

# OKLAHOMA MAN IS SANTA CLAUS TO COLLEGIANS

NORMAN, Okla.—(AP) Lew Wentz, Bona City oil man, plans to help 10,000 boys and girls through college in his lifetime.

For this reason he refuses to become a candidate for governor of Oklahoma, as his republican friends suggest. A quest for publicity, he fears, would cause resentment of his financial assistance to misconstrue his intentions.

Wentz has established loan foundations at the University of Oklahoma, here and the Oklahoma A. & M. college at Stillwater with initial endowments of \$50,000 each. At the university 434 loans have been made in the last two years and 34 of them already have been repaid in full.

Trustees of the funds are authorized to lend only to those students who have completed the freshman year. They are allowed to extend no more than 75 per cent of actual school expenses. No security is required and the interest rate on loans is six per cent. The interest income goes back into the loan funds to make them larger.

Students are allowed a reasonable time after graduation to pay principal and interest.

When a movement was launched recently to make Wentz a candidate for governor in 1930, he lost no time in spiking it. Referring to the students in whom he has interested himself, he said:

"Should any of them ever give thought to the one interested in their success, I would much prefer they visualize a 'shifty-long-legs' and not an office seeker."

Wentz also is engaged actively in providing for the treatment and education of crippled children.



Dear Readers: There doesn't seem to be any more sinners way to do it than the old-fashioned way of saying to all our readers: We wish you a Merry Christmas and a Happy New Year!

Time and tide wait for no man, nor does the Santa Claus special.

**A Christmas Toast**  
Pity the cop on the corner,  
Faithfully guarding his post,  
Freezing his feet in the snow and the slush,  
Calmly directing the holiday traffic.

Twenty and tens from the automobiles—  
Gentlemen, drink to my toast:  
Here's to the cop on the corner!

Here's to the cop on the corner,  
Patiently guiding the host,  
Coat pockets bulging with mellow claims.

Woman drivers insist magnanimously that they only expect half of the road. It's comforting to know that, but still, it would be nice in emergencies if they could decide which half of it is that they want.

The honeymoon is over when she wants a heater in the coupe to keep her warm.

Patience, lad,  
Watch your brakes;  
Gas run wild  
Off a life takes.

Roughing it modern style: riding in the park with the sedan windows open.

The double parking babies are beginning to get their work in again.

A sport car never will reach its highest development until manufacturers learn to nickel-plate tires.

"Some day perhaps the road patrolmen will carry magnets in front of the machines that will pick up the wires and nails.

Agent: "Can I sell you a copy of 'Motor Hints'?"  
Medford motorist: "No, I haven't any use for one. My wife always goes along."

What will the paragraphs do when there are no more pedestrians about whom to write alleged jokes?

A married man is one who has two hands with which to steer the car.

Most women are pleased when the old man backs the car into a tree or otherwise damages it a little.

Free air seems to be a little freer if you buy gas.

de price of gasoline all de time?  
Abie—Yot is de idea of raising Garage Man—What do you care?  
Abie—No, but I got a cigar lighter.

Why not place license tags under the car and give the pedestrian a fair chance to get the number?

Travel broads the blind but flattens the pocket-book.



## Why Did the Regents Do It?

Announcement from Salem that the presidents of the Southern Oregon normal school and the Monmouth normal school are preparing to ask the legislature for appropriations for new buildings for their respective institutions brings into rather sharp contrast the case of the University of Oregon which, with needs more pressing than those of any other of the state institutions of higher education, is forbidden by its own board of regents to ask for anything whatsoever.

Just why the University's board of regents allowed itself to be maneuvered into a position so anomalous is hard to understand. The question as to why the State College regents were invited to help decide what the University should do is equally a pose. The University, because of the very great and continuing increase in its attendance, was facing a situation amounting almost to a crisis. The college, enjoying the lion's share of the millage and with federal aid funds not available to the University in proportion to attendance, had no very pressing needs and no agreed to ask the legislature for anything if the University, which did have pressing needs, also would ask for nothing. And the University board of regents acquiesced, incidentally withdrawing from its own president the backing to which his position and his labors and his accomplishments entitled him.

But the question goes further than the backing of a president, even when that president is one who is so great an asset to the University as Dr. Hall has proved himself to be. There is no question by any informed person of the University's pressing and vital needs. Certainly the regents are cognizant of them. If they are to stand aside, who shall the University's advocates be?—Eugene Hostler.

A sliker may be cleaned by scrubbing both sides with soap and water, and afterwards rinsing it in clear water until the soap is removed. Care must be taken not to sponge a sliker with alcohol, chloroform, benzine, gasoline turpentine, or any of the chemicals which are used in sponging other fabrics as they have the property of dissolving rubber and will injure the texture of many waterproof garments. Ammonia may be applied freely.

Almost any place one wants to go there is a couple of miles of dirt road.

# ELIMINATION OF GRADE CROSSINGS DEATH TRAPS

WASHINGTON, D. C., Dec. 14.—The campaign for the elimination of grade crossing death traps has been given a decided impetus thru the decision of the interstate commerce commission recommending that railroads concentrate their attention and resources on doing away with dangerous grades instead of spending further money on the installation of train control devices.

The national automobile association points out that there were 11,445 people killed and 32,998 injured in 27,324 grade crossing accidents in the period of 1923 thru 1927.

During the same time there were 885 people killed and 3571 injured in derailments on the railroads, while 479 were killed and 5017 injured in rail collisions. This means that more than seven times as many people were killed at grade crossings than on railroads and nearly twice as many were injured in the five year period.

The A. A. A. declares that although carriers spent over \$2,000,000 between 1926 and 1927 to eliminate 3624 grade crossings, the serious aspect of the situation is shown by the fact that casualties at highway crossings have increased more than 22 per cent in the present decade.

In the last seven years, the number of automobiles has increased more than 150 per cent. At the same time, the mileage of improved highways has only gained slightly over 24 per cent. The result has been ever-increasing congestion on the highways and a growing problem at grade crossings, where in many instances the heavy traffic occupies the full attention of the car owner.

## LITTLE SPARK PLUG OF VITAL IMPORTANCE

How the spark plug, practically unknown when the century opened has in little more than two decades become practically a universal factor in modern life, formed the theme of an address by R. A. Stranahan, president of the Champion Spark Plug company, at a dinner at Toledo of the entire sales force of the company in the United States and Canada.

"The spark plug," Mr. Stranahan said, "has kept pace with the sweeping changes that have been made in gasoline engine design since its first application. The Champion spark plug of today is a far cry from the spark plug of even a few years ago, due to the rapid changes and radically different engine construction of modern high-speed, high-compression engine. The old type of plug would function but a very short time in the engine of this era, and conversely it is only through the persistent Champion policy of keeping always in advance of engineering practice that many of the present day features of motor cars are possible. High compression engines would be impracticable without spark plugs adapted to cope with their greatly increased stresses and temperatures."

Referring to the spark plug industry, Mr. Stranahan said, "In its short existence it has developed from practically nothing until now the Champion Spark Plug company alone has an investment of more than ten million dollars in the United States, three quarters of a million in Canada and half a million in London and Paris. Its product represents an annual turnover of \$22,000,000 in the retail trade, and a survey of the company shows that it is by far the most valuable article accessory dealer's handle with the greatest sale and profit of any commodity in their stock."

He cited department of commerce reports to show that Champion produces two-thirds of the world's output of spark plugs. Roses are not best pruned in the fall or early winter. If the rose bush is spread out and in the way, some of the surplus wood may be cut out. It is advisable always to make a final pruning in the spring just as the leaf buds are starting to open.

# MONARCHY CASTS ITS DYING GLOW ALONG THE RHINE

By John A. Bouman. (Associated Press Staff Writer.)

BERLIN, AP.—Ten years of republican government in Germany have failed to quench the hidden fires of monarchy.

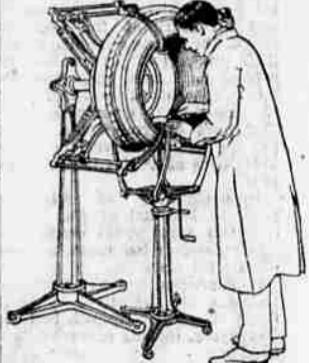
Coinciding with the decenary celebration of the Reich as a republic, there was a stormy scene in the Breslau municipal council over labor motions to remove statues of Frederick the Great and Frederick William III, and to rename Hohenzollern street, Kaiser Wilhelm street and other thoroughfares, substituting the names of Karl Marx, Karl Liebknecht, Rosa Luxemburg and other revolutionary leaders. The motions were carried after violent altercations, but by a narrow majority of 46 to 33.

Another row happened almost simultaneously at Nimpfisch, Silesia, where a dinner to celebrate the opening of a public building portrait pictures of the three German emperors, William I, Frederick III and the former kaiser William II hanging on the walls, were found to be covered over. Monarchists

among the party demanded the resurvey fight developed on the question whether or not the ex-kaiser's picture should be taken away. Finally the party broke up in disorder, and only a few remained to finish the dinner.

A third coincidence was a libel action brought by Herr von Oldenburg-Januschau, a former chamberlain to the ex-kaiser's court and a noted die hard monarchist, against Herbert Eulenborg well known author, who in his recent book, "The Hohenzollerns," recalled the story how in 1918 "an East Prussian hooer, (meaning Herr Oldenburg) had told the kaiser that his majesty could easily shut that old babbling shop (the Reichstag) with a lieutenant and ten men," a sentiment with which the kaiser completely concurred.

Time can be saved in spring by fertilizing, during the winter, the supply of materials needed for the farm shop. One has time during the winter to check carefully all breakage and losses.



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# DE SOTO SIXES BEAT FAST TRAIN

One hour and 34 minutes faster than the fastest express train was the driving time of two California youths who recently took delivery on two DeSoto Six coupes de lujo and piloted them from the factory at Detroit to their homes in San Bernardino.

Their speedometer distances, including detours and travel about cities, was 2040 miles and their driving time was 68 hours and 24 minutes. Coming east their train time was 77 hours, 10 minutes. The fastest train time they could have made was 70 hours, 10 minutes.

On account of the newness of the cars, the first day's driving was very slow. For that reason 11 gallons of gasoline were consumed in 250 miles. As the cars were broken in the speed was increased with steady records of from 55 to 60 miles an hour all day when traffic and road conditions would permit. Two changes of oil were made and the gasoline used for the entire trip was 151 gallons.

On arrival at San Bernardino, the cars were checked by the De Soto Six dealer there who found them to be in excellent condition. No mechanical trouble was encountered and no spare parts were carried.

# What are your banking plans for the New Year?

A satisfactory banking connection will be an important factor in your business and personal finances.

We invite your account in the belief that you will like the personal, accommodating spirit of our service.

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ESTABLISHED 1888  
MEDFORD, OREGON  
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# A Home Investment....

Like Jackson County Building & Loan association Preferred or Intallment stock combines **AVAILABILITY and PROFIT with ABSOLUTE SAFETY!**

Why not begin one of these excellent saving investments for the children this Christmas? They earn 7 percent and 8 percent. Come in—let us tell you more about our stock saving plan.

# Jackson County Building & Loan Association

A Place to Invest Your Savings  
Over 19 Years in Medford—Not One of Our Stockholders Has Lost a Penny



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Watch and Jewelry Repairing

# Flowers for the Holidays

Part of the joyousness of the Christmas season depends upon your flowers! Be sure that you have some in the house to add to the pleasure of this festive occasion. We have cut flowers, wreaths and beautiful baskets to be sent out for gifts. Prices are very reasonable.

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