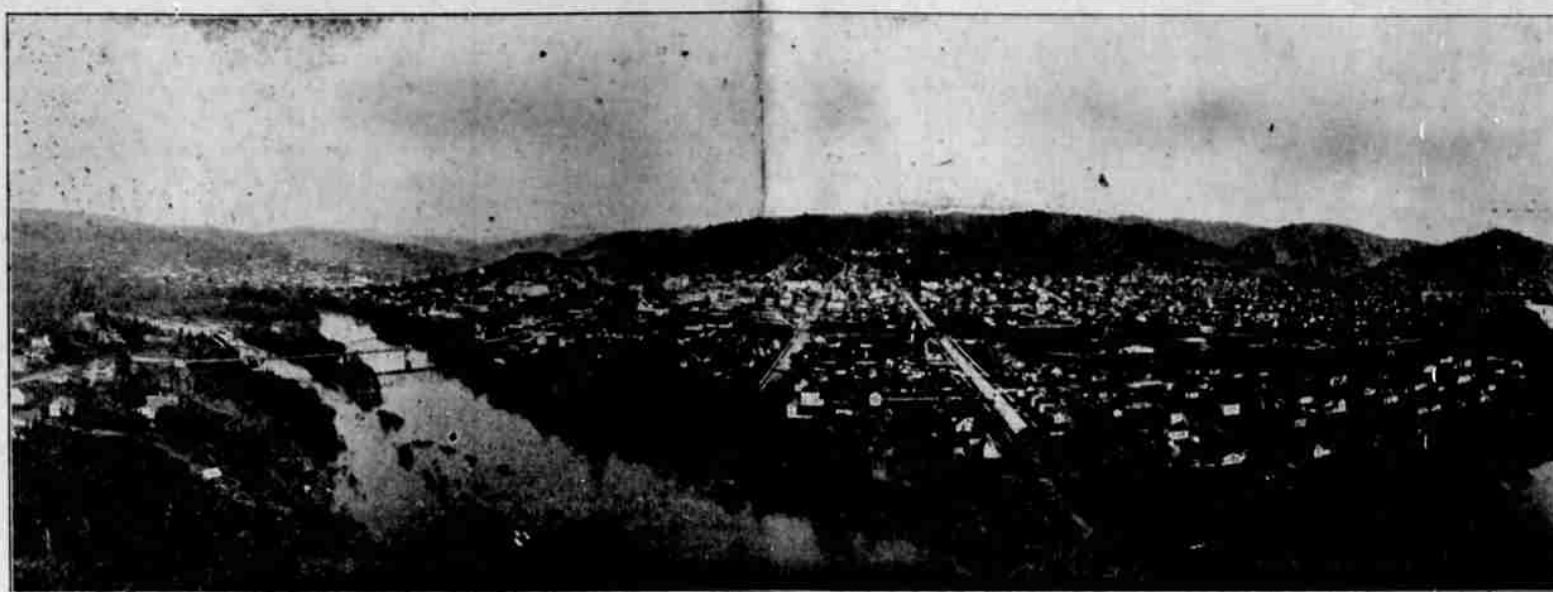


Oregon Industrial Progress

Oregon City—\$300,000 viaduct over river dedicated. Completes Pacific highway.
Vernonia to get electric power.
Prineville ships six cars livestock.
Wallowa to have municipal skating rink.
Astoria—Southern Pacific expend \$100,000 enlarging round house.
Maple Valley places 180,000 turkeys on market.
Grants Pass—Crescent City highway to be surfaced at cost of \$10,000.
Ashland considering plans for fine artist hotel.
Road to be built along Minto trail from Detroit to Niagara in Marion county. Will cost \$100,000.
Santiam valley land owners discuss 800 acre irrigation project.
Corvallis raising money for \$200,000 hotel.
Umatilla county to build market and from Butter creek to Sheridan side.
Hillsboro building \$12,000 Baptist church.
M. B. Woodcock heading Corvallis new building project.
Julesburg—Western Union mine shows signs of \$200 copper ore.
Government spending hundreds of thousands of dollars hunting and poisoning predatory animals but, allowing hundreds of thousands of live stock die of starvation and freezing.
Oregon Growers to erect canneries in Salem and Newberg.
Silverton—Lumber company preparing to operate two camps near town.
Malheur has secured to \$20 a ton many parts of the west and if the water keeps cold fatalities in live stock will increase.
Corvallis Elks to erect \$50,000 hotel.
A cargo of 152,000 boxes of Oregon apples recently shipped to United Kingdom. It was record shipment in this state.
Within 12 hours after great Astoria fire almost every light and power station out of burned area in Astoria served by the Pacific Power and Light Co., was receiving uninterrupted electrical service.
Several fine new business buildings completed or under construction in North Bend.

Panorama View of Roseburg—The Metropolis of Douglas County



Building for the Future

If there is one public question in which every citizen should interest himself, it is the building of highways. With an automobile for approximately every six or seven people in these western states, the subject of roads is a family question.
Strange as it may seem, when it comes to laying hard surface state highways, the principles of road building that have been demonstrated as successful in cities where streets carry the heaviest traffic, are not given consideration. All classes of road paving experiments have been carried on at the expense of the taxpayers.
Experiments are necessary but millions of dollars worth of untested road construction should never be permitted to go down on hundreds of miles of highway.
California has learned this lesson by dear experience. With some \$70,000,000 expended for state highways it now finds itself faced with a maintenance charge for repairing and rebuilding its concrete road system, almost as large as the original cost of the roads.
Granting that these roads were built under the experimental stage,
(Continued on page 26.)

Bandon—Modern tourist hotel to be open by February 1.
Marshfield—Mountain States Power Co. expends \$80,000 on improvements here.
Prairie—Standard Oil lets contract for service station.
Portland—Old Star theatre building to be replaced by \$30,000 structure.
Toledo—Southern Pacific to build \$10,000 depot here.
Helix—\$60,000 union high school to be constructed.
Bend—\$70,000 pipe line contract awarded to supply city with water.
Bandon—Coos and Curry Tel. Co. to make \$42,000 improvements in local system.
Junction City—Cannery to be enlarged and new concrete and tile warehouse constructed.

Portland will expend \$3,000,000 for improvement of water system and for sewer and street improvements in 1923.
Southern Pacific constructing three new buildings at cost of \$50,000, at Brooklyn yards.
Our mines are great silver producers and utilizing this metal to stabilize foreign paper money is a worth while subject for study.
The report of Secy. Hoover, Dept. of Commerce, discusses the Transportation Act of 1920 and disproves conclusively the fiction that the government in any manner guarantees railroad earnings. The 5-3-4 per cent adjudged as a fair rate by the Interstate Commerce Commission has never been

earned by the railroads. Voluntary consolidation of systems is considered as a means of utilizing rolling stock to better advantage and building up weaker systems. The subject of freight rates and the wage question in our top heavy system of regulating transportation by national as well as 48 state commissions is also discussed.
Southern Pacific Company has just let a contract for 7,000 additional freight cars, to cost \$6,000,000.
First crude oil was produced in our country in 1849.
You would not go to a blacksmith if you wanted your watch fixed, then why go to a speculator when you want to invest your money?
In fight for tax reduction, the nation is at last awakened to danger of continued issuance of tax-free securities by cities, counties, states and nation.

The assets owned by all types of insurance carriers in this country were estimated for 1920 at ten and one-half billion dollars. Approximately 25 per cent of these assets were invested in high grade mortgages and 55 per cent in stocks and bonds.—Oregon Industrial News Bulletin.
There seems to be a skip between the time California is finishing her spring crop and the beginning of shipments in the Seattle territory. We are several weeks earlier than this latter section, and I have observed that the first shipments from Seattle are eagerly sought for at high prices, leading to the belief that, coming on just ahead of this, we should strike an unusually good market. Like many other perishable crops, lettuce has some wonderful records as to profits—as well as numerous failures. The story of the Cherry Lanes Orchards, Lewiston, Idaho, with its 1921 crop of 36 acres with gross sales of \$1000 per acre exemplifying the bonanza feature, while Florida, during the

past few months, having lost an early crop amounting to thousands of acres, pictures the other side. I have taken the matter up with some of the best posted and most reliable dealers in the country, and it is the general opinion that the crop would prove profitable here.
In order to have the crop mature at the proper time, about the last of May, it is necessary to force the seedlings, either in hotbeds or greenhouses. In order to have good plants to set outdoors in early March it is necessary to sow the seed at once. Field rows should be about sixteen inches apart, and the plants a foot apart in the row, requiring about 28,000 plants to the acre. Extra large heads are not the most desirable, the favorite size being slightly over one pound in

weight, and very solid. It requires four to five dozen of this size to fill a crate. Yields of 600 crates have been obtained, but, allowing for culls, and plants which do not head, three hundred to four hundred crates is considered a good yield. During the past year Western head lettuce has sold in the city markets at price varying from \$3.50 to \$7 per crate. Allowing for the cost of production, crating, and transportation, it would seem that the crop could be sold at a price netting the producer a fine profit. The crops require intensive cultivation and fertile soil. Commercial fertilizer is a great help in growing this crop, and by its use nearly any good bottom soil will grow fine lettuce. Another important feature of the crop is that it is a quick one, requiring only about three months.
Now important question—Do you like to grow garden crops, providing they are profitable? Have you suitable soil and the necessary labor to grow the crop?

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ROSEBURG NATIONAL BANK BUILDING

Lettuce Growing Profitable

By FOSTER BUTNER

Always willing to promote whatever appeals to him as having possibilities in line with the growth and prosperity of this section, The News-Review management has generously donated this space for the purpose of allowing me to present to the farmers something which I believe worthy of their serious consideration.
During the past few years head lettuce has become one of the most popular staples in the fresh food line. Thousands of cars, from various sections of the country, are required to meet the demands of our great city markets. The Imperial Valley of California is producing 15,000 acres this season. This section will be followed by Los Angeles and vicinity, and, later on shipments will go forward from points thru northern California. During the past few years the section around Portland, especially Troutdale, has gone into the business. The Puget Sound country around Seattle ships thousands of cars, their season lasting until the hot summer months when the mountain sections of Colorado, Wyoming, and Idaho supply the demand. While quality is of prime importance in all food products, it is the dominant factor in the disposition of head lettuce. Market reports frequently show that prime lettuce is selling from five to seven dollars per crate, while the same size package containing inferior leafy stuff, is difficult to dispose of from 1.00 to 1.50. This is merely another way of saying that the folks living in our cities crave fine lettuce, and that the price is no object.
Can good lettuce be grown in this section? Ask any grocer in Roseburg. During the past ten years some of the finest head lettuce I have ever seen—and I am familiar with the commodity—has been produced in the vicinity of Roseburg.
Is the lettuce crop profitable? My answer to the question is identical with the one I would give were the same query put to me regarding Broccoli—it all depends—the man—the weather—and the markets. Having grown lettuce here successfully a number of years, my opinion is that any good farmer, with a sandy loam, fertile soil, can produce excellent crops. One of the essentials in production of head lettuce is cool nights. It will not head in warm, murky atmospheres. Now as to markets; I have given the matter considerable attention during the past year or two, and learn that it is considered one of the most profit-

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