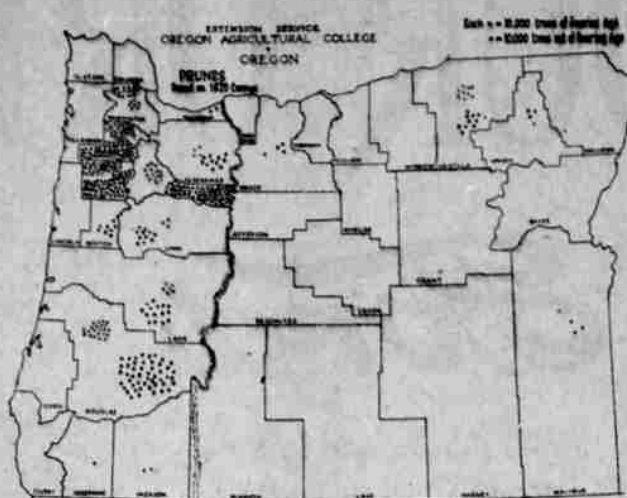
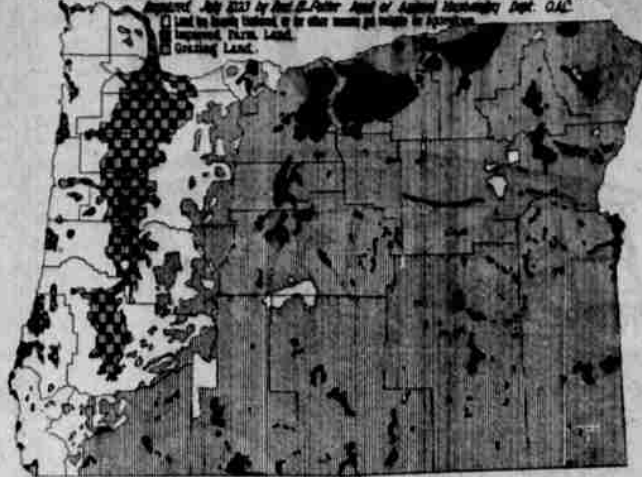


DOUGLAS COUNTY RANKS HIGH IN AGRICULTURAL SURVEY

MAPS PREPARED BY OREGON AGRICULTURAL COLLEGE

MAP SHOWING GRAZING LAND AND IMPROVED CROP LAND IN OREGON



Average Milk Production Per Cow



WITH THE CUT-OUT OPEN

By RAY D. ATER

Chas. Tinware Lockwood, the local silver king, who made Henry clip three or four inches off the top of the new Ford cars so that he could easily distinguish the new ones from the "old ones," is going to pep up 1926 sales by moving his "motorized meal ticks" into a modern home. Charley says between players at the ancient game of golf and sellin' Fords keeps him pretty well occupied during the torrid summer months (especially as Chas. is fond of the former); but then, who can work when a perfectly good "gutta percha" is crying for attention? Anyhow, Charley says that he is sure that folks will soon be buyin' Fords like shoes—one for each foot.

Frank Hills, star salesman for Ford's Famous Flyers, has recently signed up with the local Officers Reserve bunch as a "second foot" and he recently appeared at one of their functions in a brand new "osier's uni."

Frank is heart and soul behind the local post of the American Legion, too, and is always "arin' to go" when there's work to be done for a good cause and when it comes

to sellin' Fords that boy Frank is the "hardine's sister."

Roy Catching, who not so many years ago was just a common everyday automobile mechanic, is now looked upon as one of the most successful auto dealers in this neck of the woods. Roy, as he is familiarly known, has a good line of cars in the Hudson-Essex combination, and since moving to his new location on Rose street, is makin' 'em sit up and take notice.

Dee Howard, the Spynlike foreman of Jim Newland's Dodge factory, has worked so long on the Dodge Brothers product that he can now look at a "sick one" and tell the owner all about the "ailment" without as much as "feeling the pulse" of the patient with a monkey wrench. When it comes to things mechanical Dee, like Mr. Edison, is a wizard.

Hasket Baker, who, when he isn't tootin' a big horn in the Douglas County Concert Band, sells Buicks for his "pa," is taking a correspondence course in mechanical mathematics, says that he can now figure out just what to do with the

used cars he takes in on trades—his answer is "burn 'em."

Bill Broadway, salesman de lux for the Star car whose rose-hued face reminds one of a harvest moon in full bloom, to use the vernacular of the street, is "knockin' 'em dead" selling this little twinkling car that derives its name from the beautiful heavens. Bill is so rapturously good natured that prospective motor owners with whom he comes in contact order Star cars like some folks do bananas—all in a bunch.

Fred Powell, the motor-wise salesman for the Better Buick, is certainly goin' good these days from a sales standpoint. Fred has been in the motor game locally for a good many "moons" and is considered as "authority" along auto row. He sure knows his "gears" when it comes to putting over a sales talk and he generally brings home the proverbial bacon. Which doesn't make Mr. Baker, so mad.

Glenn Taylor, who is one of the old timers in the auto game here, is said to have taken up the new dance craze known as the Charles-

ton so that he can keep in good physical trim during the slack winter season. Glenn is now selling Hudson-Essex for the Catching Motor Company and also acting in the capacity of book keeper there.

Jim Newland, managed by his son Maurice, has certainly put the Dodge car over in great style. When Jim started the auto sales business in a little shack on Cass street the Dodge Brothers car was quite youthful. Jim admitted he didn't know so very much about the game at that time, but talk to him now since he has erected his modern garage; most anyone will admit that Jim has learned a lot about selling cars since his beginning. There isn't a thing he don't know about selling Dodge cars now and the number of machines he has caused to be placed in the hands of satisfied owners—proves the statement. Eh, Jim?

L. L. Col. Jones, the beau brummel salesman for the C. A. Lockwood concern aside from his duties as a Ford "peddler" by day, is a city fireman by night and it is said that Stanford is attempting to influence the city dads into trading the fire truck in on a new Ford.

Garry Rapp, who helped invent the Star car is going to have a startling announcement for the general public in the very near future. Just what he intends to do with the Star we hesitate to say, however, Garry is going back to

the factory for the express purpose of "overseeing" the new "job."

Earl Durb, parts salesman and general manager for Chas. Lockwood, is growing so corpulent that Mr. Lockwood was forced to secure more commodious quarters for Earl and his Fords. It is a known fact that "easy flowing conversation" is not an aid to reducing. Therefore Earl hasn't a chance to grow gracefully thin and hence the new quarters.

Mr. Hansen, the new Chevrolet dealer, has startled the local automobile "barns" of the community by broadcasting the fact that he intends to keep at least 20 good used cars on his sales floor at all times. Most all the "wise ones" thought the man was non-com-munus in that respect—but he is still doing business at the same old place and seems happy at that.

Old Man Mac McMillan, former owner of the Home restaurant and later part owner of a poultry market, has quit pickin' chickens for a living and is now managing the Rose garage. Aside from the auto storage business Mac says he sells a good brand of tires and also keeps an expert tire repair man. Mac is always up on giving service in any line of business he happens to be engaged in.

We invite the most critical investigation as to our boundless natural resources.

SUTHERLIN

Sutherlin is a city of 700, on the main line of the Southern Pacific railroad, 14 miles north of Roseburg, the county seat. It has electric lights, paved streets, water and telephone systems and an efficient fire department. The city has an accredited high school, with well organized graded schools. It is the home of Sutherlin academy with 133 pupils, and is the headquarters of the Southern Oregon Conference Association of the Seventh Day Adventists.

It has Episcopal, Methodist and Presbyterian churches, and lodges of Odd Fellows, Rebekahs, Modern Woodmen and Brotherhood of American Yeomen. It has a cooperative fruit growers' association with a large warehouse, a completely equipped cannery, with a drying and spray manufacturing plant, and a large box factory. It has a bank, drug store, hardware store, hotel, meat market, lumber yard, two garages, blacksmith and harness shops, groceries, newspaper and the usual complement of mechanics.

Considerable farming is done in the valley, the principal industry being fruit and berry raising. The valley is well set to apple, pear and prune trees and to loganberries and blackberries.

It is on the Pacific highway and

besides the usual passenger trains on the railroad there are several passenger bus lines that pass through the city. The citizens are progressive and law-abiding and a hearty welcome is extended to homeseekers. Land can be bought reasonably from several bonded real estate men, who have been licensed by the state for the practice of their business.

Sutherlin has a free auto camp ground, where light, wood and water are furnished.

The Sutherlin valley runs east and west and contains many flocks of full blooded sheep, and the yearly wool clip brings many dollars into the pockets of the ranchers.

DRAIN

Drain is situated in the "Heart of the Hills," midway between Cottage Grove and Oakland, and also midway between Eugene and Roseburg, on the Southern Pacific railroad and the Pacific highway. The nearest road and most direct from the Winchester bay country on the Pacific ocean joins the Pacific highway at this point.

The ranches adjacent to Drain supply the market with wool, mohair, cream, eggs, baby chicks, veal and turkeys. The lumber industry is still in its infancy here, there being thousands of acres of avail-

able timber within the surrounding territory.

Drain has a free camping ground for tourists, while the Cold Springs, one mile north, and the Boswell Mineral Springs, two miles south are patronized by thousands of travelers.

Drain is the third largest town in the county, and has four general stores, three garages, two blacksmith shops, two confectionery stores, two saw-mills, two churches, hardware, drug and variety stores, meat market, two barber shops, printing office and weekly newspaper, a cannery, feed store and moving picture theatre. Various lodges are represented here and we have an active civic club and a chamber of commerce. A fine up-to-date hotel takes care of tourists that may come in by the four daily stages each way and the five daily passenger trains each way. We have two doctors and one dentist.

This city is so well protected by the hills that we have very little wind, and our elevation above sea level is only 283 feet. Our climate is mild and equable.

Drain has a standard high and grade school with a competent corps of teachers, the proper education of the young people of the locality being particularly demanded.

Send a copy of the News-Review New Year edition to your eastern friends. Ten cents a copy—wrapped, ready to mail.

OVERLAND

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