columbia swung out of sight into the fissure which it has made for itself, long ages ago, through the wall of the Cascades. And the sides of the bowl, which later would be browned by wind and sun, were now a delicate thin green.

The city lay directly below us, here and there and everywhere were blossoming trees. Viewed from the hill on which we stood, these trees were like puffs of smoke that a John Bunyan might reach down and play with.

City Was Hub
The river! Everything comes back to the river among the people of The Dalles. In the old days The Dalles was the center for everything. Here the overland wagon trains from the east broke up, with the women going down the Columbia by raft and boat and the men over the Barlow pass with the stock. Here the middle river boats unloaded their passengers and freight, bound for all the interior points. From here the stage lines ran out in all directions, except due west.

With the building of the deep-sea locks at the great Bonneville projects, residents of The Dalles and nearby communities believe that the river business will come back—this time with sea-going vessels coming inland 100 miles from the Pacific to The Dalles.

Having enjoyed this splendid view, our automobile visited several of the historic spots of The Dalles. We drove to the site of the old Methodist mission founded by Jason Lee, Daniel Lee and H. K. Perkins in 1833.

No sign of the building remains, but adjacent is Pulpit rock, from the pinnacle of which these wilderness ministers preached to the assembled red men.

We stopped at the city hall, which stands on the site formerly occupied by the first courthouse between the Cascades and the Rocky mountains (1859). And, incidentally, it was here that Norman Williams



One of the attractive historical markers recently placed on the Columbia highway by the Oregon state highway department

Even After Death

STOCKTON, Calif., May 19 — The will of Mrs. Jennie Stephenson, filed for probate, forbids her hus-



Judge Wilson, left, and Mr. Parrish at Pulpit Rock, The Dalles, scene of early sermons by Jason Lee, missionary to Oregon Indians

was hanged in 1905—the last hanging in an Oregon county seat. It used to be that if a county wanted a hanging it had to get one for itself. Now they are common property of the state.

Then we passed through a suburb which formerly was the parade ground for the soldiers of Fort Dalles, and stopped for a moment beside the post surgeon's house, now housing a museum. It is the only building left from the old fort and barracks. Across the street stood the commandant's mansion. It was said to have cost \$100,000, and there was nothing in this part of the country to compare with it.

Boat Schedule Given
Presently we left The Dalles, bound for Portland and intermediate points. Driving along the river we recalled the fine old days before the railroad—when the vessels of the Oregon Steam Navigation company plied a busy and romantic trade on the river. The routine and schedule of river travel went as follows:

Passengers would go aboard a boat at The Dalles at 5 A. M., say aboard the Harvest Queen. That boat would reach the upper Cascades at 10:30 or so, where the passengers would debark and proceed down the north bank on the portage railroad to another boat waiting to depart for Portland. Meanwhile, the Harvest Queen would lay at upper Cascades all that day and night, while the heavy freight was being discharged.

Passengers at Portland also would go aboard at 5 o'clock in the morning—perhaps on the Simon G. Reed. Arriving at the lower Cascades some time after noon, they would proceed around the portage to take ship for The Dalles.

Railroads Halted Boats
The Harvest Queen, having lain at the upper Cascades one afternoon and night and the following morning while the heavy freight was being taken off, was ready to receive the passengers from down river and return to The Dalles in the afternoon of the second day.

Thus, two big passenger-freight boats were kept plying the middle Columbia, and another two were busy on the Portland-lower Cascades run. There were freight boats in addition.

In 1883, when the railroad was completed, the river business naturally collapsed. That was when the up-river steamers were taken over the Cascades in flood. Captain Ainsworth sailed the Ontario; Captain McNulty took the Thompson; Captain Troup handled the Harvest Queen, Hazsalo, Idaho and Mountain Queen.

It was not until 1892 that the Indian captain, Martineau, took the D. S. Baker over.

Portage Site Observed
We stopped in Hood River long enough to see Coe's spring up on the hill, where Nathaniel Coe settled and raised a distinguished group of sons. Mr. Hall took a picture of school children playing around the historic spot.

At Cascade Locks we saw a few of the piling of the old Portage railroad, and then we came to Bonneville dam, which will do so much to change the appearance of the river, but this will have to be left to other motorists.

We observed that the lake, up-river from Bonneville, will provide very pleasant sailing; but we talked mostly of other times, when the loud whoo-whoos of the river boats resounded from the canyon walls and huge-muscled deckhands threw sacks of grain, in perfect order, on piles ten feet high. They were powerful days, and lusty ones.

NOTICE

I will not be responsible for bills contracted by anyone other than myself. J. W. McConnell, Umpqua Park—Adv.

DECISION AFFECTS LIABILITY LAW

SALEM, May 19 — (AP)—Injuries resulting from work beyond the physical ability of an employee does not come under provisions of the employers' liability act, the Oregon supreme court ruled here today in a 4 to 3 decision.

The majority opinion, written by Justice Harry Belt, affirmed the circuit court of Multnomah county in ordering a new trial after previously rendering a judgment of \$15,000 to Manual Peretti against the Southern Pacific company.

Claim for damages was based on alleged injuries resulting from work done by the plaintiff which he declared was beyond his physical ability, when it was the only work available.

"If the act is to be construed in accordance with the contention of the appellant, it would make the employer practically an insurer," the opinion cited. "Can it be that the defendants must pay \$15,000 because, peradventure, the work was not suited to his physical condition?"

Concluding, Justice Belt held "we are convinced that the act, under its most liberal construction, was never intended to give redress in an action of this kind. We have not before us a case involving defective machinery or appliances; negligent manner or method of operation, nor a case involving accidental injury. The order of the trial court setting aside the judgment and granting a new trial is affirmed."

Justices John L. Hand, George Rossman and J. O. Bailey concurred with Belt.

Chief Justice J. U. Campbell, writing the dissenting opinion, held that "in performing his duties, plaintiff was in the class intended to be protected by the statute covering such employment. A negligent order given by a foreman to one who is under obligation to obey it, is as much an act of negligence as furnishing an unsafe tool."

ROOSEVELT VEToes NAVY RELIEF PLAN

WASHINGTON, May 19 — (AP)—President Roosevelt said in a veto message today the retirement system of the regular navy should not be "jeopardized" by using it as a means of relief for persons other than the permanent personnel of the service.

In a message to the senate, the executive returned without his approval a bill which would have placed Commander Thornton Meriwether, naval reserve, of Point Loma, Calif., on the retired list of the regular navy with annual compensation of \$2,887 as against the \$15 a month he is now receiving from the veterans' administration for disability.

"Granting that this officer's disability was incurred in line of duty in time of war," the president said, "consideration must be given to the fact that there has been provided by law a special means whereby ex-members of the military forces may obtain relief, and such relief in this case has been granted by the veterans' administration in accordance with the law and the circumstances, and that no justification exists for singling this ex-officer out for preferential treatment when others in the same category are not similarly treated."

OREGON EVENTS FLASHED FROM WIRE SERVICE

PORTLAND, May 19 — Three men, running for their lives, narrowly escaped death in serious injury when an entire brick wall of a meat market here collapsed.

Amedee St. Martin, manager, and Buick O. Halloran and A. M. Schoenfeld fled from the building when they heard the wall ominously rumbling, they said. A moment later it caved in.

HOOD RIVER, May 19 — W. H. Perkins, Ontario, secretary of the Oregon Agricultural Producers and Shippers association, estimated that labor strikes the past three years have cost Oregon producers several million dollars, either directly or indirectly.

He urged producers to unite and seek legislation at the next session of the Oregon legislature to fix responsibilities on labor organizations for such losses. The present laws, he said, are the result of political cowardice of past legislators.

Fruit shippers here already have received a heavy stock of fruit box shooks for the coming season, but an extended lumber strike would cause shortages.

DALLAS, May 20 — (AP)—Spinners in the Little Luckiamute river attracted something this week which sportsmen have sworn were not in the west side branches of the Willamette river—steelhead. The run was attributed to recent extensive plantings of trout. The steelhead weighed from 6 to 8 pounds.

MT. ANGEL, May 20 — Charles C. Talbot, president of the North Dakota Farmers Union, told 400 members of the Oregon division of the organization that the co-operative movement was the American farmers' major hope. He deplored tendencies to exploit soil.

END, May 20 — A rainbow trout weighing 12 pounds and measuring more than two feet was on display here today, caught at Crescent lake by Bert L. Kamberg of Portland.

Mr. and Mrs. Kamberg had only an ordinary net in the boat, and after several tries with it rigged a gaff out of material in the tackle box and landed the wriggling catch.

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