

CENTRAL POINT STAR

VOLUME TWO

FRIDAY, APRIL 18, 1930

NUMBER 39

Oregon Uses Much Foreign Made Cement

According to a story in the Oregon Voter of recent issue the state of Oregon uses much foreign cement despite the fact that there are several home operated plants who could as easily and efficiently furnish the product.

Here is the story as the voter prints it. We reproduce it for we believe it is of importance to the people of this state to know just what we are losing thru such shipments coming into our state.

Forty times as much California Cement was shipped into Portland during the last two years as was shipped into Seattle. At least forty times as much.

This startling fact was brought out as a result of the claim that Washington would profit by Oregon loyalty to Oregon's cement industry, in that Washington (it was alleged) was not favoring home industry at the risk of trade relations with a customer state. Evidently Washington has succeeded in inducing public and private buyers of cement with a degree of home industry loyalty that gave Washington cement manufacturers nearly all the public and private business originating in that state. Obviously Oregon has a great deal to learn in the art of patronizing home industry without jeopardizing good will of states which buy Oregon products.

It hardly seemed possible that the figures as published in the daily papers could be accurate, so we had them checked by Merchants' Exchange. The check proves their substantial accuracy. The Exchange figures as to shipments received by water at the two ports during 1929 are as follows:

Received by tons at Portland 38,212, Seattle, 982.

From Foreign Countries Portland, 6,593; Seattle 375.

As published in Portland dailies, the statistics were by barrels instead of by tons, and include cement received by rail as well as that received by water.

Cement from California at Portland, 1928, 391,727; Seattle 4,500. 1929, Portland 201,116; Seattle, 5,000.

Taking all of foregoing figures into consideration, it is clear that Portland received at least forty times as much California cement as did Seattle during the last two years.

As to proportion of home cement used in Oregon, we quote figures supplied by the cement industry for 1929 consumption:

Paving in Portland—Source in Barrels, Oregon 33,500 Calif. 45,000. Multnomah County—Oregon 2,300 Calif. 5,200.

State Highway Commission, Oregon 23,000; Calif. 14,000; Foreign, 13,000.

Total consumption of cement in the three states for two years is reported as follows by the cement industry:

1928, California 12,472,353; Washington 2, 975,870; Oregon, 1,243,505. 1929, California, 11,422,647; Washington, 2,481,994; Oregon, 1,009,754.

THE VILLAGE BLACKSMITH

Revised Version

Under a spreading chestnut tree
A stubborn auto stands;
The Smith an angry man is he
With trouble on his hands.
The carburetor seems to be
The cause of all his woe;
He tightens half a dozen bolts,
But still it doesn't go.
He sits beside the road to give
Hi shrain a chance to cool,
And ponders on his training at
The correspondence school,
And then he starts his job once more

And just by chance 'tis seen
The cause of all his trouble is
He's out of gasoline.

—Wall Street Journal.

SIX HUNDRED PEOPLE EXPECTED AT FESTIVAL

Everything is all set for the musical festival at Gold Hill Pavilion, in which the music students of four schools will participate. Rogue River, Butte Falls, Glendale and Gold Hill will all have orchestras entered. Plans are complete to take care of a crowd of five or six hundred guests. The program will commence at 1:30 and will last for possibly three hours ending in a grand ensemble with four orchestras in unison.

Following is the program of events:

PROGRAM

Gold Hill Orchestra 2 selections
Operetta "In a Florists window—
1st 2nd, 3rd and 4th grades
Gold Hill.
Three songs by boys quartette Butte Falls.
Group of songs by 5th and 6th—
Rogue River and Gold Hill
Butte Falls orchestra 2 Selections
Two songs by the 7th and 8th—
Rogue River.
Rhythm Band 3rd and 4th Gold Hill
Three songs by mixed chorus—High schools Gold Hill, Rogue River, Butte Falls.
Recess 10 Minutes
Rogue River Orchestra. 2 Numbers
Song Boys Quartette Gold Hill
Violin Solo, Student Butte Falls
Glendale Orchestra 2 Selections
Folk Dances 5th and 6th Gold Hill
Gypsy Song 7th and 8th Gold Hill
Ensemble of Four Orchestras.

COUNTY PHYSICIANS WILL AID IMMUNIZATION CAMPAIGN

The Jackson County Medical Society had its regular bi-monthly meeting at the Hotel Medford, Wednesday evening, April 16, 1930 and by unanimous vote went on record as saying that the lack of thorough immunization against Diphtheria and vaccination against small pox was a menace to the Health Department in attempting to have every child under 12 years of age inoculated with the toxin antitoxin mixture for the prevention of Diphtheria and every person vaccinated against Smallpox.

Dr. R. E. Green, president of the Jackson County Medical Society, made this statement, "Our society composed of physicians vitally interested in the health of Jackson County, feels the need of such preventative measures and advise all parents to have their children protected."

The physicians stated that the reasons for such a campaign being conducted in such a healthy part of the year was that the diphtheria protecting materials used did not build up their best protection until about 6 months after giving them, therefore if given now, the children would be fully protected by next winter and winter months are the ones responsible for almost all diphtheria cases and deaths.

They further stated that babies are born with a protection against diphtheria but that this is lost between 6 and nine months of age and between the ages of 9 months almost none of the children are immune to the disease, therefore every child from 9 months of age to 12 years should be immunized against Diphtheria and that every person be vaccinated against Smallpox.

They explained that the giving of

SAMBO'S PHILOSOPHY



"'Twouldn't be so bad—folkses toot in' dey own hawn—often dey didn't play de same of' chune so MUCH."

News Gleaned and Condensed for our Readers

The government has almost completed 13,000 miles of lighted airways in the country with virtually every city reached by them. This makes it possible for planes to operate 24 hours a day. Along the coast there are 130 beacons. Cost of lighting the coast was estimated at \$320 a mile. Cost of maintenance will be about \$200 a mile each year. The lights placed every ten miles apart, or less along the route, are operated by astronomical time switches.

Mrs. Ruth Hanna McCormick, Republican nominee from Ill. is the first woman in America to receive the nomination for Senator.

Gold Star mothers will be guests of the U. S. government on the trip to visit their son's graves in France. They will sail July 9th.

President Hoover greeted 6000 D. A. R. Delegates at the opening session of their 39th annual congress being held this week in Washington D. C.

Almost a billion and a half dollars in the old large size currency has never been turned into the treasury for exchange for the smaller bills.

Kolonna a town in Russia with a population of 30,000 has formally voted that there is no God, and that there all its thirty churches shall be closed. The workmen have voted to take down all church bells and melt them.

New York officials welcome to Rear-Admiral Richard Byrd and his expedition is set for June 14th.

Gandhi the leader of the nationalist campaign of India defied the government's salt monopoly by crudely making salt from the sea waters of the Gulf of Cambay.

protection was a very simple procedure. A very small amount of material is given each child each week for 3 doses and it is done. No after effects or reactions are experienced with the new materials being used.

Beginning April 21st 1930 and for a period of only one month members of the Society will immunize all those requesting such immunization at cost-of-material charges.

OREGON ROAD FUNDS INCREASED BY FEDERAL LAW

Funds available for road construction in Oregon have been increased by \$1,500,000 annually by legislation adopted at the present session of Congress, reports the Ore State Motor Association which supported the program of Federal legislation designed to aid state highway development.

During the past week, President Hoover gave executive approval to the bill increasing Federal Aid appropriations from \$75,000,000 a year to \$125,000,000 Oregon highways will get approximately \$2,000,000 a year for the next three years out of this increased fund. This is an increase of about \$800,000 a year for this state.

During the week both the House and the Senate voted approval of the Colton forest highway appropriation measure by which an additional \$750,000 a year is made available for construction of county and inter-community roads in national forest areas of Oregon. The bill increases the Federal appropriation from \$7,500,000 to \$12,500,000 a year.

Judge R. W. Sawyer, member of the State Highway Commission and Dr. E. B. McDaniel, President of the Oregon State Motor Association were of tremendous value to Oregon and the west in appearing personally before the various committees and presenting testimony relative to the necessity for in-

Fire Marshal Gives Pointers On Fire Hazards

The season is at hand when every community and the state as a whole will suffer more or less serious loss by fires starting in dry grass, weeds and rubbish unless those fires are stopped before they start.

Nearly one-half million dollars in damages, or approximately 10 per cent of the total fire loss for the state for the year 1929 was due to fires starting in dry grass, weeds, brush and rubbish, according to reports from Fire Chiefs to the State Fire Marshal. These losses were involved in over 300 fires of such origin, during the dry season only, and do not include the tremendous losses suffered by the forestry resources and lumbering industry of the state, and all fires of this classification were not reported.

Conservative estimates place the average cost of the ordinary dry grass, brush or rubbish fire at \$25, and when it is necessary to throw water or wage a determined fight to subdue the flames, the cost mounts to \$50 and frequently to more than \$100 per fire. This expense must be borne by the taxpayers who contribute to the support of the fire department. It does not include the loss of valuable time to the employer of the volunteer fireman who responds to the alarm or to the business man member of the volunteer fire department. This latter can not be estimated but—it is enormous.

Dry grass, weeds and brush-grown and brush strewn vacant spaces not only present a serious fire hazard, they constitute a constant pest and disease breeding menace; an eyesore to the residents of and visitors to the community; a dampener of community pride; deadener of community spirit, and a decided drawback to community growth and prosperity.

In fulfillment of the ways of public safety an sound economics the Common Council creates the office of Fire Chief and provides for the organization and maintenance of a fire department. It vests the Fire Chief with solemn duties and grave responsibilities. The Fire Chief is striving conscientiously to perform that duty, but does the Common Council and the people back him with the necessary legal machinery to produce results indiscriminately?

The most economical and effective means of preventing the annual sapping of the state's economic vitality and draining of the taxpayers pockets is to eliminate the source and this can be done by keeping the vacant lots, curb parkings, rights-of-way and fields free of dry grass, weeds, brush and rubbish. Loyal and public spirited citizens will respond to appeal and cooperate in a movement to this end; "other" citizens should be compelled to.

creased appropriation.

The House Committee on Roads in reporting favorably on the bill stated:

"Your committee was impressed with the testimony presented at the hearings showing that every state highway Department of the eleven western public land states is urgently asking that this bill pass. Indeed, all interests affected by the bill seem to be united in favor of its passage. This includes the Forest Service, the Bureau of Public Roads, and automobile associations, as well as the States. The record is filled with statements from these officials.

"Legislation of this character is urgently needed.

"Early passage of the bill will materially assist in relieving the unemployment situation, because it is intended to make immediate use of the funds authorized."

Read the Ads and profit. A good advertiser is usually a good merchant.

Analyzing ...YOU...
With the New Science of Syllables
By C. J. COFFMAN
Dean of All the Enumerators

Edna

Out of the mist that covers you, Edna, can come the things that are grand and true. Though calamity and destruction may have had their part in the past, you must remember that these cannot last.

Your first syllable, ED, has its best meaning in the phrase, "The witness from the mist." Out of the most obscure beginnings, the most vague hints, you can make a story.

Possibly you may not know that you can write, but your strong, capable fingers indicate this very clearly to me.

These writings of yours should contain a bit of mysticism, those vague psychological longings that we all know about, but find it hard to describe.

Your descriptions of pleasant places should reach the hearts of many. Won't you try? It may be so much worth while.

There is something beseeching about your last syllable, NA. When the ancients used this phrase, they really meant to express the idea of sweet and beseeching prayer, irresistible in its powers.

Among the Greeks the basic meaning of NA was verily, or of a truth. You are the namesake of one who has combined all of these attributes after years of patient study and work. When I name her, you will know her. She is Edna Ferber, the successful novelist.

What Edna has done Edna can do. So come out from your obscurity and do the big thing you so well can do. (© 1930, Western Newspaper Union.)

RICHFIELD COMPANY WILL BUILD TO HANDLE RAIL SUPPLY

A storage and distribution plant will be erected by the Richfield Oil company at a cost exceeding \$500,000 on the Tacoma, Wash., tide flats it was announced by J. Gordon Lawrence, northwest representative of the company, in a letter addressed to the Tacoma chamber of Commerce. The company has taken an option of 15 acres of land, extending from the head of the Milwaukee waterway to the south East Eleventh street, it is announced, and construction will start immediately.

Formerly the Richfield tankers unloaded at Seattle, but since the company obtained a contract to furnish oil to the western division of the Chicago, Milwaukee, St Paul & Pacific railroad the tankers have been coming here. It is expected that the one vessel a week which has been necessary will be increased to two per week after the distribution plant here is in full operation.

It was near the fortieth day of the stormy and tumultuous voyage of the ark. A crack on an obscure mountain peak stove a hole in the bow. Ice water poured into the hole.

Noah sent his pet dog down to stop the leak. The dog used his nose. This is the reason why the nose of a dog is always cold.

The dog soon became tired, so Mrs. Noah went down and put her foot in the hole. This is the reason why women always have cold feet.

Mrs. Noah also became tired and as the cold water continued to pour into the hole, Noah himself went down and sat on it. Which, no doubt is the reason why men always stand with their back to the fire.

Professor—There's a student in this class who's making a jackass of himself. When he's finished, I'll commence.—College Humor.

Desk Sergeant: Two men and a girl held you up, eh? Kin you describe them?

Well, the girl had a run in her stocking just above her right knee.—Life.

Oregon Tourists Outnumber the California Crop

Oregon had more automobile tourists than California in 1929. Exactly 15% more, according to the Oregon State Motor Association whose investigation disclosed this surprising condition.

The official figures of registration of vehicles from without the state show that Oregon registered 103,008 while California registered 90,083, a difference of 13,000 in favor of Oregon.

Oregon, moreover, has no checking stations where tourist traffic is stopped and requested to register while California has a number of such stations situated on every important highway leading into the state. California, however, does not require a tourist to register unless he is to be in the state ten days or more but a record is kept of those persons as they pass each checking station and 140,000 foreign licensed cars passed the checking stations in California, only 90,000 of which were issued non-resident permits. 30,000 additional cars are estimated to have entered California on roads where no checking stations were maintained making a total of 170,000 out-of-state cars visiting California last year.

From investigations conducted by Sec. of State, Hal E. Hoss, Oregon's official registration of 103,008 is estimated to be only 60% of the visiting cars in this state. The secret state estimates that Oregon entertained 165,000 foreign licensed cars last year, only 103,000 of which were issued non-resident permits.

A study of the statistics show some interesting comparisons. Oregon, for instance, gets more than 80% of her tourist traffic from adjoining states of California and Washington, California alone furnishing over 61,000 visiting cars, approximately 60% of Oregon's motor visitors.

Washington furnished 11,312 visiting cars to California while Oregon furnished only 9,600—a difference in favor of Washington of 1,700 vehicles. Washington sent 18,551 cars into Oregon and 7000 of these were satisfied with the glories of Oregon scenery as only 11,312 continued south into California.

The Motor Association points out that California's tremendous success as a tourist center has been gained not merely by attracting the tourist but by selling him on California and prevailing upon him to spend additional time in that state. Oregon's major tourist problem is not the attraction of the tourist but the keeping of the tourists we have for longer periods of time. The Association's slogan "SELL 'EM ONE MORE DAY IN OREGON" aptly expresses Oregon's tourist problem.

AMERICAN LEGION WILL STAGE OUTBOARD RACES

On Sunday afternoon, April 20th, Medford Post No. 15 of the American Legion will hold its first Speed Boat Races on Emigrant Lake, located six miles South of Ashland on the Pacific Highway.

This Regatta is expected to furnish much in the way of speed and thrills through the entire program, as many fast boats have been entered from Medford, Klamath Falls, Albany, Central Point and Eugene.

Hundreds of people have been visiting the Lake each Sunday for the past month, watching several spills during the trial laps.

As speed boat racing is more or less new in this section of the State, a big crowd is expected next Sunday, when the races will start at 1.30 p. m.

Among the boats entered are: Herbert Strang, Henry Fluhrer, Sidney S. Smith, Roland Hubbard, Dutch Welch, Watson Bros. Al Stevens, and Jim Smith of Medford and John Bohnert and L. C. Grimes of Central Point.