

CENTRAL POINT HERALD

BY GLEASON & BACON.

AN INDEPENDENT local newspaper devoted to the interests of Central Point and the Rogue River Valley.

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WOULD HELP SOME TO

BUY TICKETS HERE.

We believe that practically all citizens of Central Point are willing and anxious to help this city in every way they can and that most of us gladly inconvenience ourselves a good many times that the city may be benefitted in some small way. That a large majority of the people would rather spend their money in Central Point than any place else even if there was some slight disadvantage to themselves in so doing. And yet through carelessness, thoughtlessness or some other inconsideration many of us oftentimes do our city an injustice when we might just as well turn the act to a credit instead.

An instance that has lately been brought to our notice in which any one is apt to make a slip that will do downright injury to our city and at the same time be of no practical benefit to ourselves is in the matter of buying railroad tickets. Probably not many of us consider that it matters much where we buy a ticket for a railroad journey. Most of us figure that we have to pungle up about so much to the railroad companies anyway and no great matter whether we spend it in Central Point or some other station. Whether we buy a ticket one way only or ask for a return and by the latter way spend twice as much at the local station. And yet if we stop and consider for a moment we can all readily see where we make a mistake in this. It is more a matter of carelessness, we believe, than any intention to do injustice to our city that if any of us happen to be going on a long journey we buy a local ticket to Medford or some other station and then from that station get the long distance transportation and leave the bulk of our coin with some other office than our local station. This outside and not speaking of when a short journey is taken a ticket can be bought with return privilege and thus leave all the money at the local station.

Yet we all realize, if we consider for a moment, that the amount of money taken in at any station of the Southern Pacific company or any other transportation concern will have considerable weight in determining the amount of money that company will spend in improvements on its yards, buildings, etc., at such a point. This is only natural. We can all see the justice and fairness of it if we look at it impartially. Quite likely, we think, if a certain city ask for a new depot one of the first considerations of the railroad company would be to consider the amount of business transacted at that station. It would seem to us to be good business so to do and whatever else we may accuse the railroads of, poor business methods for themselves have no place in the accusations.

Then, too, if a new time card is put into effect and our station is passed up by some particular train we may well sit up and take notice. Even we may register a post haste "kick" to headquarters and "holler" our heads off if we want to till the company take notice and make up its mind to consider us on the map. And after all it is not out of proportion to admit they have the right to consider first the amount of business they get from our station. We all consider that the Southern Pacific has sort of "done us dirt" in the matter of a new depot and in some other

respects and still a good many of us are just as unfair to the local station as is the company.

In this matter of buying tickets from our local agent whether it be a long or short trip it would seem to us to be the thing to do from a business standpoint. It won't cost a cent more here and if the money is credited to some other office it gives that office just so much prestige over the home office. Whenever possible buy a return ticket rather than a one way and let the local station have the full credit of your trip. It would be a matter of no inconvenience to yourself and taken all together and practiced universally it would be a matter of considerable importance, don't you think?

We are told that all the money taken in at the local station is banked at the local banking house so that besides giving the station credit of handling more money the financial institution of the city will get a fair amount of credit from the transaction. Both these items will tend rather to a better showing to our community you will admit.

Sometimes it is necessary to take a train at the local station and then change to some other train at a nearby point in which case it is usual to buy the short ride ticket at home and the long route transportation where the transfer is made, whereas we are of the opinion that arrangement could be made so the entire transportation could be purchased at home and all the money paid through the local office and bank without any extra inconvenience on the part of the traveler.

This ought to be worth considering from a personal benefit standpoint. It is of no particular difference to the company more than that it has been proven in many instances that they show a much greater willingness to do things for a station doing a big business than for one of lesser importance. We and our city get more direct benefit from this plan than the railroad company—or at least we stand a better chance of doing so.

Think the matter over if you have a trip in mind and see if it doesn't appear reasonable that you will be doing some benefit to your city and fellow citizens by asking the local ticket agent to secure your transportation for you. On any kind of a trip—long or short—ask about the return trip ticket and get it if you can, thereby leaving all the money to the credit of the local station.

We have a good, clean little city entitled to all the support we can possibly give it and while this may seem of small consequence at first glance, it can be worked out to a great deal of advantage if it is given some attention.

Plans are complete for the Oregon Irrigation Congress, to be held in Portland January 9, 10 and 11, which will be attended by many from all parts of the state. Not only has there been an excellent program arranged, but there will be plenty of entertainment for the delegates. Two banquets are scheduled.

Oregon county school superintendents in convention at Salem last week took steps to encourage the country life movement among the school children of the state. They asked that the State Fair be held later in September to give more time for preparing school exhibits. It was also decided to foster poultry raising and several superintendents will try to get every pupil in their counties to raise not less than thirty chickens or ducks.

TREES!
TREES!
TREES!

I have a choice lot of D'Anjou and Bartlett pear trees for sale. These trees are home grown, from good stock, well matured, and true to name. Any size you want. Nursery two miles north of Central Point.

J. Frank Gregory
R.F.D. 2. Central Point, Ore.

CITRUS CROPS ARE
MENAGED BY COLD

California Fruits Are Damaged to the Extent of Millions of Dollars.

Los Angeles.—Freezing weather, such as southern California has not experienced in 20 years swept down from Tehachap's top on the great orange belt of San Bernardino, Ventura, Riverside, Los Angeles, Orange and San Diego counties.

Thousands of men were out battling the cold, in an effort to save from damage the orange and lemon crops, which were valued at nearly \$50,000,000. What the loss caused by the freeze is cannot be estimated with accuracy, but it is serious; so serious, growers and citrus experts say, that it will have an appreciable effect upon the price of fruit.

Within a radius of 125 miles of Los Angeles, an area which embraces practically all of the important orange and lemon growing sections, smudge pots by the thousands smoldered or blazed, emitting dense clouds of smoke, which, it was hoped, would raise the temperatures within the orchards and groves sufficiently to prevent any further freezing of fruit on the trees.

According to the sales managers of various growers' associations, hardly more than a tenth of the orange crop has been shipped out.

Denver.—With Southwestern Texas in the grip of one of the worst snow storms in years and the temperatures for the state ranging from two degrees below to 33 above for the day, New Mexico clad in snow drifts from a foot to 40 feet deep and the mercury for that state registering from nine above to 35 below, the sweep of icy weather along the eastern slope of the Rocky mountains from Wyoming to the Mexican border shows no signs of abating.

PENNIES TO PAY FINES

Many Letters and Telegrams of Sympathy Received

Boise, Idaho.—Penny contributions to pay the \$500 fines assessed against R. S. Sheridan and C. O. Broxon, publisher and editor of the Boise Capital News, who are now serving a 10 days' sentence in the Ada county jail for contempt of court are coming by the hundreds from all parts of Idaho, and from a number of outside points.

Messages from many prominent progressives were received extending sympathy and support to the imprisoned men. Chief of these was a telegram from Colonel Roosevelt to Progressive State Chairman Gibson, extending his sympathy and admiration.

State Senator Dow Dunning, author of the plan to collect penny contributions, received \$10 from Colonel Roosevelt representing contributions from 1000 residents of Oyster Bay and other Long Island towns.

Taft Presides at Political "Wake."

New York.—President Taft presided here Saturday night at what he styled his own political "wake." He made the funeral oration over his political corpse; asked modest praise for the deeds that he did while he lived in the White House, recited at length the causes that led to his "demise," and attacked the enemies he held responsible for his taking off.

APPOINTMENTS TO
CABINET UNDECIDED

Princeton, N. J.—President-elect Wilson has made clear that nobody in the United States knew as yet who was going to be in his cabinet, or what could be the program he would suggest for the next congress. He declared he had not offered a single cabinet portfolio to anyone thus far, and had reached no conclusions as to plans for the extra session.

Mr. Wilson said that, while he had canvassed a variety of subjects and had talked over many names with democratic leaders, he had not given an intimation either as to his selections or his course with respect to legislation. He indicated, however, that he expected the extra session would not be devoted exclusively to tariff making, and said he would specify in a special message some of the subjects upon which he would like legislation.

The President-elect admitted he was finding the task of cabinet making difficult. He said he would delay announcements until he could name his entire cabinet.

British Consul Dead

Portland.—James Latidlaw, British Consul at Portland for the district embracing Oregon, Washington, Idaho, Montana and Alaska, and for 42 years a resident of this city, died of peritonitis at St. Vincent's hospital Sunday night, following an illness of ten days.

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And See How We Make

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"SAFETY FIRST"

"Trespassing on the railroad right-of-way is the greatest cause for railroad fatalities," according to the investigations of the Safety Committees on the ten divisions of the Southern Pacific. It has been found that more than fifty per cent of the accidents that occur on this road happen to trespassers.

The Safety Committees on the Southern Pacific were organized last June and since that time every accident of any description has been investigated by the committees and a remedy suggested to prevent a repetition.

Each of the ten divisions of the Southern Pacific has a safety committee that meets once a month to discuss the accidents of the past thirty days. A majority of these accidents are minor, such as mashed fingers and bruised limbs. "Safety First" is the watchword and the particular object of the meetings is to discuss methods of preventing such accidents.

Keeping the slogan "Safety First" uppermost in every employe's mind is a big part of the work of these committees. In the seven months that the safety committees have been in existence on the Southern Pacific hundreds of remedies have been proposed and accepted. Railings have been placed around machinery parts where there had been danger of the clothing of a workman being caught, and the difference shops of the company are now equipped with safety devices and such accidents are rare occurrences.

If a trainman walks through the yard and notices a draw-bar or some other heavy piece of metal in the way it is his duty to move, or have it moved, so the next person passing, who may not have such good sight may not fall over it. The safety committee goes after the little things just as earnestly as it goes after the big ones. The employe is cautioned to look out for the interest of his fellow employe as well as himself. The citizen who walks across the right-of-way in order to save a few steps is cautioned to walk where there is no danger.

Cross over at the proper crossing. Stop, Look and Listen before you cross. If these simple rules were followed the annual fatalities on the railroads of the country would be greatly reduced.

David Walker of the Meadows was a business visitor in this city Tuesday being here to do some trading with our local business houses.

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.

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Chafing Dishes, Coffee Percolators, Carving Sets,

Silverware, and an Elegant Line of

CUTLERY

From Which to Select Holiday Presents.

Rogue River Plumbing &
W. A. HENRY
COWLEY Hardware Co. RILEY

The World's Best Holstein.

To Creamelle Vale, a Holstein cow, owned at Dutchland Farm, Brockton, Massachusetts, now belongs the distinction of being the world's greatest milk producer. She has just completed a year's test, the result of which by official announcement shows the bounteous yield of 14,500 quarts 29,563 lbs. of milk.

Creamelle Vale has far outstripped all competitors. Her record exceeds that of her nearest rival, also a Holstein, by 750 quarts. Her best day's work was 54 quarts and her largest yield for one month totaled 1554 quarts.

To enable the famous Holstein to do her best and win a world's championship, no pains were spared in providing for her good health and comfort.

Specially-constructed stalls, furnished in summer with electric fans, kept her cool and restful. No flies were allowed to annoy her, and a faithful attendant looked after her daily needs.

Creamelle Vale is eight years old. Money cannot buy her, but her sons and daughters are sought at the highest prices, one promising season having brought the substantial sum of \$10,000.—Dumb Animals.

Oregonians aboard the special Royal Rosarians train that invaded California the past week made many friends for this state in the south. Their route was marked by demonstrations of welcome that proved the high regard in which the Beaver State is held and which will mean that Oregon will have a very prominent place in the 1915 exhibitions both at San Francisco and San Diego.

PATENTS

VALUABLE INFORMATION FREE
If you have an invention or any patent matter, write immediately to W. W. WRIGHT, registered attorney, Loan & Trust Bldg., WASHINGTON, D. C.

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