

S. P. EXCURSION TRAIN GOING TO GLENDALE MAY 1

Southern Pacific to Provide
Many Comforts for the
Visitors at Lumber
Jubilee.

Guard Will Be Kept Over
Lunches and Personal
Effects of Passengers
During Festivities.

Operation by the Southern Pacific of a special excursion train to Glendale leaving Roseburg early on the morning of Wednesday, May 1, was announced an excellent and very economical way for residents of Roseburg to attend the jubilee. The special train offers many inducements and attractions as a means of transportation, as the railroad company is not only arranging to take the crowd to Glendale but is also providing for the comfort of the guests during the time they are there.

It is planned to leave Roseburg about 7:30 a. m., and, as the train will have a clear track, it should reach its destination about 10:15 a. m., giving ample time to secure positions for the big street parade, which is scheduled to start promptly at 11 o'clock. The train will be spotted on the tracks in the Glendale yards and will be accessible during the entire day.

This feature alone is one that will be of great importance to the Glendale visitors. The train will afford a convenient and central place in which to rest and relax for short periods of time, and this is particularly possible as the train will be so spotted that it will afford a view of the Glendale streets where the activities of the crowd may be observed.

J. E. Clark, local agent, states that a special watchman will accompany the train and that celebrants may leave their lunches and other belongings in the cars until needed. There will also be an abundance of cool water provided in the coaches.

The train will leave Glendale about 4:35 p. m., returning to Roseburg about 7 p. m., which will

be in ample time for all who desire to attend the concert to be given by the Los Angeles Philharmonic Orchestra, which visits Roseburg on that date.

Those who do not care to return on the excursion train, may come back on train No. 14, which leaves Glendale at 9:05 p. m.

The fare for the round trip will be only \$2.35, which is the sum usually charged for one way.

In view of the fact that this fare is less than cost of making the trip by auto, many local people will undoubtedly go by train rather than make the trip by car.

CITY COUNCIL OF GLENDALE MADE UP OF PROMINENT MEN

Glendale, which was incorporated in 1909, has been extremely fortunate in the type of men selected to head the various administrations that have directed the city's affairs since it was first organized. The first mayor of Glendale was M. T. Chase, who was assisted by J. L. Winchel, recorder; John Guth, treasurer; and D. N. Fish, Ambrose Newhall, Frank Plotner, Ens Wall, councilmen, and William Totten, marshal.

Since that time there have been many of Glendale's leading men in the various official positions, but all have given their best service in the city's interest.

Mayor J. H. Brown is now at the head of the city's affairs, having the able support of W. L. Lesh, recorder; Lester Neamole, treasurer; I. H. Smith, Bud Moore, Gilbert Olsen, R. W. Stephens, C. D. McFarland and J. O. Lyntal, councilmen. George Olinhouse is marshal.

These men are deeply interested in the city's welfare and are giving a great deal of time to provide an efficient and progressive administration.

WILL OPERATE GARAGE

The new garage building being constructed by A. G. Clarke will be ready for occupancy within a few weeks. It has been leased by a Forest Grove firm, which will put in a complete line of machinery and equipment for handling all automobile service, storage and repair work. The construction is in charge of Sig Ash, Glendale contractor.

EXTENDING MAINS

Extension of the south end gas mains to include the camp grounds at the south entrance to the city, was announced today by M. R. Brown, manager of the local gas plant. The construction of the new main will be started at once, an extension of approximately two blocks being necessary. The camp grounds has contracted for service and several of the residences are also to be connected to the new main.

EQUIPMENT OF NEW GLENDALE MILL SAID TO BE BEST IN NORTHWEST

The equipment installed in the new mill at Glendale is declared to be the most modern and up-to-date to be found in any sawmill in the Pacific Northwest. Albert Snyder, president of the company, made a very thorough study of the leading mills of the coast before he drew up the plans for the Glendale plant.

The mill was planned by A. Lustig of Portland and will produce between 100,000 and 125,000 feet per eight-hour shift.

The log pond, an artificial one, will easily accommodate 500,000 to 600,000 feet of logs. Provision has been made for delivery by railroad as well as by truck.

The mill is entirely motorized. General Electric motors being used exclusively. The log deck is built to handle 5-foot logs and is provided with a log stop and a five-arm, 12-inch Simonsen turner, as well as a 12-inch rigger, both built by the Sumner Iron Works. The carriage, also a Sumner product, is equipped with three 72-inch blocks, with hand-taper attachment, for handling 32-foot logs, with a trailer having one 72-inch block that will permit the handling of 50-foot logs.

A Sumner nine-foot band mill will handle the largest fir and sugar pine logs, the saws used being 12-gauge, 16-inch Simonsen. There is a space of 45 feet between the head saw and the 10-inch Portland Iron Works' edger. The edger was brought from the company's old mill.

Back of the edger and at the end of the mill are the 40-foot slab slasher and the 42-foot, air-controlled automatic trimmer. Alongside the slab conveyor, under the mill, provision has been made for a lathe mill.

From the trimmer the lumber drops onto live rolls and is delivered to the sorting chains. The remanufacturing plant is located here and such material as needs re-sawing or further edging is delivered to the ten-inch Prescott saw and the four-inch P. S. M. D. edger by live rolls and is then delivered to the sorting chains.

The sorting table is 200 feet long. A close segregation of sizes and lengths will be made and lumber carriers will be used exclusively. Copco Supplies Power

Electric power will be supplied by the California Oregon Power company. A hook-up has already been made. As stated above, all electric motors are furnished by the General Electric Co. All reduction gears are supplied by D. O. James of Chicago.

The boiler room is equipped with two 72x18 boilers with Dutch ovens. Steam from these will be used exclusively for the dry kilns, when completed.

The mill building is set on concrete piers, as are also the founda-

only fifty people living there and the Sol Abraham mill was the only industry.

For the past 25 years he has been engaged in the timber business, together with insurance and real estate, and has given a great deal of his time to the work of assisting in the development of the city.

ROSEBURG MEN MOVING BUSINESS TO GLENDALE SOON

"The Hub" will be the name of the new billiard parlor and confectionery to be opened soon in Glendale by Grants Baker and his son, Boyd, who have secured quarters in the new Glendale hotel, in which Mr. Baker is a part owner.

At present they are operating a confectionery in the Rose hotel, but will move the stock and fixtures from the Roseburg location and will add billiard tables and equipment to provide a place for entertainment.

They will install a fine, electrically cooled fountain for serving soft drinks, and will also carry a complete line of candies, confectionery supplies, magazines, etc.

Mr. Baker and his son have been in their present location in Roseburg for about one year.

MINING RESOURCES NEAR GLENDALE ARE SCARCELY TOUCHED

One of Glendale's resources that has so far been scarcely touched is that of mining. The hills and mountains of that vicinity are known to hold untold development. Several years ago mining was started in a very profitable manner, but no big development projects were carried on, and with the activity in the mining industry on the coast in recent years work at the present time has practically stopped and many of the claims have been abandoned. A new project is now being developed at Perdue, where important operations are in contemplation during the coming months.

Eat barbecue sandwiches and live forever. Brand's Road Stand

GLENDALE HAS PRIDE IN NEW SCHOOLHOUSE

Building Erected Recently
at a Cost in Excess
of \$55,000—Well
Equipped.

Well Qualified Instructors
Employed—Fine Record
Made in Athletic
Efforts.

One of the finest small school buildings in the state of Oregon is located at Glendale, which recently abandoned its old schoolhouse to occupy the new building constructed in the summer of 1926 by L. W. Metzger, Roseburg contractor, at a cost exceeding \$55,000, exclusive of furniture and equipment.

The building, which is located close in on a well-drained slope, is 80 by 136 feet in size and two stories in height. It is built of reinforced concrete with heavy wood floors. The exterior is of smooth concrete finished with Bay State paint, giving a special and attractive finish to the attractive structure.

The auditorium has a clear floor 40 by 60 feet in area, which is used for gymnasium purposes as well as for general assemblies and meetings. Ample bleachers furnish seating capacity for several hundred people.

There are 12 classrooms, each well ventilated and heated and well adapted for study and recitation purposes.

The building was designed by Architect John Tourtellotte of Portland.

The heating plant is located in an annex to the basement; steam heat being used throughout the entire building.

No expense has been spared by the district in equipping the school in the best manner possible. A fine commercial department is maintained where bookkeeping, stenography and other business subjects are taught. There is an electric kitchen and sewing room for the home economics classes, electric sewing machines being used in this department. There is also a complete chemical laboratory for the use of the chemistry classes.

Well Qualified Staff
The teaching staff is made up of well qualified and experienced instructors.

H. J. Swann is principal. The

high school teachers are Edna English, Oro M. Bagley and Helen Rostwald. The teachers in the grades are Florence Johnson, Elma Archambeau, Helen Godfrey, Mrs. M. Wunsch, Ida Frank and Mildred Scott.

The high school has an enrollment of 55 and the grade school has 152 pupils.

The school board is composed of W. H. Lesh, chairman, C. J. Sether, clerk with A. A. Snyder and H. S. Stephenson as directors.

Fine Athletic Record

The Glendale school has made an excellent record in athletics for a number of years. Prof. Bagley is the coach of the teams and football, basketball and baseball are the major sports. The team this year went through the county tournament staged at Ashland, where they progressed to the semifinals. An exceptionally strong football team was turned out this year, despite injuries to star players early in the season, greatly handicapping the team.

Baseball is now being started, a fine diamond being laid out in front of the school building, where the boys may practice regularly.

PAVING PROJECTS TO BE REVIVED IN THE NEAR FUTURE

At the time Glendale experienced her disastrous fire the city was just getting ready for a big paving campaign, plans having been completed to pave all of the main streets. Due to the heavy losses sustained by business men and other residents it was not thought that it would be advisable to go ahead with the improvement at that time and expend the money required.

Recovery from the fire, however, has been very rapid and the project for street paving is now being revived. The exceptionally heavy traffic that will be occasioned by the increase in population and industrial activity makes improved streets very necessary and it is very probable that paving will be laid within the near future on the principal thoroughfares.

Tonight at 8:15, 50 funmakers will celebrate "Wedding Without Women" at Junior High Auditorium. LaVerne Hawn will tell about Copco and Rudy Ritzman will dance the plumber's waltz. Ladies, ladies, ladies.

Buick 4-passenger coupe, 1928 model, for sale by Roseburg Motor Co. Oakland and Pontiac dealers.

'THE SMOKEHOUSE' AMONG OLDEST OF GLENDALE FIRMS

The name "Smokehouse" is synonymous with tobacco and smokers' supplies in Glendale, for whenever a person thinks of one, the other immediately comes to mind. "The Smokehouse," conducted by J. A. Dewey, is one of the oldest business establishments in Glendale and enjoys a wide reputation.

Mr. Dewey became a resident of Glendale in 1904 and established the business in 1908, originating the name, which is now known all over the state as a "Resort for Men."

The Smokehouse carries a complete line of cigars, tobaccos and smokers' supplies, together with soft drinks, fountain service and candies. A pool hall and cardroom is located in the rear of the quarters occupied by the business.

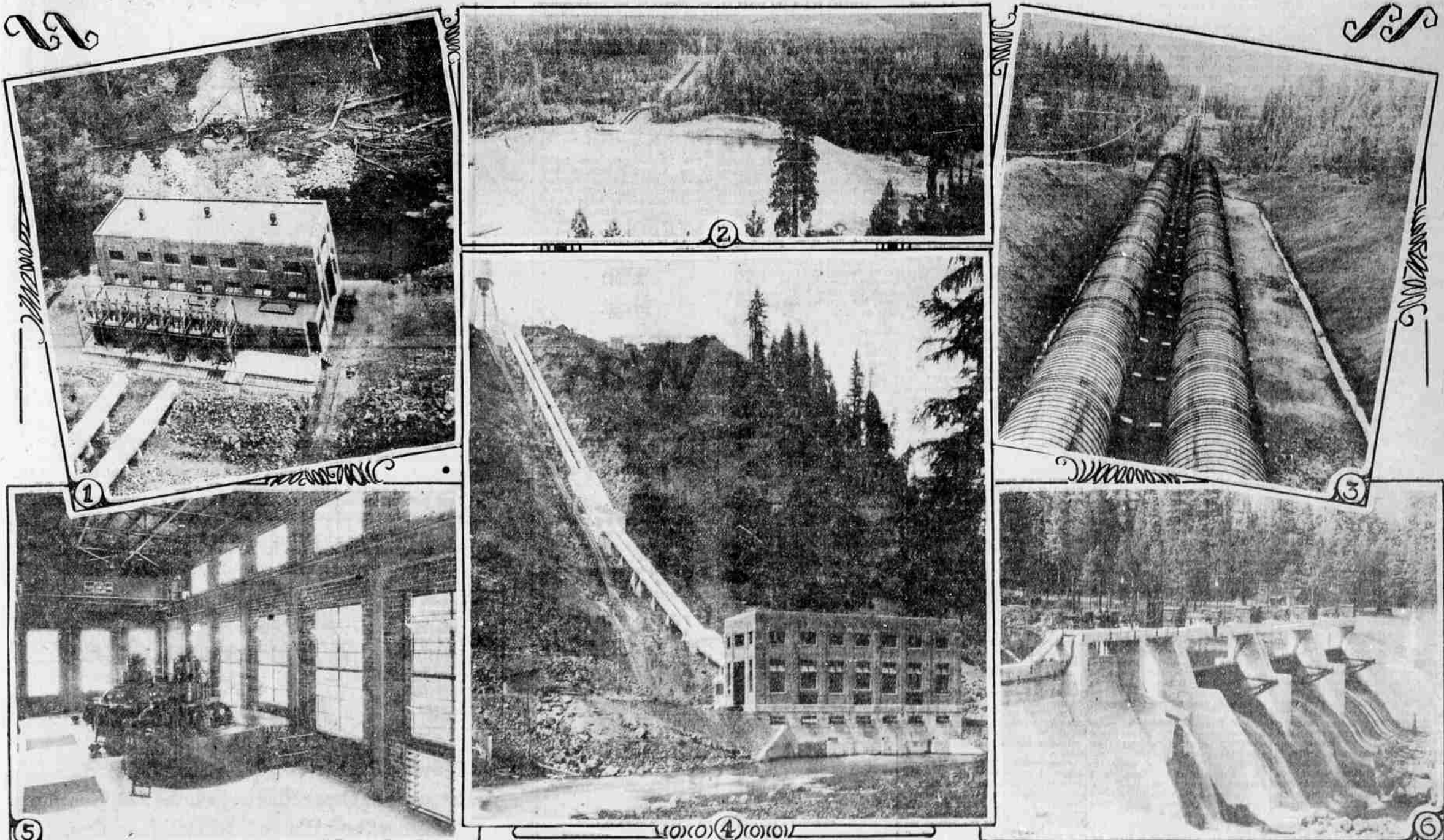
GARRETT AND SON HAVE EXCELLENT SHORTHORN HERD

C. O. Garrett and son, W. B. Garrett, operating a farm near Glendale, have one of the finest purebred Shorthorn herds in the state of Oregon. These fine animals have been displayed at many of the fairs and livestock exhibitions and have attracted widespread attention. Only recently a fine bull of a high blood strain was added to the herd. The Garrett farm consists of 40 acres of bottom land situated on the paved road leading into Glendale. A large part of the place is under irrigation.

C. O. Garrett for eight years has been in charge of Douglas county's exhibit at the state fair and the Portland Livestock Exposition, assisting the county to win many prizes for the excellent displays presented at these shows. He gives a great deal of his time to the task of gathering specimens for exhibition purposes.

We have the latest labor-saving machinery installed in our new shop; our mechanics are trained by Chevrolet Motor Co. Come in for a free inspection. Hansen Chevrolet Co.

Prospect No. 2, Oregon's Largest-Hydro Electric Plant, Part of Copco System



1923 marked the completion of Prospect No. 2, The California Oregon Power Company's new plant on Rogue River, 47 miles from Medford. (1) New Prospect No. 2 generating station located on the North Fork of Rogue River. (2) Forebay, showing wood stave pipe line and surge tank in background. (3) Wood stave pipe lines leading from forebay to penstocks, approximately 3000 feet in length. (4) New Prospect No. 2 power plant, showing steel penstocks and surge tank at top of gorge. The surge tank is nearly 100 feet in height. (5) Interior of new Prospect power station, showing two 16,000-kilowatt generators. (6) Concrete diversion dam which diverts the water to concrete lined open canal, nearly 7000 feet in length, which connects with the forebay.