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Crops Have Larger Value This Year

This year's crops in the United States were worth \$85,000,000 more than last year's harvest, despite a decrease of about 5 per cent in total production, according to the U. S. department of agriculture. The value of 50 leading crops is given at \$8,581,528,000 compared with \$8,495,788,000 last year. Principal increases in value are reported for hay, fruits, vegetables and sugar crops; decreases are for grains and cotton. The hay crop is valued at \$1,349,000,000 compared with \$1,240,000,000 last year; potatoes \$470,000,000, last year \$251,000,000; sweet potatoes \$80,000,000, last year \$71,000,000. The various other commercial vegetable crops combined are valued at \$322,000,000, last year \$300,000,000. The more important fruit crops show combined value of \$506,000,000 compared with \$480,000,000 last year. Grain crops show a value of \$3,800,000,000 compared with over \$4,000,000,000 last year; cotton and cottonseed \$1,426,000,000 compared with \$1,535,000,000 in 1928. The total value of Oregon's 17 most important field and fruit crops in 1929 is \$95,859,000 compared to \$82,153,000 last year, or an increase of 14.2 per cent, according to the Federal-State Crop Reporting Service. This increase is due chiefly to a large oats crop, a potato crop worth over 20 per cent more than last year, the only 60 per cent as large; an increase of over \$5,500,000 in all time hay and corresponding increase in wild hay. Among Oregon's principal fruit crops pears show a 95 per cent increase in value over last year and the dried prune crop is worth approximately six times what it was a year ago. These increases more than offset the crops which show a decline. Most important of these are apples the 1929 value of which is under two-thirds of 1928 value.

CHICKEN CANNING MAY BECOME REAL INDUSTRY

Expansion of the chicken canning industry, bids fair to develop another important market outlet for poultry. Nearly 2,000,000 lbs. of poultry were inspected at 11 chicken canning plants, says the U. S. department. It is thought that more poultry will be diverted from cold storage to the canning factory as this phase of the industry develops. With rigid inspection of the fowls used for canning, poultry raisers who seek to avail themselves of this growing outlet will find it necessary to keep their stock in A-1 condition.

OUT IN KANSAS THERE IS A SMALL TOWN

With most of the store windows boarded up, with the streets uncared for and everything about the place having the appearance of a deserted village—and that is what it is.

A few years back it was a prosperous, thriving village with good stores, good school, good churches and a general air of prosperity.

But the people listened to the siren of bigger bargains and cheaper prices of the mail order houses until the home merchants had to close up and move away.

Property values decreased and the taxes won't permit enough money to be raised to properly care for the city.

There are other towns in other parts of the country that are on their way to the same condition.

What happened to this town can happen to any town anywhere in this country. It isn't necessary to fight a town to kill it—just forget it, neglect it, rob it of the loyalty it deserves, and nature will take its course. No matter how large the town is, it must have the loyalty of the citizens to be prosperous.—Ex.

Low temperatures are best for cooking all kinds of fish.

NERVOUS CHILDREN WILL DO BETTER WORK IN LESS TIME

There are hundreds of thousands of nervous, underweight, fretful children spending five to six hours a day over their lessons in American primary schools who should have these hours shortened for their health's sake. And well-meaning parents of many of these are aggravating instead of helping their condition by insisting that they do added hours of "home work" to keep up with their classes. This is the situation as presented by Dr. Frank Howard Richardson, noted child health expert.

"Such a child will do far better in school, and will have a far better chance of being promoted to the next higher grade, at the end of a term of lessened school work and shorter school days than would have been the case had you persisted in keeping him there for the full, fatiguing day," says Dr. Richardson. "For the lightening of the emotional load, together with the tabooing of all home work will make possible a rested approach to his studies each morning which will enable him to accomplish more than was possible so long as he went to school each day unrefreshed after the fatigue of the preceding day's toil.

Even intelligent parents are often so anxious to see their child progress in school that they grow more and more insistent when he falls behind, not considering the fact that their own negligence in the matters of irregular eating, late hours, nagging and scolding may be the cause of the very nervousness, lethargy and under-nourishment which they are trying to combat, Dr. Richardson points out.

Few of the many children affected thus are organically deficient, he believes. The vast majority are suffering from bad health habits and home conditions which can only be corrected by plenty of rest and outdoor exercise.

MOTOR ASSOCIATIONS SEEK MORE AID FROM NATION

Organized motordom's case in support of increased expenditures on the part of the Federal government for assisting states in construction of highways has been placed before Congress, according to the Oregon State Motor Association which is taking an active part in the fight for increased Federal aid for road work.

"A brief has been filed with the House Committee on Roads by Thomas P. Henry, president of the American Automobile Association, outlining the motordom's appeal for an increase in the annual Federal Aid appropriation from the present amount of \$75,000,000 to \$125,000,000" stated Dr. E. B. McDaniel, Chairman of the National Roads Committee of the A.A.A. and President of the Oregon club. "The brief is in line with bills already introduced in Congress in support of increased Federal aid in the general economic progress of the nation."

Western states would benefit particularly through the increase in Federal aid and the amounts allocated to the Pacific coast states would be nearly double that at present, according to the Oregon State Motor Association which has taken the leadership among western motoring associations to secure this objective. The Automobile Association Board of Directors is on record in support of increased Federal Aid as is the Western Motor Clubs' associations, and the Western Association of State Highway Officials.

PRACTICE NEEDED

There wasn't a much tougher outfit in the whole state of Wyoming than the Flying V, and it was with some surprise that the cowboys gathered together and heard the boss proclaim:

"I want you boys to get your guns and practice up a bit."

"What for?"

"Well, we're goin' into Chicago with a train load of cattle in a week or two and we want to be able to at least hold our own."

Several local people who were obliged to operate cars on the highway, Tuesday morning had narrow escapes when their cars skidded on the icy pavements.

Gates Reviews Work of Mid-Pacific Empire

At this time of year when most business houses are taking inventory, I think it is a good idea that we who are engaged in commercial development work should also take time to review what has been done in the past and determine whether the policy adopted is such as will produce dividends for the future.

In reviewing the activities of the Northern California-Southern Oregon Development Ass'n. during the past year I cannot help but feel that the work that has been so far covered has given us a solid foundation upon which our consummated program will eventually be built.

We have made our organization an effective instrument and it is now looked upon as being the mouth-piece of the whole territory we represent by virtue of the fact that we have been able to bring about a coalescence of the communities of the Mid-Pacific Empire to better promote those things which are so necessary to guarantee a continuance of development and progress in northern California and Southern Oregon.

Our program to develop the mineral, timber, and agricultural resources of the region we serve and to provide adequate and cheaper transportation for same has the approval of the leading oil companies of the country, as well as many of the larger interests up and down the Pacific coast and it is very gratifying to us that these concerns have taken so prominent a part in helping us work out the many problems with which we have been confronted lately.

There is one thing certain, and that is, that our activities can continue to fulfill their useful purposes and maintain their effectiveness if we receive the same measure of cooperation in 1930 as has been accorded us in the year just past.

The efforts which were exerted to bring about the incorporation of Crescent City harbor, and this project is the main objective of our program, having produced results far greater than were anticipated. Incoming tonnage through Crescent City harbor showed an increase of 14.11% in 1928 over 1927, and sugar, canned goods, and many other commodities and food stuffs have been laid down in southern Oregon point, through truck connection with the port, at a considerable saving over existing freight rates by other means of transportation.

The publicity we have procured has, to great extent, been responsible for Crescent City harbor even in its present uncompleted state, justifying its existence through the increased ingoing commerce, and during the year ahead we shall redouble our efforts in order that it may be enlarged to permit the entry of ships of deeper draft which we feel will play an important part in the development of our natural resources.

Mining and timber interests have repeatedly told us that the development of our natural resources is retarded by the lack of transportation and it is the pledged duty of our organization, in order that adequate and cheap transportation be provided so that our resources may be developed properly.

There never was a time when the outlook was brighter in northern California and southern Oregon than at present, and it is my most sincere hope that before the end of the year, the northern California and southern Oregon than at present, and it is my most sincere hope that before the end of the year, the northern California-southern Oregon Association will be instrumental in assisting to bring about an era of prosperity such as we have never heretofore experienced.

I look forward to 1930 with confidence and optimism and believe that we are about to pass a milestone which will be, in years to come, recorded as one of the most important in the history of our

Federal Forest Road Funds are Now Allocated

The apportionment of \$4,500,000 of Federal forest highway funds as authorized by Congress for the construction of forest roads in and adjacent to the National Forests in the year of 1931 has been approved by Secretary of Agriculture Hyde.

Representative of the U. S. Forest Service, State Highway Commissions and U. S. Bureau of Public Roads will start immediately to make plans for expending, the amounts apportioned to the various states and territories upon road projects upon which construction can be undertaken in the next fiscal year.

The forest highway fund is apportioned under the Federal highway Act, which provides that 50 per cent of the authorized amount be apportioned according to the percentage of the National Forest area in any state to the total area of the National Forests in all the states, and the remainder according to the percentage of the value of the National Forest land in any one state to the total of the Government land in all the National Forests.

California receives the greatest amount of funds with Oregon 2nd. Oregon receives the total of \$631,987 or \$40,000 less than California and nearly double that of Washington.

GOLDEN RULE STORE TO REMODEL ROOM

The Golden Rule Chain store of Grants Pass, one of Southern Oregon's leading mercantile establishments are making plans for an extensive remodeling of their Grants Pass store. According to Chas. Adair, manager of the Golden Rule their business has expanded until a change is imperative. A large balcony will be built across the entire rear of the store room and upon this balcony will be placed the ready-to-wear department and below, the shoe department. Better facilities will be provided throughout for expediting trade and the convenience of the patrons.

"FATHER OF PURE FOOD LAWS" TO RETIRE

After 50 years of leadership in the movement which has given the U. S. the world's most effective laws insuring the purity of foods, Dr. Harvey W. Wiley will retire from active professional life on January 1 at the age of 85.

HOLMBERG'S TO PRESENT JANUARY CLEARANCE SALE

Holmberg's Grants Pass' big new department store is advertising in the columns of this paper, this week their January Clearance sale which will be a big event at their store this month. A careful perusal of the ad may mean a big saving to the shoppers.

MANN'S DEPARTMENT STORE HOLDING ANNUAL CLEARANCE

Mann's Department store of Medford is holding their annual clearance sale, beginning this week. An advertisement of the event will be found upon another page of this issue. The entire store is being placed in readiness to greet the Southern Oregon shoppers.

In making cheese souffles, a more satisfactory product is obtained if the baking dish is set in a pan of water. The water is not allowed to boil.

Baking powder biscuits, if placed in a cool place and covered with a very thin wet cloth to prevent a crust forming, can be allowed to stand an hour or two before baking without injury.

much favored section—the Mid-Pacific Empire.

C. E. Gates, President Northern California-Southern Oregon Development Association

HIGHWAY DEPARTMENT MAKING MANY REPAIRS

The state highway department is doing considerable work on the Pacific highway between Central Point and Gold Hill. The sides of the highway are being dug up and regraded and soon new shoulders will be put on the highway with the result that driving will be made safer. At the present, however the shoulders are soft and motorists must be cautious when passing and meeting cars, lest they be forced into the loose dirt. A crew of men were busy Tuesday making repairs to the overhead crossing at Tolo, following the breaking down of the railing on the south end of the structure, it having been struck by a car and several posts broken off.

HOW ABOUT

"MACHINE" HATCHING

I once overheard a rather animated discussion of the relative merits of natural and artificial means of hatching eggs. Each side of the question had its ardent champions each of which was absolutely sure that his view was the only one possible for any person of good judgment. In the course of the debate, one young fellow remarked that you couldn't depend on hens because they were too darned temperamental. "W-a-a!" drawled one rather ancient defender of nature's methods, "if you kin find anything more temperamental than one of them there innykewaters, I'd like to see it."

That reply indicates a point of view that was once quite a bit more general than it is now. There was unquestionably a time not so long ago at that when the incubator was not the reliable machine it is today. Nowadays, a good up-to-date incubator that is run according to instructions is equally as dependable in its own way as the family clock. It is hardly an exaggeration to say that a good modern incubator practically runs itself. If there are any temperamental interferences with the progress of artificial hatching, it is more usually shown in the operator than in the machine.

I realize that the question as to which is better the hen or the incubator is still a debatable one to many people. I can best answer that question by saying that when the use of hens is possible, just as good results are possible as can be obtained with the best of incubators and vice versa. There is really no difference in results when proper methods are employed in the use of both. There are, however, a number of limitations to the use of hens which under certain circumstances make the use of incubators absolutely necessary.

A hen cannot go broody at will and there is no known way to make her do so to suit the convenience of her owner.

The business of broodiness must also be considered where very large numbers of eggs must be hatched all at one time or where the incubating of large hatches must necessarily be a more or less continuous process over an extended period of time. In such cases it would be a serious problem, if not an impossible one to find enough broody hens to carry on the work successfully. In short, to the man who makes the raising of chickens his whole business or even one of his major activities, there is no question what to use. He must use incubators.

There is also considerable justification for the remark made by the incubator advocate mentioned at the beginning of this article. Hens are very temperamental creatures at times. You never know when one of them is going to get tired of her job and leave you flat with a batch of partly hatched eggs spoiled by her neglect. The man who depends on his chickens for all or any material part of his income cannot afford to take such chances.

It is also true that chicks hatched by hens are more likely to be infested with lice and other vermin than those hatched in incubators.

Now let us take a look at the other side of the question. When is the use of hens more desirable?

Generally speaking, however, I should say that any one who goes in for chicken raising on any considerable scale will find the incubator more nearly a necessity than merely a convenience. It gives absolute control of the hatch, reduces labor, in-

License Sticker Must Be Placed on Windshields

Suggestions relative to the use of automobile windshield stickers, which are being issued during the first six months of 1930 to indicate that payment of motor vehicle license fees has been made for that period, were made Monday by Hal E. Hoss, secretary of state, who has in Oregon.

"Of prime importance, I would that stickers should be affixed at once to windshields," says Mr. Hoss, "and not carried about in pockets or bill folds, as is frequently done when gummed permit slips are received. Many times traffic officers have halted non-resident car owners to inquire about registration in Oregon and have found that the driver of the automobile had properly registered but had tucked the sticker away hastily in a pocket of his car or coat. The 1930 motorist will be relieved of much embarrassment and will save some work for the motor vehicle division if he will place the sticker, which is in reality a receipt, upon his windshield at once."

All other stickers should be removed from automobiles before the official one is put in place, according to the secretary. Under the statutes, none but official state stickers are allowable, but many motorists carry advertising or propaganda slogans or leave permits from other states on their cars months after they are non-effective. A suggestion has been made that car owners should have the backs of the stickers with shellac after they are pasted on the glass. This does away with damage from moisture inside the car and should keep the sticker in good shape throughout the half-year period.

Close watch is to be kept by all traffic officers for muddy metal number plates, and motorists are warned that their license plates should be clear of grime at all times in order that the numerals may be easily distinguished. The plan for use of the 1929 metal plates for the six-month period in conjunction with the special windshield stickers was formulated by the 1929 legislature to adapt the procedure to the change in the yearly registration period.

A common way to store cured pork is to wrap it in paper and put it in a bin of oats, says the Oregon Experiment station. It may also be wrapped in paper and hung in muslin sacks in a cool room.

It has been estimated that a 30 year old apple tree will transpire or evaporate more than 28 gallons of water a day or 18 tons of water in one season.

Chicks at any season and provides large flocks of practically the same age. The machine is always ready for use at any season and no waiting for it to go broody. The cost of operation is very small; there is little mess connected with the operation and with relatively little care it can be kept free from vermin and disease germs.

In conclusion, let me add just a word of caution. If circumstances justify the purchase of an incubator and you decide to get one, don't make the mistake of buying one too cheap. At least you will save only a few dollars and losses due to inferior construction may soon eat up the saving many times over. Whether you buy a hot air type or hot water type is not important. I have had equally good results with both. It also makes little difference what make you buy although I counsel buying some well known make that you can count on as being all it is represented.

When you have made your purchase, set it up carefully and run it strictly according to the manufacturer's directions. If you do that you will find your incubator both a time saver and a money saver—welcome and even necessary adjunct to the raising end of your flock.