

HIGHWAY MOTORS  
FEATURE SERVICE

"Every business must be founded on good service," says W. G. Drew of the Highway-Motor company. Packard and Nash dealers. "We believe that this is particularly true of the automobile business, as there is no car, no matter what its reputation, and no matter how high priced it is, that does not sometimes require some service."

"That is why the Highway Motor Co. has spent a large sum of money in outfitting a shop and service department that is one of the most completely equipped in southern Oregon. It is our desire to equip ourselves so completely that Packard and Nash owners in Rogue River valley need never fear any doubt that they will be able to obtain the best of service for their cars."

Romantic Streets of  
China Vanishing

China is slowly yielding to twentieth century progress and the latest move is the project to replace the old dark and damp alley-like streets of Canton—a source of never-ending curiosity to tourists—with ten miles of modern macadamized asphalt avenues.

Canton as yet, has only 38 miles of modern roads, 27 miles of which are macadamized, eight concrete and three asphalt. At present one and a half miles of streets are under construction in Canton; one of which follows the site of the city wall that protected the city for centuries against robbers and invaders.

Outside of Canton, in the interior of Kwantung province, the roads are fairly well constructed to meet local conditions which must by no means exceed a load of a two-ton truck. The roads which are already built, under construction or contemplated in this province total slightly less than 1000 miles, 535 of which are suitable for automobile traffic.

WHY I AM FOR HOOVER

(Continued From Page Four)

discovers nothing, solves nothing, improves nothing. It is emotional rather than reasonable, whimpering rather than self-reliant, and it encourages moral cowardice. The habit of looking around for someone to take the blame is parent to the habit of looking around for someone to help us instead of looking to ourselves. False leaders always promise to do.

A Man of the New Era

We have any amount of fault-finding with public affairs but little real analysis. All the facts are never laid bare. The critic distinguishes between the good and the bad, the wise and the selfish, the permanent and the transient. Progress in social welfare is not a matter of one group's getting the better of another by any method such as getting laws passed or parties elected or programs accepted.

This may seem to be getting far afield from Hoover. Not at all. It is just getting a perspective on him in relation to the presidency. He is not only as widely separated from uncleanness in politics as are the poles but he has shown a keenness as an administrator which would make such happenings impossible—he could not be so easily hoodwinked. But that is an elementary qualification. The big thing is that he has the grasp not only of this country but of the world, and hence of this country's relations with the world. He is a young man; he belongs to the new era. He has the ideas of the new era and the proved ability to put them into practice.

That is why I am for him.

Foreign Air Routes Grow  
PARIS—By European air services have more than 26,000 miles of routes in operation. Nearly 4000 miles are operated jointly by two or more companies and these in turn by two or more nationalities.

The road hog is usually the first one to squeal.

CHRISTIAN OPTIMISM

By Stanley Armstrong Hunter, D.D.  
(Pastor, St. John's Protestant Church, Berkeley, Calif.)  
"We know that to them that love God all things work together for good." Romans 8:28.  
If your religion leads to pessimism you may be sure that it is a counterfeit of the genuine article.  
Long faces and blue Sundays are not characteristic of true faith.  
The gladdest book in the world's library is probably the New Testament, even though we do find it in black. It tells a story that begins with music and closes with a chorus of the redeemed.  
There are many optimists in the portrait gallery of Scripture. From the New Testament are we not justified in selecting the Apostle Paul as the best exponent of optimism?  
He had more trouble in a year than a whole family has in a life time, but the chapter which catalogues his troubles resounds with a cheer rather than a wail. Why, he sang in prison, even at midnight!  
Hear that trumpet call which follows his account of trials as he declares to the hard of worried and harassed Christians at Rome, "We know that to them that love God all things work together for good."  
We would qualify it and say "some" things. We probably know one or two who might change this to "most" things, but Paul says "all things." Can you match that bit of optimism in his eighth chapter from the pagan cynicism of the day?  
The Christian optimist schools himself to look always for the best. The habit of appreciation is worth acquiring.

INFANT INDUSTRY  
PUTS ON PANTS

Aviation is business. Big business, the reports on production now run it. In 1927, when the war tension had fairly relaxed, only 302 planes were built in this country. By the end of 1928, the output had risen to 1254. Final figures for 1927 probably will disclose that the total production was far more than double the 1926 figure. Incomplete returns late in January indicated that one-third of the industry turned out 1500 planes, a total in itself greater than the showing made by all plants in 1927. In those totals the increase of purely commercial types of planes is significant of the growing demands of business, but the five-year building programs of the army and the navy are stimulating factors of present importance to plane and engine builders.  
Along with this healthy development of the domestic requirements is the beginning of a profitable foreign trade. Exports of planes from 1922 through 1926, increased in number from 27 to 50, and in value from \$156,639 to \$303,149. As for motors, 147 value at \$72,819 were shipped in 1922, as against 297, with a value of \$572,732 in 1926. The United Kingdom has been America's best customer for aircraft products, with Latin America, Canada, and Russia well rated among the other consistent buyers.  
The expansion of plane production is almost evidence enough that another infant industry has put on pants. But it is in contemplation of the ramifications of this industry that a more enlightening measure of growth is obtained. Largest place in the sun

of aviation is, perhaps, held by planes and engines. Eighty-four companies are now making airplanes, and ten are regularly building amphibians, flying boats, and seaplanes. Engines are manufactured by thirteen firms. These products are sold by eighty distributors and by thirty dealers. But an aviator does not live by wings and motors alone. Witness the fifteen firms making life belts, the three making parachutes, the twelve making clothing, the four producing goggles, the two providing first aid kits. Nor is flying merely a matter of free air. For five companies are turning out special tires and tubes, and six others offer wheels. — Nation's Business magazines.

Hoover Urges  
Attention to Rights  
of Children

NEW YORK, April 28.—(AP)—American democracy will have finally proved itself "when it recognizes the rights of the child citizen by the rights of the adult citizen," says Secretary of Commerce Herbert Hoover in an introduction to a five-year report on the work of the American Child Health Association, of which he is president.  
"I believe the time has come," writes Hoover, "when we as a nation should embody into our articles of faith a pledge to conserve and develop our basic asset of childhood and that we should seek ways and means to apply on a broad scale hopeful measures which have attested their worth on a small scale."  
The report, prepared by Dr. S. J. Crumrine, general executive of the association, was made public today as a preliminary to the celebration of national CHM Health day on May 1.

FORCE QUICKSILVER  
MINE TO REOPEN

(Contributed)  
According to reports the Force quicksilver mine which has been closed down since the war time and located twelve miles north from Medford in the Meadows district will be re-equipped and operated as soon as the machinery can be shipped in and installed. The property has been under development the past year under the management of E. W. Hewitt, an ex-railroad man of Wyoming, who came to Medford two years ago and invested quite a sum of money in the mine. He took the property over from the defunct local Central Point company which was organized by Messrs. James and Reynolds and recently reorganized under the Quicksilver Producers, a Washington corporation. T. B. company is financed by a small group of Seattle lumbermen and a Eugene capitalist, who all recently visited the mine before advancing the money. It is reported that there is \$20,000 available to reopen and equip the property, and that Mr. Reynolds, the former engineer in charge of the mine will arrive about the first of the month to again take charge of the property.  
The new furnace equipment for the mine will be of 100-ton daily capacity of the latest model rotary furnace, 30 feet in length with a diameter of five feet, designed and manufactured in San Francisco. The equipment will include crushers and grinding mills to reduce the ore to pulp before treating in the furnace, as well as motor equipment with compressors and air drills and auxiliary mine equipment for drifting, tramping, and glory hole mining. New buildings for mine working and the housing of the men will be constructed as well.  
The machinery for the mine will be shipped from San Francisco and delivered to the company at Central Point. The ore body in the mine is about 40 feet wide and the present workings consist of a drift or tunnel on the ore body about 270 feet in length and attaining a depth of 100 feet from the surface. The ore is generally conceded to average about one per cent in quicksilver values.  
The Force mine is located on a big cinnabar dike extending thru the Meadows, which is at an elevation of 2500 feet on the south slope of the Umpqua mountains, and in a well timbered and watered area. These quicksilver deposits occur along a granite-sandstone contact. The mineralized zone is from 100 to 200 feet wide, and is not a well-defined vein, but a mineralized dike along an irregular contact.  
The ore contains cinnabar, native quicksilver, pyrite, gold, silver, zinc, nickel, cobalt, and a heavy black mineral resembling meta-cinnabarite. Samples assay about 50 gold, 5 ounces silver and traces of the other metal mentioned, and averages about one per cent quicksilver.

The production of quicksilver in this district was limited to the beginning of the war. At this time the government sent experts to the district, and examination disclosed large and rich deposits of the metal in the Meadows district, which these experts declared unclassified anything yet discovered in the United States.  
In 1912 before the war the Force mine, consisting of nine mining claims of 20 acres each, was located and developed by the Force and Peart families of Central Point. At the commencement of the war the Force family consisting of David Force and three sons equipped the mine with a 17-horsepower furnace and produced quite an amount of quicksilver during the war.  
The other producing quicksilver mine in the Meadows and adjoining the Force property are the Chisholm and War Eagle mines. The War Eagle, the largest producer during the war time with a 25-ton Scott furnace produced 555 flasks of 42.275 pounds of quicksilver, which was sold for \$59,325.

Auto Price  
Reductions in  
Five Years

Prices of automobiles since 1922 show an average decline of 25 per cent in the low-priced group, 29 per cent in the medium-priced and 3 per cent in the high-priced group.

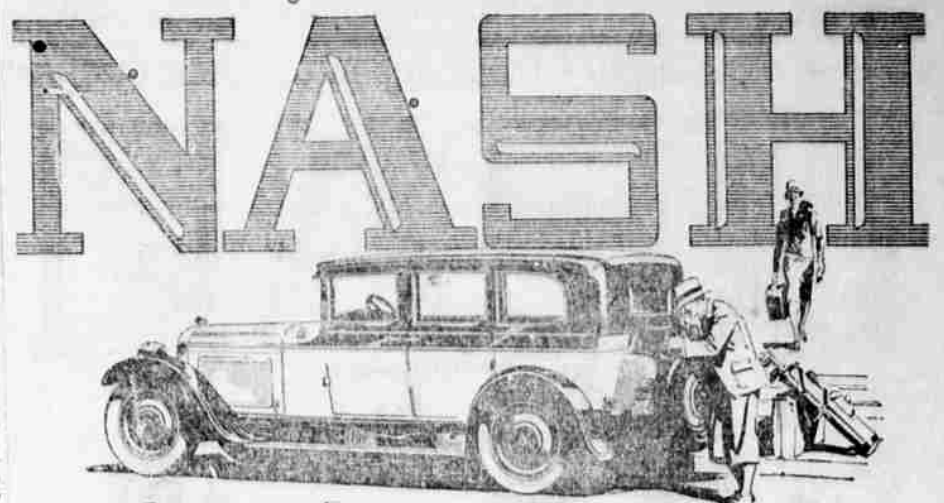
This compilation was made by the monthly business review of the Federal Reserve Bank of Cleveland. The bank listed 25 makes of cars with their prices at the beginning of each year since 1922.

The average price in the low-priced group in 1923 was \$385. The prices were on much reduced at the start of this year that the average price was brought down to \$448.

The average price in the medium-priced group was \$1291 in 1923. This average was cut to \$1227 in 1928.

The average price in the high-priced group was \$4223 in 1923, and was \$3840 in 1928.

It Might Help  
A woman recently took exception to a Billy Sunday meeting to the evangelist's strictures of parents for failing to keep children at home and from running the streets. After the meeting she went to Sunday and asked: "Would you have us keep our children in the house from morning till night?"  
"No!" Billy answered, "but for God's sake keep them in the house from night till morning."



1000 LOOK VALUE  
\$1763  
Delivered in Medford

There's a Smooth Road Ahead  
—When you Travel by NASH

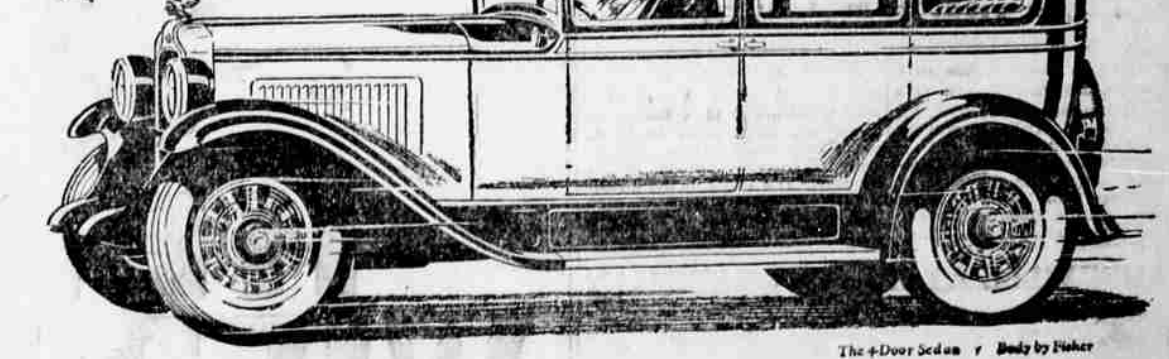
Wherever you want to go, whatever you want to see and do, you can go and see and do more comfortably, more pleasantly, in a Nash.  
Travel by Nash means easier work for the arms that handle the car. Nash is noted for its steering ease.  
Travel by Nash also assures you of extra power and greater smoothness from the engine in your car. No motor in any car built today is quite so efficient, or so pleasant to listen to, as the precision balanced, 7-bearing motor of Nash.  
And over good roads or bad, Nash travel is less tiring, because of the low-slung road-balance of this car, and the perfect co-ordination of its alloy-steel springs with shock absorbers, front and rear.  
The car illustrated is one of the year's smartest cars, the Nash 4-door Coupe. The big, nickel-strapped, built-in custom trunk is standard equipment, without extra cost.

24 Models—New Reduced Prices  
HIGHWAY MOTOR CO.  
123 So. Riverside—QUALITY CARS—Phone 254  
Open Saturday Nights and Sundays

An Investment  
for the Future  
—a Six of Long Life  
and Advanced Design

Judged by even the most critical standards, the New Series Pontiac Six is months—even years—ahead of its field. Its style is the height of fashion—achieved with low, graceful, modish lines—emphasized by magnificent new bodies by Fisher.  
Its big, economical motor has the G-M-R cylinder head, for smoothness, power, snap and speed. It introduces the cross-flow radiator into the low-price field for elimination of engine cooling cares. It has every other really worthwhile feature that progressive engineering has devised! And in addition, it has that great fundamental which has been the basis of Pontiac's ever-growing success—the great fundamental of long life!  
As a result the Pontiac Six will continue to assure owners a resale value which is the marvel of the industry. When you buy a Pontiac Six you know you are getting—not only a car that is new today—but a six so advanced in style and engineering, so famous for long life that its inherent value will always be consistently high!

2-Door Sedan, \$745; Coupe, \$745; Sport Roadster, \$745; Phaeton, \$775; Cabriolet, \$795; 4-Door Sedan, \$825; Sport Landau Sedan, \$875. Oakland All-American Six, \$1045 to \$1265. All prices at factory. Delivered prices include minimum handling charges. Easy to pay on the liberal General Motors Time Payment Plan.



SANDERSON MOTOR CO.  
SOUTH BARTLETT at EIGHTH STREET Phone 1385  
Robinson Motor Co., Ashland  
PONTIAC SIX  
PRODUCT OF new series GENERAL MOTORS

Advertisement for Buick cars. Includes text: "Buick is far ahead in style", "Smart... Youthful... Colorful... BUICK leads the fashion parade", "Fashionable throngs... sparkling motor cars... and standing out like a frock from Paris—today's Buick!", "Fleet, low lines, suggesting rocket-like getaway and unrivaled power... glistening colors, vivid and varied as the harmonies of spring... and soft, rich upholstery, delightful to the sight and touch.", "Luxury like this ordinarily costs a thousand dollars more. But Buick leads any other three cars in its field in dollar for dollar sales; and this tremendous volume makes possible unequalled value.", "You may as well have a fine car, when you can buy it at Buick's price. Smart—youthful—colorful—Buick leads the fashion parade.", "SEDANS \$1415 to \$2275 COUPES \$1405 to \$2120 SPORT MODELS \$1405 to \$1775 Delivered in Medford. The G. M. A. C. finance plan, the most desirable, is available.", "MEDFORD AUTO CO. 38-40 No. Riverside Buick Dealers Phone 73 WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM