

LEGION'S PARADE LASTS 12 HOURS

CLEVELAND, Sept. 22.—(AP)—Thousands of America's World War veterans stepped out today for the greatest public event of the eighth annual American Legion convention—a 12-hour parade through the traffic-stilled heart of Cleveland.

For many the march meant almost 24 hours of continuous parade, since the "to it" Legion honor society's disfilled demonstration did not close until early this morning.

Thrued up by monkeyshines and merriment, the "honors" of the box car brigade barely had time to spend a few sleepless minutes in tightening drum heads and polishing trumpets before the call came to fall in for the parade of the Legion itself at 10 a. m.

Not until 5 p. m. was the final and tenth division of the big parade scheduled to set foot on broad Euclid avenue for the formal winding but unbroken march to the municipal stadium on Lake Erie.

All Legion business was suspended for the day, with Cleveland's schools and downtown shops following suit.

Arizona led the ranks of state departments by reason of its membership ranks.

A. Claib, butcher, Springfield, Mo., says the "biggest" change in the meat market during the 60 years he's been in it is the increased consumption of hamburger. "Fifty years ago nobody would eat hamburger; now 20 per cent of the sales are hamburger," he observed.

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Early-Day Douglas County's Desire for Transportation Lines to Outside Areas Revealed in Survey by Research Worker

Series of Corporations Covering a Period of More Than 60 Years Launched Rail, River and Road Projects, Having Widely-Separated Goals, but None Met Success; East-West Railway Need Still Seen Here.

By L. M. LOWELL
(WPA research worker, historical records survey.)

Douglas county can rightly be called the birthplace of transportation projects in southern Oregon. When this county was in the first year of its birth, the only transportation system existing within the borders of the great country south of the Willamette valley were the vessels plying between the mouth of the Umpqua and Scottsburg, the long stretches of pack animals traversing the rough trails between Scottsburg, Roseburg, and the mines of northern California.

In due course of time wagon roads were constructed and the rumble of wheels resounded through the wooded hills and rocky canyons of southern Oregon.

Then came the era of railroad building. Here Holladay began pushing his Oregon & California line towards the south but progress was slow. Oregon was an undeveloped region and revenues were not even sufficient to pay interest on outstanding bonds.

Before the O. & C. could reach Douglas county, the Merchants & Farmers' Navigation company was organized in Roseburg on April 18, 1876. Incorporation papers were signed by Asher Marks, W. B. Singleton, S. W. Crane and Thomas P. Sheridan, all business men of Roseburg. Their purpose was to be ready to transport freight and passengers from the coast area at Gardiner to Canyonville, connecting with the O. & C. at the latter point. However, it was soon discovered that only during spring freshets would there be enough water for vessels to venture above Scottsburg.

S. P. Reaches Roseburg

On December 3, 1872, the O. & C. reached Roseburg, the first official passenger train crossing the city limits on that date. A year later Holladay faded from the picture when calamity overtook this pioneer railroad king and his holdings. The O. & C. was halted at Roseburg for many years.

For the time being river transportation was given up as out of the question. On April 13, 1875, Robert W. Elliott, Stephen D. Meyoath and William Hall organized the Coos Bay & Umpqua Valley railroad, the road to start on the isthmus though in Coos county, extend thence southerly through the town of Coquille, thence up the Coquille river to the forks, then across the north fork to Roseburg.

The next month, on May 3, 1875, the Roseburg & Port Orford Railroad company was organized and incorporation papers filed, signed by J. M. Arrington, L. F. Mosher, A. A. Fink, Asher Marks, and Aaron Rose, all prominent in Roseburg business circles. They were to operate between Roseburg and Port Orford.

Before much action could be taken to promote actual construction of these transportation systems, a fourth corporation was conceived in Roseburg, called the Umpqua & Coos Bay Railroad company, to operate between Roseburg and Coos Bay. Signers of the incorporation papers were S. S. Mann, G. Wingate, C. H. Merchant, Asher Marks, Aaron Rose, A. Nabburg, H. P. Whitney, L. F. Mosher, T. R. Sheridan and Samuel Bayless. Papers were filed March 4, 1876.

With the O. & C. railroad still at a standstill, on December 23, 1881,

Wm. I. Friedlander, W. T. Wright and W. A. Croston organized the Coos Bay & Roseburg Railway & Navigation company, incorporated, to operate a railway and a telegraph line between Empire City and Roseburg.

O. & C. Pushes South
Some stock was sold in these worthy ambitions, but in 1882, Henry Villard, together with Richard Koehler, took over the management of the O. & C. railroad, reorganizing the company and the foreign bondholders and it was under their guidance that the railroad began construction out of Roseburg further north, the same year.

Renewed activities on the O. & C. fired anew the ambitions of Roseburg promoters and Asher Marks, S. F. Chadwick, Blinger Hermann, and Wm. Friedlander, organized the Oregon Southern Railroad & Transportation company, on October 21, 1882. Their main office was to be in Roseburg with the line running through the states of Oregon and California, and the territories of Washington, Idaho and British Columbia.

For some reason this huge project failed to materialize, probably due to the fact that when the O. & C. was extended from Roseburg to Ashland by May 4, 1884, the terminus at Roseburg was a thing of the past. The O. & C. stage, with its six white horses and the lumbering freight wagons with their long teams of horses or mules and jangling bells, soon became but a memory in Roseburg.

New Ventures Rise

This did not prevent the dream of other transportation systems, and on October 27, 1886, the Umpqua River Railroad & Improvement company was incorporated, with the main office to be at Drain, Oregon. The system was to operate from Gardiner to Boise City, Idaho, along the Umpqua river to Elkton, along Elk creek to Drain, and east over the Cascades to Boise City. The original petitioners were John C. Drain, Earl Kent, Joseph Cellers, J. E. Payton, J. W. Krewson, W. A. Perkins and Henry Beckley. However when the papers were filed, the names signed were J. N. Hedden, A. E. Ozard, J. R. Leeds, W. F. Jewell and A. W. Reed.

Not to be outdone, the Roseburgers got busy again and on March 12, 1887, incorporated the Oregon Southern Pacific Coast & Umpqua Railroad company. The starting point was to be at or near Seal Lake, Utah territory, across Utah and Idaho to the headwaters of the North Umpqua river, and down that stream to a point near Elkton, intersecting with the Umpqua Valley & Drain railroad. As usual, Asher Marks headed the list of petitioners, the others being D. S. K. Buick, J. W. Mullen, S. C. Flint, and Chas. W. Johnson.

Two years later, as nothing seemed to have come of the other railroad schemes, plans were drawn up for a line between Coos Bay and Coquille City. Promoters were Elijah Smith, Pres; Geo. W. Lodge, vice-pres; P. W. Smith, treas; and R. E. Shime, secretary. The proposed road was called the Coquille River & Coos Bay Transportation company. Papers were filed in August, 1889.

As this was to be a river transportation scheme, in addition to a railroad, others hurried to effect the latter scheme and two months later, on October 11, 1889, the Umpqua River Steam Navigation company was organized to operate on the Umpqua and its tributaries. The promoters were W. F. Jewell, Wm. H. McKenzie and Neil J. Conwell.

A year later, on March 17, 1890, the promoters living around Drain, Oregon, entered the picture once more when John C. Drain, Wm. G. Steel, Charles D. Drain and Benj. C. Heald filed incorporation papers for the Umpqua & Coos Bay R. R. to operate from Reed, in Douglas county, to Coos Bay. Their head office was to be at Drain.

Eastern Loan Secured

This was the first promotion scheme to receive any kind of eastern backing. One month before the incorporation papers were filed with the county clerk at Roseburg on Feb. 15, 1890, it was a 26-page typewritten document securing a loan of \$25,000 on the completion of each mile of the Umpqua Valley railroad, the entire loan aggregating \$1,000,000, and was signed by John C. Drain, president, and W. A. Perkins, secretary, of the proposed railroad company, and by E. Francis Hyde, 2nd V.P., and C. H. P. Babcock, secretary, of the Central Trust company of New York City from whom the loan was secured. The loan was to

run fifty years at 5% interest.

Roseburgers Get Busy
Unfortunately for the Dreamers dream of a railroad empire, the Roseburgers got mighty busy and on June 19, 1890, the Coos Bay, Roseburg & Eastern R. R. & Navigation company was incorporated. The line was to start in Coos county, and run via Roseburg to the eastern line of Douglas county. Incorporators were T. R. Sheridan, W. S. Hamilton, A. Marks, A. M. Crawford, E. G. Flanagan, J. W. Bennett, C. F. Miller and D. S. K. Buick.

For once the Roseburgers started something that was to go forward, but not exactly in the way they had hoped. This railroad was to be built, but not to Roseburg. Construction was commenced at Marshfield. Subscriptions were solicited throughout the county, construction crews put to work. White across being scarce, coolie labor from California was brought in. Bridges were built and steel laid. A locomotive and a few construction cars arrived at Marshfield on Sept. 25, 1891, and then went west ahead in earnest. The line reached Coquille City, there it halted for a while. The first freight shipped over this new line was on March 7, 1892, when two carloads of match wood from Klabin place was shipped to H. Sengstacken, Marshfield, Oregon, on the Coos Bay, Roseburg & Eastern R. R. Financial difficulties were encountered and the property changed hands twice. Regardless of this the line finally reached Myrtle Point, and then it fell into the hands of the Sprackles.

Roseburg people hoped and prayed that the line would continue on to their city, but in the end they saw it go the other direction. To-day it is a branch line of the Southern Pacific, running from Marshfield to Powers, Oregon. In the meantime others were skeptical and did not believe the Roseburg line would go through regardless of its good start.

More Plans Develop

A year after the former road was on its way, C. W. Tower, H. A. Moss, C. H. Miller, C. F. Miller and Lewis C. Garrigue, on March 20, 1891, organized the Pacific Coast & Eastern Railroad company. This line was to run from the east side of Coos Bay eastwardly up the Coos and Millicoma rivers and along the coast range of mountains to the town of Winchester.

Word of this scheme had evidently leaked out, for less than a month later, April 8, 1891, the Coos Bay, Winchester & Boise City Railroad company was incorporated under the laws of the state of California. The road was to start from Millicoma, on Coos Bay and to come almost straight to Winchester.

Many schemes were hatched during the year. On October 7, 1891, another line was incorporated. It was called the Coos Bay & Oregon Central railway, and the men behind it were Wm. G. Steel, Geo. A. Holcomb and L. N. Ekland. It was to run from Gold Beach to Drain, Oregon. The general office was to be in Portland.

Things were quiet for a few years, and then on August 25, 1894, the Marshfield & Peninsula railroad was incorporated in Portland. Promoters were Capt. Thomas W. Symonds, U. S. Engr.; Leo Hoffman, contractor; and Sanderson Reed, attorney. The road was to start at a connection with the Coos Bay, Roseburg & Eastern R. R. line, and extend northerly to North Bend and Coos Bay. It was also to be a belt line around the peninsula so as to enable certain new industries to be established at Marshfield.

Roseburg Venture Cited

For a number of years thereafter, the only signs of railroad activity was along the Coos Bay, Roseburg & Eastern and the Oregon & California railroads. It was not until November 13, 1902, that a transportation scheme was born in the minds of Roseburg citizens. This was the Roseburg, Street & Suburban Railway company. The organizers were S. C. Flint, E. E. Allen and C. A. Schibrede. Roseburg was not street-car minded and the scheme fell through for lack of support and died the death that overtook the other railroad promotion schemes of Douglas county citizens.

News of Douglas County

SUTHERLIN

SUTHERLIN, Sept. 21.—Sutherland schools reopened Monday, Sept. 21. With a large freshman class entering this fall the high school membership is expected to near the 100 mark. The grade school will be about the same as last year, which was 78. New teachers elected to fill the vacancies are Bruce Dowling, graduate of Albany college, who will take the place of Harold Smith, now teaching at Coquille, and Miss Marcelle Klouheek, graduate of Reed college, who has been added to the staff because of the increased enrollment. The new school has arrived the first of the week and will be driven by Vern Holte, who has had charge of the bus over the same route for the past three years. The new bus is much larger than the old one and will accommodate fifty pupils.

Mr. and Mrs. Marvin Fisher returned here Sunday evening from northern California, where Mr. Fisher has been employed during the summer at a quarantine station. They will reside at the Allen residence on State street, formerly occupied by Mr. and Mrs. Harold Smith. Principal Fisher is busy making preparations for the coming school term.

Mrs. Lila Gorrell arrived home the first of the week, from Portland, where she has had her daughter, Helen, at a clinic. Mrs. Gorrell will live with her sister, Mrs. Chas. Hartley, until she can secure a house in Sutherland. Cecil Fessler has leased the Gorrell place for three years. Mrs. Gorrell is a well known teacher in the local high school.

Mr. and Mrs. C. D. Schoelleraft and daughter, of Detroit, Mich., who have been visiting at the home of Mrs. Schoelleraft's parents, Mr. and Mrs. J. A. Campbell, west of Sutherland, for the past month, left Saturday morning for their home, where Mr. Schoelleraft has position in bureau of agricultural economics.

Two fingers were badly crushed when a chain caught the left hand of Joe Chenoweth as he was trying to start a motorcycle, Wednesday, at the John Bacon place where he had been working in the prune drier. Dr. Devore attended the injury, amputating part of the small finger and dressing the fourth finger which was also mangled.

W. J. Shupe, who recently underwent an operation at the Pacific Christian hospital at Eugene is reported to be resting comfortably at his home east of Sutherland.

Mrs. Warner Larsen and daughter, Miriam, of Spokane, Wash., who have been visiting at the home of Mr. and Mrs. Ed Retwell, left the first of the week for home. Mrs. Larsen is a niece of Mrs. Retwell.

Mrs. Maude Vogelwohl arrived home from Eugene the first of the week where she has been visiting citizens.

One of the last transportation petitions filed in Roseburg, was on June 2, 1927, when G. S. Hinesdale, O. H. Hinesdale, Frank L. Taylor and W. C. Mathews filed incorporation papers for the Umpqua Transportation company, to operate on the Umpqua river and Coos Bay. Reedport was to be the main office.

In 1936 Douglas county has only the one railroad line, and that is the Southern Pacific. Roseburg is well taken care of as regards the north and south traffic, but how about the east and west business that would build the city into a thriving railroad center if an artery could be built to the coast and eastward to connect with either the Great Northern or the Western Pacific?

That southern Oregon will see such a railroad line, is strongly indicated by the activity shown by the public utilities, the interstate commerce commission, and Governor Martin of Oregon, who has called a conference at Salem to prepare a report for the I. C. C. hearing at Grants Pass about September 26.

her daughter, Mrs. Shippe and Mrs. Hardest.

George and Jean Swift, of Salem, Ore., who have been visiting for the past two weeks at the home of their aunt and uncle, Mr. and Mrs. Ray Parker, left Friday on the Shasta for home to return to school.

YONCALLA

YONCALLA, Sept. 21.—Mrs. Inez Hitchcock, Mrs. Merle Ferris, Mrs. Kellogg and George Kellogg transacted business in Roseburg Saturday.

Among those going to eastern Oregon deer hunting from here were S. A. Schlemmer, Ernest Thiel, Calvin Johnston, Reginald Johnson, George Edes, Harold Edes, L. B. Daugherty and Cassius Ryehard. Mr. and Mrs. Orval Schlemmer and Herman Mathis are visiting friends in Washington over the week-end.

Max Walker, who is with the United States navy is visiting his sister and family, Mr. and Mrs. Cody Long for a few days.

Mrs. Dorothy Wise of Roseburg visited friends and relatives here Friday.

Zeke Hollamon, of Fall creek, visited friends and relatives here Saturday.

Robert Johnson and Raphael Toner left Sunday for Monmouth, where they will enter their senior year at Monmouth Normal. Raymond Garrett, Jean Johnson and Beattie Wahm drove up with them. Howard Cornutt left Sunday for Corvallis where he will enter O. S. C. for his freshman year. Clarence Cornutt took him up.

John Geider of Coquille spent the week-end visiting at the L. B. Daugherty home.

Miss Dorothy Edes of Eugene spent Sunday here with her parents.

Charles Westenhiser is visiting relatives near Reedport for a few days.

Mr. and Mrs. Ray Smith are being congratulated on the arrival of a son, born September 14.

Mr. and Mrs. Phil Huntington of Marshfield visited friends here last week.

Mr. and Mrs. Joe Shupe of Cascade, Idaho, visited relatives here last week.

Mrs. Tjomaland and daughters, Inez and Edna, returned to her home at Gilmer ranch last week after spending some time in Cottage Grove.

Sylvester Rice of Oakland, Calif., visited friends here last week.

Mr. and Mrs. Ben Huntington and daughter, Lucille, and Mr. and Mrs. Phil Huntington made a trip to Newport last Sunday, crossing all five new bridges during the day.

Mr. and Mrs. Edward Kelso and

Mr. and Mrs. Nathan Crowe attended the funeral of Mr. Crowe's mother, held in Cottage Grove, Sunday.

Mr. and Mrs. Dunn returned to their home in Bend, Ore., last week after visiting at the M. M. Shields home for a month.

Mr. and Mrs. Mulkey of McMinnville spent a short time here Saturday, bringing their daughter here, where she will teach the commercial course in the local high school.

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