

OREGON WEEKLY INDUSTRIAL REVIEW

The New Year finds business in the United States on so firm a footing that local reactions, in no matter what part of the country, are incapable of shaking it.

St. Helens—Pacific Telephone & Telegraph Company to spend \$4,000 in improvements.

Valsetz—Cobbs-Mitchell mill resumes work with one full shift.

Oregon City—C. G. Forster sells \$700,000 timber tract to Wisconsin buyers.

Portland—Coastwise traffic by steamship is breaking all records for volume.

Baker—New Churchill school completed and opened for inspection.

Bend now claims 10,000 population, a gain of five thousand since 1920.

Hood River—Payment of \$260,000 made on cooperative pool of apples and pears.

Portland—Municipal Terminal No. 1 may be made into first-class passenger pier.

Hood River—Maynard & Child, New York, will build \$100,000 apple house here.

Pendleton postal receipts for 1925 were \$56,408.

Elgin—The Weatherspoon orchard here, shipped sixty-five cars of apples last year, seventeen cars direct to Europe.

Springfield offers free factory and industrial sites to investors.

Portland—Budget for street work in 1926 is set at \$4,224,773.

Baker—Stockmen organize for orderly, supervised marketing of their products.

Pendleton—First National and American National Banks consolidate; \$4,250,000 deposits.

Portland National Banks gained \$33,409,000 resources and \$20,000,000 deposits, during 1925.

Portland—Pacific Light & Power Company buys Deschutes Power, Enterprise Electric Co. and Grangaville (Idaho) Light & Power Co., for \$1,850,000. They will be operated by Inland Power & Light Company.

Telegraph Co. will spend \$30,000, improving service of old Mutual Co.

Portland—Seventh steamer, West Gambo, 8800 tons, added to Pacific Argentine-Brazil line.

Eugene—Southern Pacific making great progress on \$1,250,000 terminal program.

Seaside spent more than \$500,000 on public and private building, in 1925.

Linn county built twenty-four bridges and eighteen miles highway during 1925, thirty miles road and twenty bridges to be constructed this year.

Cottage Grove—Local cannery will increase capital stock and enlarge factory.

St. Helens—Portland Electric Co. brings high power lines here, for better service.

Newport—Burk Fish Co. will establish cannery here, for fruits and vegetables.

State plans work on Philomath-Alsea road, this spring.

Scappoose—Strawberry barreling plant offers eight and one-half cents a pound for 1926 fruit.

Klamath Falls—Building operations here during 1925 totaled \$1,635,147.

Heppner—New Morrow General Hospital opened.

Salem—Two wings are planned for Salem General Hospital, adding forty beds.

Pear canning of Washington and Oregon in 1925 was 1,400,000 cases, 35,000 tons.

Gresham—Eastman Lumber Co. will install complete planing mill.

Statistical records of the Port of Portland show that copper to the value of \$4,391,020 was exported from Portland during the past year. Water-borne cargoes handled between Portland and Atlantic Coast ports during 1925, totaled nearly \$11,000,000, of which, mineral products were about 50 per cent. The largest single item sent to Atlantic coast ports was copper; and large tonnage of lead, zinc and silver.

MEDFORD NEWS

Bliss Heine
The Ladies' Aid Circles, of which Mrs. F. M. Corliss is president, gave a States Banquet in the community hall of the First M. E. church last Friday evening to raise money on the church debt. It was a marked success in every way.

Between three and four hundred people representing nearly every state in the union as birthplaces and a number of foreign born were

served a sumptuous turkey dinner. Pennsylvania, speaking loudly for the Liberty Bell; Iowa and Kansas with corn; the South for cotton and piccaninies; and Canada, our neighbor, with the maple leaf were conspicuous among the tables; but the best of all were the beautiful decorations of the Oregon table with a miniature Crater Lake set in a background of living moss and Oregon grape leaves.

Mrs. A. Schopen of the Rogue Valley Floral Co., hailing from Ohio, donated a beautiful bouquet of red carnation in honor of her state which is the state flower of Ohio.

C. E. Gates presided as toastmaster and all present enjoyed a well-planned program. A three-piece orchestra, consisting of Bliss Heine, violinist; Sidney Hoffman, saxophone and Miss Eunice Parrett, pianist, rendered splendid music. Dr. T. H. Temple invoked the divine blessing which was followed by toasts, readings, and musical numbers. "Liberty Bell" was read by Eleanor Palmer. Clarence Meeker sang for Illinois and Mrs. L. C. Collins sang a group of songs for the Southern States and led in "Dixie" with all singing.

The foreigners, with Mrs. Dr. Heine as hostess, were toasted in an able manner, in the absence of Dr. Clancy, by Rev. Temple who hails from England. The following foreign born were introduced: Mr. Huber, Bohemia; Mrs. Samuel Bateman, Denmark; Frank Van Dyke, Penanz Malaysia; J. J. Buchter, Switzerland; Alice Roberts, Panama; and Dr. Holt, China. Other toasts were given by E. C. Koppen, Mrs. H. E. Robbins, Dr. Sleeter, Mrs. Arthur Short and Mrs. S. A. Cornwell. The Canadian born stood up while Mesdames A. E. Leyman, W. M. Van Scoyoc, Donald Robinson, and the Misses Gladys Bridges, Eunice Parrett, Ellen Williams, and Viola Dietrick sang "The Maple Leaf Forever". Mrs. C. M. Sims gave a reading "Out Where the West Begins", which was a fitting tribute to the Western states. A number of speakers emphasized the fact that their native state or country was a good place to come from.

No one toasted California, so the toastmaster entertained the guests by "roasting" her with an appropriate poem. Following this the banqueters joined in singing "Oregon Suits Me" followed by a splendid piano duet by Mrs. W. M. Van Scoyoc and Mrs. Clarence Meeker and the program was concluded by all singing "America".

The Owen-Oregon Lumber Company have made plans for expansion calling for the expenditure of approximately \$900,000. Of this \$600,000 will be spent immediately.

The city council is going to widen the street to the cemetery from the present twenty feet to sixty feet. This was requested by the I. O. O. F. cemetery association.

Paul Scherer has been named as delegate to the state association meeting to be held in Portland next month.

On Wednesday of last week Lieutenant-Commander John Philip Sousa and his famous band were heard before capacity houses, both afternoon and night, in concert in the Medford Armory. People came from all parts of Southern Oregon and Northern California. This great musical treat was secured by Charles Hazelrigg and George Andrews and was greatly enjoyed by everybody. There were nearly one hundred musicians in the band.

Friday noon E. E. Thompson, operator of a truck line between Medford and Crescent City, fainted on the Nash Hotel corner just after alighting from his truck, falling forward on his face and cutting an ugly gash in his face. An ambulance was summoned and he was summoned and he was taken to the Sacred Heart Hospital. He was not seriously hurt. He had been driving all day and was greatly fatigued. The next day he was placed under arrest for violation of the prohibition laws as was also his partner, James Horn of Crescent City. They accosted Officer T. A. Talent on Fir Street and offered him thirty-six gallons of moonshine at eleven dollars a gallon which they cached on the Redwood Highway below Grants Pass. Officer Talent took Hornin his car to get it, followed by Officers C. P. Talent, J. A. McMahon and Policeman Ingling of Ashland. After placing the booze in Talent's car Horn was immediately arrested and taken to Grants Pass following which Thompson was placed under arrest at Medford after Horn's confession.

Last Friday evening Medford Hi again won a decisive victory in defeating Grants Pass Hi 47 to 6 in the local floor. In the preliminary the Medford girls also defeated Grants Pass by the score of 57 to 5. Grants Pass seemed unable to solve the Medford defense and had very few chances at the basket.

Word comes from Eugene that a Eugene architect has been engaged to make plans for the erection of a four-story Terminal Hotel in Medford which will also be the headquarters for all stages entering and leaving Medford.

Receipts from cups in Lithia Park for 1924 were \$1,155, an increase over the previous year of \$155. The park camp grounds showed an increase of \$2,222 over 1924.

Maple Street and the street to the cemetery are going to be widened by the city from the present twenty feet to sixty feet, making standard streets out of them.

Roy Hill, well known throughout Southern Oregon, has entered the automobile business at 22 S. Fir St.,

MAKING ELECTRIC CARS MORE POPULAR

Many new features are being suggested by street railway executives to make railway service more inviting. Eight-wheel brakes, bumpers at both car-ends, smoking compartments, flood-lighting, individual leather seats, easier entrance and exit are some of the features to make travel easier, safer, more attractive. Better spring suspension and spring seating to take up bumps of travel, may be expected as among the most important improvements. The electric cars still carry many times as many passengers as all other paid traffic, even in face of automobile competition. Easier riding equipment in these days of traffic congestion will draw patrons from the private automobile and jitney busses. There seems to be no good reason why the electric car cannot be made as comfortable as the modern motor coaches.

DO NOT SCRAP OUR ROAD INVESTMENT

Commenting on the necessity for building permanent highways, the Portland, Oregon, Telegram says: "An automobile has a life of not much more than four years. At least it goes into the used class at that age and is from thenceforward at greater expense for repairs. Our saturation point in automobiles, is, say, 24,000,000; then we shall be making annually about 4,000,000 automobiles, which is about the present output. We shall then have an average of one automobile in every family, and every head of a house will be buying a new automobile every six years, besides paying his gas, oil and repair bills and his license tax. The average car can hardly be maintained at less than three hundred dollars a year.

"It seems impossible to build an automobile that will profitably live to be venerable. If while we must so quickly scrap our costly cars, we also build impermanent highway paving, we shall very shortly come to the end of our means for making more roads. For this reason we should demand that, whatever paving is laid, it shall be laid to last."

The Telegram should have gone a step further and said, that the millions already invested in crushed rock and gravel on graded state and county highways should in every possible instance be saved to the taxpayers, by salvaging this old road base with a suitable binder covering of asphaltic character. This can be done for a minimum of expense in providing a hard-surface road.

UNDERMINING GOVERNMENT ITSELF

During the past year more than 1,400 bills seeking to regulate the insurance industry have been submitted to the legislatures of the various states, and more than one hundred proposals to create direct state monopolistic insurance funds have been

handling the sales and service of the popular Oakland Six and the latest creation of General Motors, the Pontiac Light Six. Mr. Hill is well fitted to supervise the sales and service of these cars in this territory, having been in touch with the Oakland line for several years.

CLASSIFIED ADS

WANTED TO TRADE—Good town property for small, improved tract of land near Central Point. Inquire at this office. 4p

FOR RENT—Four up-stair rooms for light housekeeping. See J. O. Isaacson.

FOR SALE—4-room Modern Bungalow just completed, ready for occupancy. Terms.—F. E. Stephenson, contractor and builder. Phone 61.

Central Point Lodge No. 193, I. O. O. F.

Meets every Monday evening at 7:30 o'clock. Visiting brethren welcome. WM. MUSTY, N. G. J. E. VINCENT, Rec. Secy.

Central Point Lodge No. 135, A. F. & A. M.

Regular Meeting Nights—Thursdays on or before the Full Moon of Each Month. M. A. ADAMS, W. M. L. HATFIELD, Secy. The Federated (Union) Church

PERL FUNERAL HOME

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made. Addressing the Insurance Federation of America at its annual get-together dinner, James B. Emery of the National Association of Manufacturers, said:

"Whatever could be said of the entrance of government into the field of manufacture on a commercial basis, there is far less that could be advanced in support of any proposal to make any unit, state or national, of the federal government an insurer, and if one turns back to the argument, it seems to me that he must go beyond the mere suggestion that the government ought not to compete with its citizens. The issue is far more fundamental. It is an issue that goes to the very roots of the purpose for which this government exists, because the purpose of the American government is political and not economic.

"Government competition is political suicide. It means that the government is engaged in undermining and destroying that which gives it its own life and existence.

"Every time you attack the structure upon which the investments of insurance are predicated, you are threatening not merely the security of each individual, you are threatening the security of every single business."

STATE EXECUTIVES WANTED

The federal government for the past three years has been able to constantly deduce taxes, while the state governments have been constantly increasing them.

In a few states where state taxation has been lowered, it has come about by the vigorous efforts of an able executive in the office of governor.

Governors who have either increased tax burdens or been unable to reduce them have generally been men who merely play politics, or individuals of uncertain clerical capacity.

If state governments are to escape

the woes of mob rule or the dictator, the people must select executives strong enough to curb the appetite for political spoils.

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