

ROSEBURG NEWS-REVIEW

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HARRIS ELLSWORTH
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ROSEBURG, OREGON, WEDNESDAY, MARCH 20, 1929.

ANYONE who knows how hard it is to buy a good meal of fried clams near the coast, or to obtain nice large olives in Corning, California, the olive town, will understand the feelings of a person interested in broccoli, coming to Roseburg and finding inferior or colored heads of broccoli displayed in the local stores. The local store displays of broccoli are the show windows for the county. It is not the intention to say here that broccoli is being displayed to disadvantage. There are fine displays of broccoli in our stores. This is merely a word of suggestion with this very obvious thought in mind: Douglas county's broccoli must maintain its reputation for quality. Our quality of production is low compared with that of cauliflower and broccoli sections of southern California. Douglas county quality, however, cannot be surpassed, and that reputation for quality must be preserved. Reputation may be made or destroyed by word of mouth. Tourists who pass through Douglas county may carry the praise of our broccoli to great distances, or they may condemn it over a wide territory. It all depends upon the impression they secure regarding the industry during the brief time that they remain in this county.

Last year during the broccoli season a Myrtle Creek hardware store kept a crate of high quality, fresh broccoli in the display window every day. The crates were changed whenever there was any appearance of discoloration or wilting. Thousands of tourists stopped to inspect the crates of broccoli and discuss the beauty of the pack and the high quality of the product. They received a good impression. An entirely different impression is gained if poor heads or discolored heads are displayed. There is ample sale for the lower broccoli grades. When properly cooked who could tell a great difference? The point is that impressions, even impressions of taste, are largely controlled by appearance. The best impression possible to create for the broccoli of Douglas county is highly desirable.

POEM FOR THE DAY

BY LOUIS ALBERT BANKS

HERO STUFF

The Associated Press carried this news story Feb. 15, 1929, from New York:
"A frail woman hurled herself across a seven-foot gap three stories in the air in a futile attempt to save an aged man from burning to death."

"Mrs. Della Rooney saw her neighbor, Charles Bitter, 65, with his clothing afire in his apartment across the air shaft last night. Climbing out on the fire escape she leaped across the opening barely grasping the railing of the opposite fire escape. Pulling herself up, she threw water on the victim and rolled him in blankets until the blaze was extinguished, but Bitter died within a few minutes."

Humanity's finest thing
About which men and angels sing,
I know it's sometimes weak and frail,
And will not face an angry gale,
And sometimes hard—of fibre tough,
But at its best, what hero stuff!
Such tales as this awake our song
And make us proud that we belong.

This world is full of hero souls
Who play through life but common roles;
Who, in a quick emergent hour,
Will sudden burst in hero flower.
How oft the railroad engineer
Will stand at post without a cheer,
And, in the wreck, will die alone,
But keep his honor safe—his own!

I know that men are sometimes bad,
And oft their weakness makes us sad,
But many climb to heights of good
That glorify our brotherhood.
The heroes in our attic rooms
Will oft display life's sweetest blooms,
It is our birthright from our God—
The finest thing on all earth's sod.

God bless the heroes all unknown—
The roses in the shadows blown—
Who breathe their fragrance on the air
In sweetness like a whispered prayer!
For all these silent hero ranks
We raise to God our grateful thanks,
And pray that in our time and place
—We, too, stand firm in hero grace.

EDITORIALS ON
THE DAY'S NEWS

(Continued from page 1)

buying new ones. That is where the trouble started.

But wait. "You ain't heard nothing yet."

It seems that no sooner had the college boys got themselves adequately tagged as college boys by the simple device of leaving off their hats than all the time drivers and shipping clerks and office boys, wishing to strut forth in the guise of college youths, left off their hats also. So you could no longer tell a college boy from one who wears his living merely by looking at his head.

Can you feature that? The nerve of some people!

ing off their hats, went back to wearing 'em again. Or at least the press agent for the hat manufacturers says they did.

The tale proves one point, which is worthy of some attention. It isn't the women, with their foolish fashions, who do all the wrecking of established business. The men take a hand at it now and then.

SPECIAL SERVICE TONIGHT

A very interesting program is being offered tonight at the Christian church in connection with the special revival services now in progress. J. R. French, of Oakland, will give one of more songs, while the congregational singing will be conducted by Hollister Miller, of the Eugene Bible college. The sermon will be preached by Dr. S. Earl Childers, professor in the Eugene Bible college, and pastor of the Christian church at Springfield.

B.K. disinfectant to put in the drinking water for young chicks and turkeys is sold at Wharton Bros.

OUT OUR WAY



Do You Know Your Own State?

Excerpts from "Oregon Geographic Names" by McArthur, which explain the origin of names of geographic landmarks throughout the state.

TODAY: BELKNAP CRATER

BELKNAP CRATER, Deschutes and Lane counties.—This is one of the important features of the Cascade Range, and lies just north of McKenzie Pass. The crater and its enormous lava fields are easily seen from the McKenzie highway and produce a spectacle that is awe-inspiring to say the least. The crater has an extreme elevation of about 7000 feet. It was named for J. H. Belknap, an early resident along McKenzie river, and a son of S. Belknap who developed Belknap Springs.

BELKNAP SPRINGS.—It is Belknap located these springs in November 1893 and conceived a plan for developing them. He also was interested in the toll road that was built over McKenzie Pass in the early '70s.

TEXAS COMPANY KEEPS GAS PRICES AT LOW MARK

(Associated Press Lead Wire)
PORTLAND, Mar. 20.—All service stations today had posted the new 22 cent price on gasoline, although there was still some variance in the wholesale rates.

The General company, which sold at low cost to dealers yesterday had raised its wholesale price today to 16 1/2 cents, leaving the Texas company the only distributor or selling at 10 cents wholesale. Officers of the Texas company were to arrive here today from Los Angeles and announcement of the firm's future policy was expected.

FRIENDLY SUIT ON HIGHER EDUCATION BOARD OPPOSED

(Associated Press Lead Wire)
SALISBURY, Ore., Mar. 20.—Frank J. Miller, of Albany, member of the board of regents of normal schools, said today that he would not support Governor Patterson's friendly suit to be started in the courts to determine the question of the validity of the Bell-Schulmerich bill creating a state board of higher education to supplant the present three boards of regents of the state university, the state college and the normal schools.

Miller said he had in mind such a suggestion to the governor, but understands now that the governor thinks the action unnecessary. He

By Williams

LOCOMOTIVE'S PULL RIVALED BY CLOCKS

In the little wheels, weights and springs of 3,000 clocks which regulate operations of a great railway is stored power sufficient to haul a heavy passenger train at sixty miles an hour speed, according to S. A. Pope, supervisor of time service for Southern Pacific.

More than 3,000 clocks used by the company range from the lowly alarm clock which awakens the dining car chef to his responsibility for preparing coffee for the company's patrons, to the highest type of precision regulators with which train and engine men compare watches before leaving terminals.

To operate these 3,000 clocks a surprising total of power is required in the form of weights and springs, the motive power for each clock representing an average force of six pounds, or a total of more than nine tons.

The total "clock power" used by Southern Pacific is almost equal to the starting pull of one of the company's 170-ton Atlantic type locomotives. It represents sufficient power to haul a train of ten Pullman cars, each weighing 75 tons, at a speed of sixty miles an hour on level track.

"The average locomotive," Pope said, "who experiences difficulty in keeping one or two family clocks properly on time might well stand aghast at the task of attending our 3,000 clocks. Clocks of the highest type are checked every day with signals originating in the government observatory at Washington, and what are known as standard railway clocks are not permitted to vary in excess of five seconds from standard time."

Move to New Home—

Mr. and Mrs. Ward O. Cockerham of Driver Valley were in Roseburg visiting with relatives yesterday afternoon. They have moved to their new home, which has just been completed and which is one of the attractive new homes in Driver Valley.

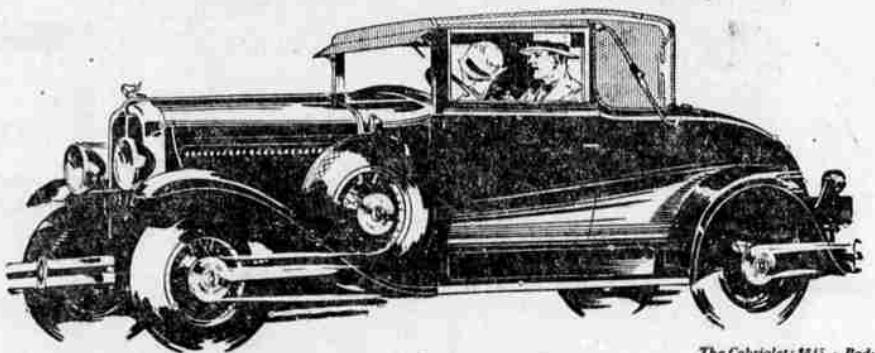
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its big car performance wins their highest respect.

The New Pontiac Big Six makes its strongest appeal to just such forward-looking people—people who appreciate the finer things in life. Oakland created it to enable these progressive people to step up the quality of their automobiles without departing from the low-priced field. A glance and a ride will tell you how completely Oakland has succeeded. You don't have to lift the hood to get the story.

Prices \$745 to \$895, f.o.b. Pontiac, Mich., plus delivery charges. Bumpers and rear fender guards regular equipment at slight extra cost. Check Pontiac delivered price—they include lowest handling charges. General Motors Time Payment Plan available at minimum rate.

ROSEBURG MOTOR COMPANY

Oak and Rose Streets

Roseburg, Ore.

THE NEW
PONTIAC
BIG 6 at \$745
PRODUCT OF GENERAL MOTORS

READ THE STORY, THEN COLOR THE PICTURE

The Tingles eyed the funny man, as here and there he lightly ran. Then Scanty whispered, "He's a odd. His head is made of cane. This little mine's his house, no doubt, but I should think that he'd cut out. No one could ever find him if he'd fall down in a hole."

Then Clowdy added, "I hope he's just as friendly as can be. He'll make a real good playmate if he find that he's kind. Let's all jump out and shout 'Hello' and very shortly we will know just who this little fellow is. Come on, if you don't mind."

"Oh, he can't hurt us," Clowdy cried. He then jumped to the crowd man's side, and with a friendly smile, said, "Greetings, little man. We have not come to start a war. Let's all get friendly, here and now. If you are looking for some fun, we'll help you all we can."

"Well, howdy, kids," the coal man snapped. "I guess, like you, you boys are trapped down in the

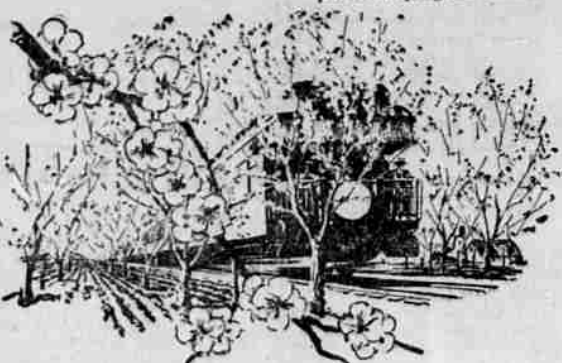
cray coal mine. But I know how to get out. Now, all of you stand where you are. I'll whistle for another car." And, as he whistled loudly, all the hunch began to shoo.

They heard a rumble begin over by, and Clowdy then began to cough. "Thank goodness," he exclaimed, "we're going to move. This stuffy place!" The car then darted into sight. This rather pleased such tiny little fellows. Then the car sat down, a smile on each one's face.

"All hop aboard!" the coal man cried. "We're going to take a little ride. But wait! Will someone push the car?" And Clowdy yelled, "I will!" "Me, too," spoke Clowdy. "I will be fun, to give a ride to everyone." They shortly pushed hard and started as a little hill.

(An accident happens in the next story.)
(Copyright, 1929, NEA Service, Inc.)

Blossom-time in California. Just south of San Francisco, your train bears you through the great Santa Clara Valley, where nature has put on her spring-time costume.



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in California
—and only a day away

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