

WEDFORD MAIL TRIBUNE

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Smudge Smoke. Several of our outdoor girls were indoors, other than for sniffing and eating, one day last week.

The first season has started. Many of the leading orchardists have rolled up their sleeves and put on their mittens.

The moon has been turned on full last the past night, and is doing a good job of it, considering that Prof. Keener is so busy with other matters.

A number of Jville residents would love to trade salt, and had to go half way home to find a place to park.

Farmers are hard to work, as usual.

The showing of both the New York baseball teams has disintegrated a veteran New Yorker, J. Scott Hall.

A Portland journalist was here one day last week, with paper sticking out of every pocket, and a pencil back of his ear.

The extension of Central avenue towards Ashland is still before us. Before taking any action, the voters should weigh what effect the extension will have on the race for constable in the Republican primaries in 1930.

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INVITE BOBBY JONES TO MEDFORD

THE departure of Bobby Jones and family from Atlanta Georgia, calls attention to the fact that for the first time in history the national amateur golf championship is to be held this year on the Pacific Coast.

If the baseball magnates announced they would hold the world series on this coast this year there would be great rejoicing and excitement. Yet not only does this meet at Pebble Beach, California, represent the "world series" in golf, but from the standpoint of participation, golf rather than baseball is now the American national game.

So this is really a great event—not only for California but for Oregon. Medford should be particularly interested, for not only will she have a former national champion in the tournament, but H. C. Egan was the man chiefly responsible for preparing the Pebble Beach course for this supreme and epoch-making test.

THE pick of world golfers will be there, and all reservations on Monterey peninsula have long ago been taken. Many of these golf stars are making their first trip to the Pacific Coast—Bobby Jones has, as far as we know, never played golf in this part of the world before.

He is arriving via Los Angeles, where he plays Von Elm in an exhibition match. He should return via the Northwest and be given an opportunity to unlimber his wrists on the Medford course.

In fact, if officials of the local golf club have not already invited Mr. Jones to stop in Medford, we strongly suggest they do so.

Everyone in the Rogue River valley would like to see Mr. Jones, and we are quite certain Mr. Jones would like to see the Rogue River valley. Incidentally he might appreciate an opportunity to show he is a better trout fisherman than the President of the United States.

HOW CALIFORNIA DOES IT.

THE following editorial from the Oregon Voter treats a time-honored theme, but one which is important and should be called to the attention of the people of this state every now and then. California has demonstrated that her pride is something more than words, but is backed up by deeds, which are regularly translated into greater development and greater prosperity.

When California's contractors bid on California public work they do so with full knowledge that they must patronize California industries for materials and supplies that are manufactured in California.

A contractor who takes a chance of using materials manufactured outside of California usually discovers he has made a mistake.

Administrative, engineering and inspection forces are saturated with determination to build up California industries. They avail themselves of various opportunities to remind the contractor that there are many contacts before and after awards, and while work is being done. An obstinate contractor finds it likewise, perhaps severely expensive, while the work is going on, and also has considerable trouble on future bids.

What this means to California manufacturers is that they get much more business than they would get if the California spirit was only a ghost. Getting more business, they are able to expand. Establishment of new industrial plants is encouraged by the prosperity of those already there and by the knowledge that exuberant loyalty to home industry manifests itself in practical ways.

Competition between old and new industries keeps prices down to production costs plus expectation of a reasonable profit. Hence, the public treasury suffers no loss in the long run. The difference in price between California and outside materials, if any, is more than made up in taxes paid by expanding home industry and by the pay-roll circulation of home-industry dollars.

We need more of that assertiveness in Oregon. Our people are intensely loyal in spirit, proud of their state, but not as practical as are our enterprising neighbors to the south. The latter make it their business to encourage their home industry by more than words.

In Washington there is more of that enterprising practicality in support of home industries than is found here in Oregon.

Sandwiched in between the two states, we become a dumping ground for their surplus. They cut prices as low as is necessary to get Oregon business in competition with our home industries. With meekness we let them get the business, and our home industries suffer. Instead of expanding and paying more taxes, they often have to lay off pay roll.

With a little more thought to the broad economic of the situation, in their specifications there is plenty of opportunity to turn business to Oregon industry, to the benefit of public and private clients.

Under our federal constitution, it is impossible for one state to do what Canada does in the interest of building up manufacture, but it is possible to do what California is doing. Our leaders, by their example, can point the way.

From state highway commission on down to our smallest municipalities, we need a wake-up of Oregon enterprise, so that Oregon manufacturers will know they will not have to cut prices below cost in order to compete with outside dumping. Also, our engineers and architects might give a little more thought to the broad economic of the situation. In their specifications there is plenty of opportunity to turn business to Oregon industry, to the benefit of public and private clients.

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Do You Remember?

TEN YEARS AGO TODAY. (From files of the Mail Tribune) August 18, 1919. Sap Anderson and Mose Berkefeld were fistie encounter in fruit warehouse over politics.

Dr. M. M. Day returns to Medford and resumes practice of surgery. Mercury reaches 102 and considerable discomfort is caused. Warsaw—Herbert Hoover given memorial for saving thousands of Poles from illness and starvation.

Paris style experts declare dresses will be 7 to 8 inches from ground and American women have the "nicest ankles." Forest fires in Douglas county nearby farms.

TWENTY YEARS AGO TODAY. (From files of the Mail Tribune) August 18, 1909. Charles Watersworth sentenced to life for murder, granted a new trial. Cherbourg, France—E. H. Harriman so weak he has to be carried on board "Kaiser Wilhelm" bound for home.

John Gore estimates his profit per acre on pears this year will be about \$1500. He attributes his success to irrigation and smudging. Finding of bisected bones along Trail creek believed to be those of Will King, who disappeared four years ago.

Yreka, Calif.: Work started on building new court house.

Press Comment

Senator Dunne's Lost Cause. After a month of carrying the banner, "Down With the Rogue River Bridge Plans!" Senator Joe Dunne is still quiet without an army and in no position for an attack on the state highway commission. He would do well to throw away his banner into the brush and displease his few followers. He seems to be the leader of just another lost cause.

Which is fortunate? If at the end of three years, when California has completed all the links of its coast chain of highways, the California and easterners traveling by way of California should follow the shoreline highway and come to the finicky ferry over the finicky rogue, they would have a sorry welcome to our state. As matters stand at present, the highway commission will need the rest of the present year for making studies necessary for the bridge and another two years of actual work on the structure. The latter will be opened just in time to be synchronized with the California construction. It will welcome the increased flood of travel from the south.

The highway commission had such solid reasons for ordering the bridge that Senator Dunne has found himself shouting at a convinced and bootless public. These reasons are summed up succinctly by J. C. Ainsworth, president of the United States National bank, in a letter published in the current issue of the Oregon Voter, which magazine, in a previous issue, had cited Mr. Dunne's opposition to the bridge on the grounds that it would cost \$500,000 when the money was much needed for construction in other parts of the state.

Mr. Ainsworth pointed out that the Roosevelt highway is one in which the federal government is aiding and that the cost of the bridge to Oregon will not be \$500,000 but 40 per cent thereof—\$200,000. It is a difference not to be overlooked. We are afraid that Senator Dunne, while perhaps not intending to be misleading, has erred by omission of the fact in some of the public utterances. Even if the bridge were not built, Oregon would not have \$500,000 for other roads.

The Rogue, as Mr. Ainsworth said, is swift and shallow, with shifting gravel beds. The new ferry, which carries only eight cars, has to cross diagonally, covering three times the width of the river. The last time I crossed required 25 minutes, and the captain said the day before he was an hour and 10 minutes crossing on one trip at low tide. As a matter of fact, the ferry difficulties at the Rogue are almost insurmountable. A heavy-encased boat, capable of carrying all the cars, cannot make the landing slip at low tide, and a light engine boat, unable to carry all the cars, furthermore is practically helpless in flood season. Mr. Ainsworth said:

It was never to count the hours on a Saturday or Sunday, waiting in line to cross on this ferry, and see over half of them turn away and drive south on account of sheer inability to cross the Rogue river, it wouldn't be difficult to see the necessity for a bridge.

The voter, investigating the situation, found the consensus of engineering opinion that the Rogue river is highly impractical as a route for the other wide water ways along the Roseburg highway. At other places ferries are able to handle the traffic well, at least for the present. There is still and deep water across which the ferries can run back and forth at will. Furthermore, the ferries can be of practically any size.

It is also the opinion of most of the experts that just as the Rogue is suited for cross-current water traffic, so it is unfitted for a temporary bridge. Roadways would have to be built up and down the banks of the river from the temporary structure to the Roseburg highway. The span would have to be staunch enough to keep its position against the flood waters that at inevitable seasons of the year tumble pell-mell down the valley. The state of Ore-

gon hasn't enough money to afford to be so extravagant.—(Oregonian). Mrs. Amanda M. Humphrey, negro school teacher at Alton, Ore., held in jail here in connection with the death of Martin Luther King, nephew of her husband, admitted to Walter Thayer, assistant district attorney of Tulsa, Okla., that she had beaten the boy with a strap Wednesday.



What 4000 COPCO Customers Know About Electric Cooking

4000 Copco customers have found a new luxury — one that they have found to be no more costly to enjoy than the old method.

They know from experience the advantages of cooking by electricity that you, too, no doubt appreciate. It means no more fuel to carry; no more ashes to lug. Electricity is the ideal cooking heat; economical because it is turned on when you need it—not before; it is turned off when you are through—not later.

The 4000 customers that now use electricity for all of their cooking can tell you exactly how much it costs in dollars and cents. We have made an average of these bills and we find that the average cost of electric lights and small appliances alone, in all the homes served by Copco in Oregon is \$2.20 a month. The average cost of lights, appliances and electric cooking together total to only \$5.85 a month.

For the difference, could you buy ordinary fuel for cooking? And if you could, would you want to? Whenever you decide to investigate this question of electric cooking closely, your nearest dealer will tell you many interesting things. He is prepared to install your new electric range at once on convenient terms.

THE CALIFORNIA OREGON POWER COMPANY



Announcement

The Unique Cleaners, Inc., will give S. & H. Stamps on all cash purchases and bills paid by the 10th of each month.

Customers who have paid cash since August 1st will be entitled to S. & H. Green Stamps if they present customers' Pink Tag at our office.

Advertisement for Unique Cleaners, Inc. featuring the company name in a large, stylized font, the address '20 South Central', and the phone number '96'. The text 'CLEANERS INC.' is written in a smaller font below the main name.