

CENTRAL POINT HERALD

BY GLEASON & BACON.

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GOVERNMENT SOIL REPORT.

Apples and pears are the principal crops of the valley and the excellence of these fruits has made the region widely known both in this country and foreign markets. Some of the smaller fruits, vegetables and hay are also grown, but the production of these crops are not sufficient to supply home demands, and large quantities are shipped in annually. Such is the interesting statement contained in the soil survey report made some time ago by experts of Bureau of Soils, Department of Agriculture, of the Medford area, in Oregon, containing 544 square miles or 348,160 acres of valley and adjacent hill and mountain lands in the central part of Jackson County.

The report continues: "The soils of the area are numerous and fall principally into two classes, residual and alluvial. All of the mountain and foothill soils are largely residual but include some colluvial material, and varies in texture from fine sandy loam to a clayey adobe. Practically all of the soils except those occurring in the treeless districts, known as the "desert", are covered with a heavy growth of trees and brush. Irrigation is not extensively practiced, its development having been retarded by the cost of installing a satisfactory system and by the attitude of farmers toward such undertakings. The prices asked for orchard land, although apparently high, are, it is stated, justified by the returns secured when orchards are given proper care. The price of land not set in fruit trees is high, and has tended to restrict the agricultural development of the valley to the production of fruit."

The report contains a full description of the different types of soils of the county and the agricultural conditions and prospects. The report will be illustrated by a map in colors showing the different types of soil and their locations, every church, schoolhouse, farm house, town, settlement, road and stream in the county.

While a small amount of alfalfa is grown in the area, the soils will yield from 2 to 5 tons per acre. The Medford gravelly fine sandy loam has proven admirably adapted to alfalfa without irrigation, with a yield of from 4 to 6 tons per acre being maintained regularly year after year.

The truck and vegetable crops have been neglected, a large supply of the demand in this area having been shipped in by express. In this connection the report says: "There is absolutely no reason why the product imported should not be grown with-

in the valley. The soils and climate conditions are favorable, and the only requirements are an extensive development of irrigation facilities and a movement to divert a part of the energy of the farmers along new lines. Apart from early fruits and vegetables shipped in from other sections, as the climate does not favor an extremely early production of fruits and vegetables, the valley could well afford to be a shipper of this class of produce rather than an importer."

The report states that strawberries do well on the heavier granite soils near Ashland, and upon the floor of the valley, except the adobes and upon the lighter members of the soils of the Agate series. Their production is successful upon the soils of the creek bottoms but will mature a little later than on the higher soils.

NEW RATE LAW SAFE AND SANE

One of the railroad commissioners in prophecy says of the newly enacted initiative rate law that it will make a "killing" for the railroads, another of the commissioners says the law is "meaningless"; the Portland press holds a brief for the railroads that it will "confiscate" the small road, while the manager of a 16 mile road preaches that the measure "will restrict" the movement of traffic because of the high rate it imposes. All this is but the delirium of an excited imagination,—mere moonshine.

The Canadian commission law imposed on the railroads that they should file a maximum standard rate basis above which neither the law nor the railroads might go, but the law prescribed no limit below which the minimum rate might be fixed and provided for a flexible rule for the investigation and determination and the fixing of absolute lesser rates than the maximum.

The interstate commerce act invests its commission only with maximum rate powers and leaves the railroad free to establish rates below the maximum which the commission may prescribe, but any rate so fixed is open to attack.

The initiative law embodies the same principle of the Canadian law and the commerce act in that it merely provides a maximum basis but does not fix an absolute rate, hence it cannot make a "killing" for the railroads, "confiscate" their property nor "restrict" the movement of traffic, and as it is phrased in the simplest terms possible it is not "meaningless" unless simple English is so.

The fixing of a maximum rate by the interstate commerce commission does not require that the carrier must revise its entire schedule of rates, but it needs only to revise the specific rate or schedule involved in the order. The only present revision required under the initiative law is the class rate schedule based upon the first class rate and the carload rates are automatically made in connection with the current classification of rates.

The interstate commerce commission says "the fairest test of reasonableness of rates is earnings per car mile" and under this test and by way of illustrating the initiative law the following table is inserted showing the car mile earnings, the reduction in rates to the shipper, and the increased net profit to the carrier, by the consolidated shipment under the percentage rule of the law. It is assumed the shipment moves 100 miles and is compared with a less than carload rate of \$1.00 for 100 pounds.

Table with columns: Weight, Rate, Amount, Earnings, Percent, Total. Shows comparison of carload vs. less-than-carload rates.

per mile to move a 100 less-than-carload shipment 191 miles, while shipments in 100,000 carload lots can be moved from one to one and one-half miles per ton per mile. It will thus be observed that the relationship in the percentages prescribed by the law between the 100 pound shipment and the carload shipment follows a conservative intermediate line, and yet provides relief to the shipper and a wide margin of profit to the railroad.

That the principle embodied in the law is correct any person can prove by the application of the law to himself as a transportation agency of which the railroad is but an amplification, being a human invention with limitations and operated by human intellect. For instance a person making 30 trips daily between two given points at a wage of \$3 per day would receive 10 cents per trip, and at public hire for the carrying of goods his charge would be based on this requirement. If he carried one ounce a trip, the charge would be 10 cents per ounce, \$1.50 per pound, and if he carried 100 pounds per trip, he would carry it for one-tenth of one cent per pound. This is the simple but basic principle by which freight rate schedules must finally be prescribed by law, and this is the principle which the people adopted in the uniform rate bill.

Tested by every common sense rule of cost and profit and the principles of transportation incorporated in the initiative law, it is a safe and sane measure, if fairly and honestly applied by the carriers, it will produce all the revenue to which they are entitled, and do this without any radical revision of the current rates. The law does not say the railroad must apply the maximum percentage rule to every commodity under the present ratings for less than carload shipment. The law merely prescribed that the railroads "must not exceed" this percentage, but leaves both the carrier and the railroad commission free to fix absolute rates below the maximum prescribed by the act.

THE DIVINING ROD.

The United States Geological Survey states in Water-Supply Paper 255, entitled "Underground Waters for Farm Use," just reissued, that no appliance, either mechanical or electric, has yet been devised that will detect water in places where plain common sense and close observation will not show its presence just as well. Numerous mechanical devices have been proposed for detecting the presence of underground water, ranging in complexity from the simple forked branch of witch hazel, peach or other tree to more or less elaborate mechanical or electric contrivances. Many of the operators of these devices, especially those who use the home-cut forked branch, are entirely honest in the belief that the working of the rod is influenced by agencies usually regarded as electric currents following underground streams of water—that are entirely independent of their own bodies, and many people have implicit faith in their own and others' ability to locate underground water in this way.

In experiments with a rod made from a forked branch it seemed to turn downward at certain points independent of the operator's will, but more complete tests showed that this down-turning resulted from slight and, until watched for, unconscious muscular action, the effects of which were communicated thru the arms and wrists to the rod. No movement of the rod from causes outside of the body is detected, and it soon became obvious that the view held by other men of science is correct—that the operation of the "divining rod" is generally due to unconscious movements of the body or of the muscles of the hand. The experiments made show that

these movements occur most frequently at places where the operator's experience has led him to believe that water may be found.

The uselessness of the divining rod is indicated by the facts that it may be worked at will by the operator, that he fails to detect strong water currents in tunnels and other channels that afford no surface indications of water, and that his locations in limestone regions where water flows in well-defined channels are no more successful than those dependent on mere guess. In fact, its operators are successful only in regions in which ground water occurs in a definite sheet of porous material or in more or less clayey deposits, such as pebbly clay or till. In such regions few failures can occur, for wells can get water almost anywhere.

The only advantage of employing a "water witch" as the operator of the divining rod is sometimes called, is that crudely skilled services are thus occasionally obtained, for the men so employed, if endowed with any natural aptitude, become thru their experience in locating wells shrewd, if sometimes unconscious observers of the occurrence and movements of ground water.

A copy of the report may be obtained free on application to the Director of the Geological Survey, Washington D. C.

PINES NOT GOOD FOR TURPENTINE

Experiments just completed by the office of products of the United States forest service in Portland on the Whitman national forest, in Northeastern Oregon, have developed the fact that the present market values of resin and turpentine would prohibit the starting of the industry in the pine forests of this state.

The experiment consisted in tapping the trees and collecting the oleo-resin according to the best practices in the large turpentine regions of the Carolinas and Georgia. The pitch was drained into cups, and was gathered every three weeks during the summer season, and a comparison with the yields obtained in similar experiments conducted by the forest service in Southern California, Arizona and Florida was made on a weight basis.

Classifying the yield of crude pitch from the long-leaf pine of the south as 100 per cent, the Arizona, experiments yielded 80 per cent, the California experiments yielded 71 per cent, and the Oregon experiments yielded 38 per cent of the Florida yield.

As results of experiments in Southern California and Arizona, it is said that experienced turpentine orchardists of the South are contemplating the leasing of national forest lands with a view to establishing this industry in those two states.

The director of the census is preparing to issue complete figures on agricultural production of this state for 1909. He finds that Oregon produced crops in that year to the value of \$49,041,000.

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CENTRAL POINT DRAY LINE.

D. L. GRIM, PROP. All kinds of Hauling. Freight handled, baggage transferred, moving, etc. All orders receive prompt and personal attention. For Day Calls Phone Central Point Lumber Company.

Our Drain Tile Is In Demand

A car load was recently delivered to parties near Talent and we have many inquiries from interested landholders in different parts of the valley. The wise man is always quick to investigate any proposition to increase the earnings of his land and the use of tile in drainage work has been proven a distinct advantage. JACKSONVILLE BRICK & TILE COMPANY.

CUTLERY advertisement for Rogue River Plumbing & Hardware Co. featuring silverware, coffee percolators, and holiday presents.

Home to the Folks advertisement for Southern Pacific, offering one and one-third fare for Christmas and New Year holidays.

Plumbing advertisement for Wm Hammet, featuring an illustration of a bathtub and text about bathroom plumbing services.

Freeman & Wiley Company advertisement listing various vehicles and farm implements, including a detailed illustration of a wire mesh fence.