

CENTRAL POINT STAR

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Car Licenses for 1930 May be Had Now

People buying cars around this time of year and dealers who have been waiting for the 1930 license season will be happy over the announcement made last week by Secretary of State Hal E. Hoss, who has said that 1930 license stickers may be used on cars registered for the first time on and after December 20. In other words, people, having new cars or old ones not registered here in 1929 may apply for their 1930 registration and operate under it at that time. This action will tend to greatly expedite the giving of automobiles as Christmas gifts and will move a great many cars from the dealers' floors, according to reports that have come into the secretary of state's office from all parts of the state.

Another important announcement made by secretary Hoss is that sheriffs will issue temporary permits effective commencing December 20th, so that people who do not desire to mail their applications to Salem may secure temporary permits at their county seats. These will be good until the regular license sticker is sent to the applicant from Salem to be affixed to the windshield in the place of the temporary permit. A fee of 25 cents is charged by the sheriff for each temporary permit issued by him. In Multnomah and Marion counties, the Portland office at 69 Fifth street and the Salem counter in the State building will continue to serve those who do not desire to apply for license by mail.

People registering new cars, or cars not registered in Oregon in 1929 will be issued a windshield sticker and a set of 1929 metal plates while those who are re-registering will retain their 1929 metal plates and will receive only a windshield sticker as evidence of having paid the proper fee.

FARM POINTERS

Poach leaf curl causes a greater loss than any of the other diseases common in Northwestern peach orchards.

Dozens of bonfires, built on the sidewalks of New York, are used by fruit dealers of that city in protecting their stalls from cold weather at night. This unusual method was observed by prof. Henry Hartman of Oregon State College, who is spending the season in the east for the Medford Winter Pear Committee.

Recent studies by Geo. O. Gatlin, marketing specialist of the Oregon State college show that there are 145 cooperative organizations doing business in this state. An appraisal of the present situation and suggestions as to the trend of future development are contained in a bulletin just published and ready for free distribution, entitled "Cooperative Marketing and Purchasing in Oregon in 1929."

AT LAST A CURE?

Extract fluid from the spinal canal with a syringe reducing and finally eliminating the pressure. Restore the fluid by injection into the pectoral or any sizeable muscle.

And spinal meningitis is cured. In any event, a Rock Springs, Wyoming doctor has developed that weapon for use against a pernicious and heretofore too often incurable affliction. Idaho is interested having been scourged in various localities, and will undoubtedly investigate and make application if the effectiveness of the method shall prove to be as claimed.—Examiner, Montpelier, Idaho.

Pineapple may be colored and slightly flavored by dissolving red cinnamon candies in its juice and allowing the slices to stand in the juice for about four hours.

Red apple peeling may be cut and used as a garnish on salads.

STATE FIRE WARDEN GIVES SAFETY RULES

Recalling the regrettable disaster in which three young girl students of the Monmouth normal met a horrible death in a student's boarding and rooming house last year, when a warm-hearted house mother carelessly placed a "welcome home" candle in the window in too close proximity to the Christmas tree, and in the hope of avoiding the destruction of property through holiday carelessness, State Fire Marshal Clare A. Lee has designed and is sending out to the fire chiefs and press of the state a "Holiday Happiness Declaration" as a unique reminder of the dangers that lurk in holiday season decoration and festivities. The resolution is supplemented by a list of things to avoid in holiday preparations as a guide to a "Happy New Year because of a Safe as well as a Merry Christmas."

Intended for general observance in the home but especially applicable to church, school, lodge, or other places of general assembly where electric service is not available.

Avoid use of sperm or wax candles and tapers, especially where flame will come in contact with flammable materials, such as combustible decorations, Christmas tree boughs or evergreen foliage, curtains doll dresses, etc.

Where available use only electric illuminations, they are better, safer and cheaper in the long run. Be sure to have electric installations and lighting fixtures inspected and thoroughly tested by a competent electrician for defective insulation and short circuits before using.

Avoid paper shades on or close to electric light bulb and muffling of light bulb in tissue paper for colored light effect is highly dangerous. The imitation fireplace with lamp bulb buried in a mass of crinkly red paper should be especially avoided for the porous mass is such a retainer of heat as to give just the condition of combustion to convert the counterfeit fireplace into a real one.

Avoid use of flammable decorations, particularly paper, cotton and celluloid. Use instead glass baubles, tinsel and artificial articles and materials.

Avoid use of cotton batting or other flammable materials for artificial articles and materials. Avoid use of cotton batting or other flammable materials for artificial snow, especially in presence of open lights or flames. Use mineral wool and non-inflammable artificial snow.

Avoid flimsy and highly flammable materials for children's and grown-ups' costumes, especially in the presence of open lights or flames. In case flammable clothing or decorative materials are used, make them fire resistant by dipping them in a solution of ammonium phosphate: Fire resistive solution: Ammonium phosphate (commercial) 1 pound; water 1 gallon. Immerse materials in this solution, wring and dry. Will not injure fabrics and will make colors fast.

In case cotton used for Santa Claus' whiskers and decorations for his costume or for costume for children's plays in the presence of open lights or flames, make them fireproof.

Fireproofing solution for cotton, etc.: Two pounds of sulphate of ammonia; four pounds of chloride of ammonia, and three gallons of water. Apply with spray and allow to thoroughly dry. This solution will also supply a sparkling surface.

In case flammable materials are used for decorations, such as cloth, celluloid or paper (in spite of warnings) never attach them to electric light cords, fixtures or bulbs. They do and may catch fire.

For motion pictures in the home or bulbs. They do and may catch fire.

For motion pictures in the home or outside of regulation motion picture theatre be certain that film is of the non-flammable or slow burning kind.

Remove Christmas trees and all flammable decorations immediately after the holiday season as they are highly combustible and extremely dangerous and the slightest act of carelessness may mean life-long regret.

The Story of Oregon Rail Road Building--No. Three

Building of the railroad lines in Oregon through the Willamette, Umpqua and Rogue river valleys is the subject of an historical story entitled "From Trail to Rail" which is appearing each month in the Southern Pacific Bulletin, according to Purkepile, local agent for the railroad company. The chapter of the story appearing in the current issue of the magazine tells of the fight for supremacy made by the "East Side" and "West Side" companies in Congress and in the state legislature; of the advent of Ben Holladay into affairs of the railroads; of the "East Side" victory and completion of the first twenty miles of railroad from east Portland south into the Willamette valley.

Joseph Gaston, a resident of Jacksonville and later of Portland, organized the company which proposed to build a railroad on the west side of the river by way of Hillsboro, Forrest Grove and McMinnville to Corvallis. S. G. Elliott of California was at first associated with Gaston in making surveys, but later promoted a rival company organized for the purpose of building a road on the east side of the river through Oregon City, Salem and Albany to Eugene.

Government aid for the building of a railroad connecting Oregon and California was assured when Congress passed an Act on July 25, 1866, providing a land grant from a point on the Central Pacific in California through the Sacramento valley north to Portland. The California-Oregon railroad company, later acquired by the Central Pacific was named in the Act to build the California section of the road. There was at that time no properly organized railroad company in Oregon so the selection of a company to receive the land grant was to be made later by the state legislature.

Gaston began to organize the Oregon Central Company in September 1866, and during the session of the legislature in that year his company was named as the one to receive the land grant, and to build the railroad under the provisions of the congressional Act. His intentions to locate the road on the west side of the valley did not meet with the approval of several members of the company whose interests were on the east side. As a result a second Oregon Central company was incorporated in April, 1867 and then the governor, Geo. L. Woods, was chosen as president.

With this company Elliott negotiated a contract to construct 150 miles of the road purporting to represent an eastern capitalist by the name of A. J. Cook. He obtained \$2,000,000 of the company's preferred stock and bonds were to be issued him for the purpose of buying equipment and materials for the road. After several months in the East, during which time he obtained four locomotives, machinery and a small amount of building materials, on credit or by purchase with the company's bonds, he returned to Oregon and began construction on the railroad.

In the meantime Gaston had been given financial assistance though cash subscriptions and donations of land. Washington and Yamhill counties and the city of Portland voted to pay the interest on large amounts of bonds as soon as certain portions of work on the road were completed. With this help Gaston was also ready to start grading. None of the land grant would be received until twenty miles of the road had been built.

Gaston's "West Side" company "broke ground" on April 15, 1868, on a site at the upper end of Fourth street in Portland near the foot of Marquam Hill. The following day grading was started on the "East Side" road beginning at a point in East Portland not far north of where the Southern Pacific shops in Brooklyn are now located. Work did not progress far on the latter road until Elliott encountered financial difficulties and in September, 1868 his controlling interest in the contract to construct the road was acquired by Ben Holladay. For the next six years Holladay played the leading role in Oregon's railroad projects. During the summer of 1868 each

company attacked the legality of the other's existence. Gaston asked to have the rival company restrained from using the name of his company. It was mutually contended that each company was illegally organized. Neither company won any particular advantage until October, 1868 when the state legislature reversed the action taken by the same body two years previous and designated the "East Side" company as the one to build the railroad and receive the government land grant. It was held that the "West Side" company did not actually hold a right to the grant, since the legislature merely named the Oregon Central company in the designation it made on October 10, 1866 and that on that date neither company existed as a legally constituted organization. The fight was carried to Congress where Holladay won another victory from Gaston. After a feeble effort to continue work the promoters of the "West Side" company turned their attention toward other projects.

In the summer of 1869 Holladay marshaled his forces for the supreme effort to complete the first twenty-mile section of the road south from East Portland before the time limit set by the government expired on December 25. Aided by the earnings of his steamship company operating between Portland and San Francisco, he purchased locomotives rail and other building materials. More than four hundred men and several hundred carts and animals were put on the job. Three sawmills worked at full blast cutting out timbers for ties and trestles. The first rail was laid on October 28. The "J. B. Stephenson", first locomotive, made its maiden trip on November 11. In the midst of the big "drive" a partially constructed bridge across the Clackamas was washed away, wrecking the work of several weeks. But Holladay did not give up. Rain or shine, day and night, the road was pushed southward. On December 23 the last spike was driven and in the afternoon of the following day the locomotive was run over the rebuilt bridge to the terminus at Parrot's creek about six miles south of Oregon City. Christmas eve of 1869 found Oregon with the initial unit of what was to become one of its greatest railroad arteries.

Subsequent chapters of the story will tell of the completion of the road in 1887 and the building of other lines in the state that are now a part of the Southern Pacific.

BAD BOY

Little Emily ran into the house crying as though her heart would break.

"What's wrong, dear?" asked her mother.

"My dolly—Billy broke it," she sobbed.

"How did he break it, dear?"

"I hit him on the head with it."

THE EFFICACY OF PRAYER

A dark soldier was having a good deal of trouble getting a mule started. He coaxed and begged and finally sank to his knees and began praying earnestly, the Missouri flivver watching him intently. The moment he rose the mule started off at an easy pace without a word being said.

"What in the name of St. Swithin is the idea of that?"

"Well, suh," explained the dusky philosopher. "Ah's a pow'ful believer in the efficacy of prayer and when he knows that as soon as Ah gets de Lawd's forgiveness Ah'll jes' whale de tar outter im, so he nacherly gets started when Ah's fined prayin'."

ANOTHER METHOD

Salesman—You say you want ten neckties?

Fair shopper—Yes, my husband can pick out the one he likes and I'll send the rest to my brother.

MODERN PROBLEM

Angie—Have Mable and Dick got their divorce yet?

Mae—No, they haven't decided which parent the child is to have custody of.

FOREST RESOURCE SURVEY BEGUN IN NORTHWEST

How much timber is there in Oregon and Washington? How long will it last? What rate of cutting can the industries of this region maintain forever? How long can the U. S. supply its own needs for pulp wood, airplane spruce, furniture, hardwoods, etc? These and other like questions may be answered fairly accurately before long by a nation-wide survey of forest resources beginning in the Pacific Northwest. Eventually, the survey is expected to be carried out in all forested states if this country, according to Thornton Mungler, director of the Pacific Northwest Forest Experiment Station, Portland, Oregon.

At its last session, Congress included in the Forest Research Act (McSweeney-McNary) of 1928 provision for making a forest survey of the United States. Later, an initial appropriation of \$30,000 was made, which was allotted to the Pacific Northwest Forest Experiment Station to commence the survey in the Douglas fir region of Western Washington and Western Oregon. Plans have been shaping for this project for some months and actual field work, as a preliminary test of methods, started this month, commencing in Washington County, Oregon.

A group of technical men is being added to the staff of the Forest Experiment Station to conduct this project. Horace J. Andrews, senior forest economist, has been chosen to be the leader of the project in this region. Mr. Andrews has had wide experience for this position, is a graduate forester, has cruised timber in the west, including the Siskiyou National Forest, Oregon. Recently he has been with the Michigan Department of Conservation as state fire warden. For this department he organized the land economic survey of Michigan's Northern counties, a piece of work which foresters consider classic of its kind in this country. Mr. Andrews was in the air service during the war. He will report in Portland shortly after January 1.

Other members of the staff of the survey so far chosen are: R. W. Cowlin, associate forest economist; F. L. Moravets, junior forester; and Philip A. Briegleb, junior forester.

Bruce Hofman, long time logging engineer of the U. S. Forest Service, will assist in the survey during its beginning in questions of cruising, converting factors, accessibility, zones, etc. Announcements of further additions to the technical staff will be made shortly.

The headquarters of the forest survey will be in the Lewis Building, Portland.

LOCAL WOMEN WIN PRIZES NATIONAL CONTEST

Jackson county housewives had entries in National Contest.

Great interest has been occasioned among local housewives in the announcement from Chicago of the prize winners in the National Canning Contest held recently. Among the Jackson county women who had entries in the contest were Mrs. A. Milton Cass, Medford; and Mrs. John W. McBride, Central Point.

The grand champion winner in the contest was Mrs. Mary Hvass of Kenan, Wis., whose entry of a quart of peas brought her \$1250. Mrs. Hvass was awarded first prize of \$250 by the judges for the best entry in the vegetable class, and \$1000 as grand sweepstakes prize for the finest jar of food in the three classes of vegetables, fruits and meats.

The first prize of \$250 in the meat class went to Mrs. Dudley Brooks of Roba Red, Ala. for a jar of chicken, while Miss Margery Drew, of Athol, Mass., won the prize of \$250 on a jar of peas adjudged first in the fruit section.

In all \$5825 in cash prizes was distributed to 208 winners in the contest in which more than 25,000 women and girls from all over the United States had entries.

Mrs. Hvass is a veteran canner and puts up yearly between 600 and 800 quarts of food to cut living expenses. She had planned to put up ten quarts of peas for home use this year, but took extra pains with one jar which she decided to enter in the contest.

State Asks For Million Highway Bid

A million dollars worth of road improvements, nearly all of it to be done on the Oregon coast highway was ordered advertised for the January meeting of the state Highway Commission this week by commissioners during a conference with federal and forest officials.

Estimates of revenues showed that there will be available \$10,000,000 beyond the bond and interest requirements. Of this amount \$3,000,000 will be required for maintenance and \$7,000,000 for new construction and improvements.

In addition to its own road schedule, the highway commission allocated \$610,000 of forest funds available the coming year. Nearly all of the \$7,000,000 already allocated.

Projects ordered advertised for the January meeting on the Oregon coast highway will leave but 22 miles of road which has not been improved to a certain extent. This gap will consist of two pieces of which Douglas county will have 7.4 miles and 15.2 miles in Lane county.

An offer was received from Lane county that it would co-operate on the coast road to the extent of 25 per cent. Two of the January coast projects are in Lane county.

For the January letting the commission ordered advertised the Grenada south section of the coast highway, a distance of 6.4 miles. Another section is 3.7 miles from Sutton Lake north of Florence. In Lincoln county the Yaquina Bay-South Beach section and the south Ferry slip was ordered advertised and the North Ferry slip at Alsea Bay. The largest of the projects for January is the bridge across the Rogue River between Wedderburn and Gold Beach.

The last gap on the Ochoo highway was advanced to advertising in January. This is the section of 10 miles between John Day and Barnhouse Ranch.

Forest money allocation was as follows: Suislaw highway, \$50,000; Oregon coast highway, \$71,500; with \$83,500 from the state; Weston-Elgin, \$30,000; Soda mountain section, on Burns-Canyon City road, \$100,000; Willamette highway, \$36,000; Salmon River, \$65,000; Ukiah-Dale, \$62,500; with \$62,500 from the state; Heppner-Spray, \$29,000; with \$26,000 from the state; and Jefferson county, surveys, \$26,000 and maintenance, \$35,000. An additional \$76,000 for Willamette highway from the state was announced.

An offer was received from Marion county of \$100,000 in 1930 to be used on the north Santiam on a 50-50 basis. No action was taken on the offer. The next meeting of the commission will be held in January.

AND AWAIT ACTION

Two darkies died. The one who appeared first at the pearly gates was told by St Peter that his record was perfect and that he could have his heart's desire. "Now what will you have?"

"Well, boss," said the dark one, "I've always wished for a million dollars." and St. Peter handed over the money.

The other darky appeared a day or two later. He was told that his record was also perfect, and that he could have anything he wished.

"Boss, suh, just give me \$10, a pair of dice and an introduction to that nigger with the million dollars."

HOME, SWEET, HOME

Teacher—"Now children, today we are going to pretend that we are in a laundry. Johnny, what happens when a bucket of suds is brought in?"

Johnny—"Pa and ma sit around and get cock-eyed."

CAREFUL, GEORGE

She—Just think of it! A few words mumbled by the minister and people are married.

He—Yes, by george, and a few words mumbled by a sleeping husband and people are divorced.