

SS-SH! SPAIN HAS BIG BARGAINS FOR COCKTAIL FIENDS

MADRID (AP)—Cocktails, still mysterious contrivances in Spain outside of tourist hotels, are sold below cost in some native cafes, where a shaker full is served for the price of one drink.

Establishments frequented by Spaniards have few calls for cocktails, and when a foreigner orders one of the strange things there is grand excitement. Waiters, waitresses and the functionaries of the service bar run around, shouting and gesticulating.

Presently the shaker is located, an ancient model, rusty from disuse. Ice is produced, also with hubbub and ceremony. Almost anything from Scotch whisky to West Indian rum is pitched into the concoction. Finally the shaker, brimming with a cold and powerful mixture of half the stuff on the shelves, will be placed proudly before the victim—with a check for only one drink.

Pessimists say it cannot last. There are customers who predict that some impertinent reporter will write a piece about it and thus end a most extraordinary bargain in wet goods.

THANKSGIVING DAY RECALLS NAMING OF PLYMOUTH CAR

When the Pilgrim fathers landed on the shores of this continent Nov. 11, 1620, they called the place which they called Plymouth, they began to make history. The struggle of these Puritans against all natural odds, their physical and moral stamina, their success in establishing colonies in the rocky wilderness of the northeastern part of North America, has earned for them everlasting fame.

When the engineering experts of Chrysler Motors, a year and a half ago, conceived and completed plans for a new low-priced Chrysler-built automobile, a suitable name was sought, according to A. van Duzee, general sales manager of the Plymouth Motor corporation.

"So stirred had the new car been designed in every point, so rugged was it in construction, so free was it from those limitations generally associated with low-price cars, that it was decided to name the car Plymouth because of the association of the name with that dauntless band of stalwart Pilgrims who were among the first American colonists," Mr. van Duzee says.

A year and a half has rolled by since the Plymouth car was first introduced to the public. The Plymouth Motor corporation and its dealer organization celebrate Thanksgiving this year with double enthusiasm, for they know that the Plymouth car has justified the faith that was put into it by Chrysler Motors' engineers and they are happy in their realization that the Plymouth car has upheld in every respect that name so closely associated with early American history.

Just as the Pilgrim fathers overcame all obstacles which beset them when they first landed on these shores, so has the Plymouth car forged ahead in its field, making new history in the automobile industry, from the viewpoint of public reception as well as of production.

The manner in which the public has accepted the Plymouth car since its introduction in July, 1928 has been exceptionally gratifying. At the present time, only eighteen months after the first car rolled off the assembly line, Plymouth is ranking third in retail sales in several states and in a very large number of counties throughout the country. In some counties it is ranking second in new-car registrations.

When one stops to consider that Plymouth has scored this success in the face of keen competition with manufacturers who have been established for a score of years, it seems all the more remarkable.

POLE SMOKERS LIKE YANK CIGARETTES

WARSAW (AP)—American cigarettes came to Poland as a lure for American tourists, but they have remained to be smoked by the natives in preference to domestic brands.

In view of the influx of American visitors to the Polish exposition this summer, the ban on American cigarettes was lifted and a limited quantity was allowed imported under a high tariff.

But after the exposition closed the demand for American cigarettes by Polish smokers was so great that the government continued allowing importation and has even authorized larger orders to be placed with American manufacturers.

Recent Cotton Planting BRIDGE-TOWN, Barbadoes, W. I. (AP)—The establishment of the cotton industry is being attempted by the Department of Agriculture last year owing to the ravages of the boll-weevil on cotton was grown on the island, but this year large quantities of seed were distributed and both the govern-



Hens - Is Hens

SELLING AN EGG that has just arrived via the "hen-pullmans" of the Canadian National Railways

PIGS, as the world by this time knows, is pigs.

Hens, it might be added, is hens. And therefore, eggs is eggs.

When Canadian hens travel from Prince Edward Island or New Brunswick to New England by the Canadian National Railways, they travel in "hen pullmans" that have been equipped especially for them. And it's a poor fowl that doesn't pay for her passage by laying the odd egg.

During September, large quantities of poultry are shipped from the Canadian Maritime provinces to the Boston market. The Canadian National system supplies the pullmans, divided neatly into compartments, caged with wire, equipped with tanks that hold 500 gallons of water, with a stove and with a bunk for the attendant. Each car has an attendant who feeds his charges twice a day with wet mash, sees that the tanks are filled, and collects the eggs.

Perhaps there are as many as 3,000 hens in a car. Between Prince Edward Island and Boston, 3,000 hens eat two tons of feed and drink 2,000 gallons of water. The hens gain a total of 100 pounds and they lay about 240 dozen eggs. The attendant gathers these and sells them.

Hens is hens and eggs is eggs and have their nationality, curious as it may seem. An egg laid in Canada is a Canadian egg and liable to duty if it crosses the border, so the Canadian eggs are collected and sold before the pullman reaches the United States. The American eggs are sold at the end of the trip.

Simmerings of Oregon's Political Pot

It is the figurative hour just before the zero hour in Oregon politics. There is much activity in the trenches. There is much counting of bayonets and inspection of side arms. There is preparation by candidates for going over the top. This in relation to next year's elections. Contending forces are out in no man's land. On or two objectives appear to have been nearly attained.

Thus it is said that John M. Jones will be reappointed in January to be postmaster of Portland. An effort to make that office a spoilsman's plum is defeated. Mr. Jones is a poor politician but he is a real postmaster. He was once a letter carrier. Then he was superintendent of carriers. Later he became superintendent of mails. Succeeding he has filled almost every office in the postoffice, requiring technical knowledge. He knows his business. He has learned it from the ground up. Nobody pretends that another is better qualified than he. An important postoffice ought not to be spoils of politics. It is well that politicians failed to unseat Mr. Jones.

A somewhat similar contest is in progress for the office of United States marshal. Clarence E. Hotchkiss is completing his second term and seeks a third. He is a veteran of two wars, a citizen of character and nobody has objected to his administration of the office of time office. But John M. Day, Republican county chairman in Multnomah, has long been prominent in organization of politics, has played the game square and according to the rules and has rendered valuable party services. He thinks it is time he should be rewarded and wants to be United States marshal. The question is as to whether merit or service by Mr. Hotchkiss in office outweighs equally meritorious service to his party by Mr. Day. Organized forces are largely behind Mr. Day and their chief argument is that Mr. Hotchkiss, having had two terms, should be willing to make way.

That argument has proved impotent in the case of Clyde G. Huntley, collector of internal revenue, whose appointment to a third term is forecast by a request for renewal of his bond. A barrage has been directed against his re-appointment but apparently it has failed.

The Cottage Grove Sentinel takes an exception to a recent reference in this column to Charles Hall's having been a candidate against Ben Olcott in the inter-party campaign after having been defeated in the primary for the Republican nomination for governor. What happened was this: It was found following the primary that a large number of voters had changed their registration from Republican to Democratic on election day in order to vote for Republican candidates. The voters who did this and the election officials who permitted it were fortified in their course by the action of the district attorneys in seven counties who gave opinions that it would be legal. Mr. Hall's friends, after Governor Olcott was nominated and after an investigation which disclosed that several thousand normally Democratic voters had been cast in the Republican primary, believed that most of these voters had gone for Mr. Olcott, filed a protest. A recount was begun in a few districts but after a little the contest was abandoned. Later the law under which the

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Basic Science of Proper Breathing

Although scientists have mastered numerous other problems in the recent progressive years, they have failed to throw new light upon the basic science of breathing and are just now beginning to realize their neglect.

Heretofore, we Americans have treated our breathable atmosphere as we did our children, kept it warm and dry and trusted it would do its duty. We have acted upon the principle that is taught to every primary school child that "you breathe in oxygen and breathe out carbon-dioxide," which makes the case for carbon-dioxide look serious for a time. Now, however, science is turning its attention to ventilation and it has been found that it is almost impossible not to have sufficient oxygen unless one is sealed in a submarine or ascends to new high altitudes in the air.

The late discoveries in the science of breathing, disproves the old theory that crowded rooms become so saturated with poisonous carbon-dioxide that health is endangered. It has been learned that in country air the carbon-dioxide content is .03 per cent, while in a smoky city it rises to only .04 per cent. Even in an exceedingly overcrowded room, the content is not more than .05 per cent. Crews of submarines are ordered to remain submerged until the carbon-dioxide rises to 3 per cent and tests made by placing persons in enclosures containing varying degrees of carbon-dioxide have shown that 7 per cent had no harmful effects.

The conclusion is that atmosphere fit for breathing is merely a matter of a correct relation between heat and moisture and it is upon this theory that scientists are now basing their study in the hope of correcting one of the most abused conditions of living.

STOCK EXCHANGE CABLE CONTAINS 3,000 WIRES SAN FRANCISCO (AP)—A lead-sheathed cable containing 3,000 pairs of telephone wires that will handle a similar number of simultaneous telephone calls is being installed in the San Francisco stock exchange building. The 2,989 feet of sheathing, enclosing enough wiring to encircle the globe 59 times, will connect members' offices with the trading floor.

Winter Driving Hints



Proper attention to brake equalization and brake lining at this season of the year will go far toward increasing driving safety over

GREAT STRIDES MADE IN 1929 ON OREGON HIGHWAYS

In the face of tremendous handicaps, due to the high cost of construction, great strides have been made by the state highway department of Oregon in building highways during the last year, and an ambitious program is being arranged for 1930.

Probably the most important piece of construction completed within the last few weeks is the four and one-half mile stretch south of Oregon City on United States highway No. 99, of state highway No. 1. This section, prior to being paved and opened October 24, was a bugaboo to motorists traveling from Portland to California and intermediate points, including Medford.

Cutting through a bank of solid rock, the highway department first widened this road, the cost of the work being \$210,000, according to figures supplied the Texas Travel Service Bureau, a new department of the Texas company, refiner and distributor of Texas petroleum products, by S. H. Probert, office engineer for Roy A. Klein, state highway engineer.

The cost of paving was \$165,000. From these figures it may be readily seen that building roads in some parts of Oregon on the arterial highways is exceptionally costly, and consequently quantity does not always enter into the amount of work being done by the highway department.

Another item of good news is the fact that three contracts for paving the 40-mile stretch south of Medford to Phoenix has been let. The present stretch of paving is one of the first bid in the west. Mr. Probert informed the Texas Travel Service Bureau. It is only 16 feet wide. Crews of men are now engaged building a two-foot reinforced shoulder on each side. The shoulders are nine inches thick, extending above the present pavement about three inches. The space between will be filled with bituminous concrete, and will be completed about August 1, 1930. In this connection, the Texas representative points out, there is a considerable number of short stretches paved in the early days, that are now inadequate to handle present-day traffic, and these are being widened as rapidly as funds are available.

Still another project that will be under way shortly is the building of a bridge at Grants Pass over the Rogue river. The new structure, it is estimated, will cost about \$125,000, and will be 600 feet long.

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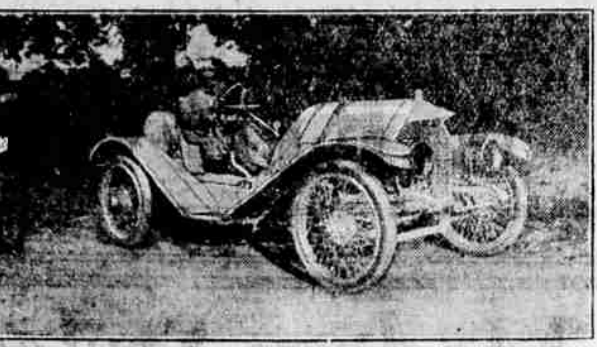
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Remember the Oriole Speedster?



Many hundreds of thousands of miles of Texas mud and 18 years of continuous service are behind this old car, one of 673 Oakland 33 Oriole Speedsters built by the Oakland Motor Car company in 1911. It has worn out four speedometers. Still in good running condition, it recently was turned in on a new Oakland by Fred C. Grimes of Hillsboro, Texas, who purchased the Oriole as a used car in 1912.

Construction work will be carried on next summer.

The principal work now being done in Oregon is on the Roseburg highway, paralleling the Pacific highway, and extending from Astoria to the California border. This highway is all completed, excepting a 50-mile stretch, which, due to heavy construction work at exceptionally high figures, will not be finished for at least three years. The highway will be 405 miles long, but because of the 50-mile gap cannot be generally used. Of course the work already done is valuable to a large number of sections. The cost of construction on the gap amounts to about \$190,000 a mile, the Texas representative notes.

MUNICH (AP)—An association of American art students here, backed by the Rockefeller foundation, tried to buy at auction the home of the late Franz von Suedk, internationally known artist, but it was bid in by the family for \$37,000. The Americans wanted it for a club house. Princess Herta and the former czar of Bulgaria also bid.

Most of the work has to be done along rock bluffs that drop into the Pacific ocean. Construction is now being carried on between Reedport and Newport. When completed, this highway will be

one of the most scenic on the coast, available information discloses.

In the last few months travel on the Redwood highway north from California has been unusually heavy, and Californians are establishing a regular settlement above Gold Beach, 45 miles from the California border. Fishing, both salt-water and trout, is especially good in the Rogue river at this point, and in contiguous territory.

The western stations to give the broadcast are: KGA, Denver; KSL, Salt Lake City; KGO, San Francisco; KFI, Los Angeles; KGW, Portland, Ore.; KOMO, Seattle; KIQ, Spokane.

Bike Racer Duke's Aide BELFAST (AP)—Lt. Courtney A. R. Shillington, who has been appointed a de-charge to the Duke of Abercorn, the North Island Viceroy, was formerly a racing cyclist. On one occasion he finished second in the Ulster Grand Prix.

Although the music for the program is in the Spanish manner, several of the numbers are from other Spanish composers. The march from "Carmen" by Bizet, a Frenchman, and the Polish Mazurka, Malaguenia from his only opera, "Bohemia" are among the orchestra numbers, as is Los Toros from "La Perla" by Lacome, who was born in Housa, France, and who composed many of his most famous works in the Spanish manner. "La Perla" represents his impressions of Spain where he spent many years.

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