

The American

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ARTHUR EDWARD POWELL
Editor and Publisher

EDITORIALS

HOPES FOR FEHL

At last we begin to see some hopes for our old friend and neighbor, Earl H. Fehl, republican candidate for county judge. The Medford Daily News, through its reputed owner, Lowell A. Banks, has repudiated him!

Will wonders never cease? Only a few short months ago the News couldn't say enough for Mr. Fehl.

When the Unifa printers were locked out by the News last fall and Mr. Fehl and his family jumped in to the breach and got out the paper, Mr. Banks was loud in his expression of friendship for Mr. Fehl. Even before that time the News championed Mr. Fehl's candidacy for mayor of Medford.

But, as we have been expecting, just let Mr. Fehl express an opinion not in accord with Mr. Banks views and off goes the lid. When Mr. Fehl at the public hearing on the proposed county budget, spoke in a very conservative manner, commending the action of the Advisory committee and the county court, we saw the handwriting on the wall. We feared then that his happy connection with the Daily News was on the rocks. But when Mr. Fehl published an article announcing the fact that Charles P. Talent was considering coming out for sheriff, Mr. Banks, with that wonderful insight of his which always enables him to detect the Ethiopian in the fuel, at once saw that the state political machine was entering local politics.

Mr. Banks also drags in the "stool pigeon" and "John Doe" warrants, but what they have to do with the case is beyond us.

We have known Charlie Talent nearly 24 years. We used to play tennis with him and John Beeson in the old days. We knew him when he worked for A. W. Walker as an automobile salesman. And during all the time Charlie was "speed cop" we knew him as an efficient, careful officer, and we respected him then, and do now.

So far The American has taken no part in the primary race for sheriff or any other office. But we do say this. We BELIEVE all of the candidates so far in the field are honest, worthy men. But we KNOW Charlie Talent is just that.

If Mr. Fehl will just lose a few more supporters like the News, we may be tempted to support him ourselves.

WRITING ON THE WALL

In a recent hearing before a Senate committee on a bill to provide bus and truck regulation, a representative of trucking interests, after summing up problems of the truck companies and the service they render to the public, asserted that truck operators should not be put under oppressive regulatory measures.

How can the truck people hope to escape "oppressive regulatory measures" when similar legislation has been heaped upon the railroads until the only thing the railroad managers are left free to do without restriction, is to pay their tax bill?

Similar restrictive legislation applying to the electric industry has gradually been increased until today it is facing proposals that will make it as impotent to manage its own affairs as are the railroads.

Buses and trucks cannot escape "oppressive regulation" unless the policy toward other public service and transportation companies is made more constructive.

The theory of regulation, when it was adopted, was to serve the public. The question is how far a business can be handicapped and paralyzed in its ability to meet changing conditions quickly, and still serve the public.

One of the basic theories of public regulation of business is to give the people service on a basis of equality to all—no special privileges or special favors. From this sound principle, as a beginning, regulation has extended until the regulators are today the virtual managers and operators of the businesses affected, without any of the responsibilities

of ownership or financial liability. There is a growing question in the minds of many people whether this type of "regulation" is not failing in the primary purpose of regulation, namely, service to the public. Apparently such regulation is destroying public service, ruining the investments of millions of stockholders and preventing needed developments which capital is discouraged from attempting for fear of actual confiscation by either present or future restrictive measures which will be heaped upon it.

Bus and truck companies which use the public highways, are in even a worse position than industries operating on privately owned property for as their business grows they can look forward only to more political interference than have the railroads unless our present theory of regulation is broadened so as to encourage rather than discourage private enterprise in public service fields.

ELIMINATE UNFIT BUILDINGS

Civic improvement and fire prevention often go hand in hand.

Aged and dilapidated buildings, such as can be seen in most centers of population, are detrimental to property values and retard new construction—and they are as well, breeders of conflagrations.

A number of cities are making efforts to do away with these eyesores. Harrisburg, Pennsylvania, has made conspicuous progress in this direction. During 1931 more than 100 fire-damaged buildings were removed. One block of 24 structures was cleared up, eliminating, among other fire hazards, 107 stovepipes which were carried through holes in unprotected lath and plaster! New York, Cleveland, Los Angeles and Chicago are among the larger cities which have rehabilitated and improved dangerous sections.

The benefits to the community from such actions are obvious. The way is opened for the construction of new buildings, or for the development of parks. Property values rise in the surrounding territory, with resulting higher tax return to the city treasury. But, perhaps of greatest importance, the chance of fire has been lessened.

All individuals and civic organizations should support movements designed to eliminate unfit buildings. It is easier and cheaper to prevent a fire than to try to put one out after it has started. And, if there were no question of property losses involved, the potential saving of life that results from a determined civic improvement campaign would alone make the work more than worth while.

ALL IN THE SAME BOAT

Farmers who are already in the cooperative movement should, in their own interest, make an effort to enlist non-organized farmers.

This is emphasized by Fred Sexauer, of the Dairymen's League Cooperative Association, in a letter to members. After commenting on low dairy prices, and the economic conditions that forced them down, he says: "We had better talk it over with our non-pool neighbor. His head is under water just the same as ours. If we work together, maybe we will come up with the rest of the world. If we do not, we may all stay down until we drown... You can help by bolstering up your neighbor whose vision is not as broad as yours..."

This is sound advice. The only way the cooperative movement can make real progress is through united support, and loyal backing. It should have behind it every farmer in the country, no matter what his individual problem may be. In the long run, as Mr. Sexauer points out, farmers will sink or swim together. The cooperative movement is being severely tested now—and if it comes out with colors flying it will be the greatest thing that has happened to agriculture in many generations.

A GOLDEN PRIZE

In an article in the American Mercury, Chairman Harold West of the Maryland Public Service Commission, observes that the control of utilities by government instead of state regulation is a golden prize for politicians to strive for because "it would open up the possibility of creating perhaps the greatest political machine the world has ever seen... The present governmental machine would be a toy alongside it."

The statistics bear him out. The value of the power industry's plant and equipment in June, 1931, was \$12,250,000; it had gross operating revenues of \$2,125,000,000. It spent close to a billion dollars for new construction in 1930. It has 275,000 employees who received \$435,000,000 for their services in 1930. It had, last June, 20,331,550 customers, and 84,500,000 people live in electrically lighted homes. In 1930 the industry's taxes, of which one-third went to the Federal government and two-thirds to the States,

totalled about \$200,000,000. As Chairman West says, "the power industry would be a good one to start with," from the standpoint of the politicians.

Thus, many of the attacks on the utilities, "in the public interest," may not be so selfish as they seem. The opportunities for political patronage and for extending the bureaucracy that public ownership of the electric industry would provide, are almost incalculable. Will the people be fooled?

THE PUBLIC'S INTEREST IN RAILROADS

The public has a far greater interest in the railroads than it realizes. Nearly three billion dollars of life insurance funds are invested in railroad securities and mutual savings banks account for \$1,550,000,000 more. This makes a total of \$4,600,000,000—one-fourth of the total net capitalization of all American railroads. Thus, the safety of the rails is intimately related to the protection standing behind 65,000,000 life insurance policies and 14,000,000 savings accounts.

In the opinion of General W. W. Atterbury of the Pennsylvania Railroad, the joint benefits to be anticipated from the Railroad Credit Corporation, the wage adjustment and the Reconstruction Finance Corporation should be extremely helpful in preventing further defaults on railroad bonds this year. But, this being the case, we must not lose sight of the railroads' fundamental difficulties, largely brought on by regulation and taxation which is not made to apply equally to competing transportation agencies.

The outcome of the railroad problems will be up to the public. If it demands fair treatment for the rails—which is the same thing as fair treatment for itself—the situation can be remedied. If it does not, the future of our greatest single industry is dark indeed.

REVIVING MINING IMPORTANT

If the various plans to restore the value of silver succeed, the nation will be benefited in two ways—by renewed opportunities for foreign trade which will result in stimulated industrial activity at home, and by revival of mining operations.

In the western states mining is one of the largest industries—in some states it normally employs more men than any other industry, pays more in taxes to the state, and is the largest purchaser of supplies. "Poverty prices" for metals have forced the industry to retrench, and the effects of that have been felt throughout the nation. Anything that will again make mining profitable will do much to help the country at large to solve the problems brought on by depression.

Oregon Dairies Face Problems for Future Business

The Oregon dairy industry, probably in the best financial condition of any branch of agriculture in the state, has a serious problem to face. There is every indication of a greatly increased production during the coming year.

Abundant irrigation water and low feed costs will tend to increase production. Old cows and unprofitable cows have not been shipped to the butcher because of low beef prices. Farm labor costs are low and many beef men are now milking beef-type cows which normally would be nurse cows. The number of marginal dairymen, farmers who in better times would be engaged in some easier form of agriculture, are temporarily in the dairy business because of a quick cash return.

Consumption of dairy products in Oregon is much below the average of other coast states and this fact presents the solution of the present problem before the dairy industry.

Successful dairy leaders from all parts of the state have formed the Oregon Dairy Council, using the best of the plans employed in California and Washington, and this organization is now starting an advertising and publicity campaign to stimulate the use of more Oregon milk products. All lines of the industry will be included in the management and benefits of this promotion plan.

All proven forms of educating the public in the value of milk, butter, cheese, condensed milk and ice cream will be used. Much of the work will be conducted through the public schools and parents organizations. A general marketing and advertising campaign will be waged to increase sales in the larger markets of the state. The work is now under way and much valuable progress has been made.

Every "milk-man" in the state, from dairymen to butter-maker, will be given an opportunity to invest a small sum monthly in this state-wide campaign for new business. A fair ratio of cost has been devised for

Two Chicago Bankers Prominent In Drive Against Depression



Charles G. Dawes (left), Chairman of the New Reconstruction Finance Corporation, and Melvin A. Traylor, Chicago Banker.

CHICAGO and the Middle West have a double interest in the success of the gigantic Reconstruction Finance Corporation which is now being organized in Washington following speedy action by Congress.

Charles G. Dawes, whose name is almost synonymous for the business community of Chicago will sit in the driver's seat as the active head of the great \$2,000,000,000 Federal corporation just authorized by Congress.

Another Chicago banker, a Democrat who is being repeatedly mentioned as a man of Presidential timber, has the distinction of making a vital contribution to the initial strength and success of the Reconstruction Corporation. That man is Melvin A. Traylor, president of the First National Bank of Chicago, who was the first to visualize

and propose that the Reconstruction Corporation render some service to thousands of depositors of small banks which had failed during the past two years. The gist of Mr. Traylor's proposal before a Senate Sub-Committee was that the Reconstruction Finance Corporation be authorized to make loans to closed banks as well as to financial institutions and others needing its aid. Such a step would release substantial amounts of money to depositors whose funds had been "frozen" by the failure of such banks.

Mr. Traylor's suggestion made such an impression that it was embodied in the Bill as finally passed by Congress. He, more than any other man is responsible for the timely assistance that will now be possible for many depositors of small banks throughout the country.

possible, in promoting the sale of the product from which they came. A number of firms and individuals have already stated that this plan meets with their entire approval and payments for January have already been received in many instances. The loyal support of every man in the industry is expected.

LEGAL NOTICE

NOTICE OF SHERIFF'S SALE
By virtue of an execution on Foreclosure duly issued out of and under the seal of the Circuit Court of the State of Oregon, in and for the County of Jackson, to me directed and dated on the 17th day of February, 1932, in a certain action therein, wherein Clara J. Young, as Plaintiff, recovered judgment against Adina Benson and Axel Benson, the defendants, for the sum of Thirty-six hundred (\$3600.00) Dollars, plus interest at the rate of 8% per annum from May 5th, 1931, with costs and disbursements taxed at Sixteen and 20-100 (\$16.80) Dollars, and the further sum of Three hundred sixty and no-100 (\$360.00) Dollars, as attorney's fees, which judgment was entered and docketed in the Clerk's office of said Court in said County on the 12th day of February, 1932.

Notice is hereby given that, pursuant to the terms of the said execution, I will on the 26th day of March, 1932, at 10:00 o'clock a. m., at the front door of the Courthouse in the City of Medford, in Jackson County, Oregon, offer for sale and will sell at public auction for cash to the highest bidder, to satisfy said judgment, together with the costs of this sale, subject to redemption as provided by law, all of the right, title and interest that the said defendants, Adina Benson and Axel Benson had on the 20th day of August, 1929, or now have in and to the following described property, situated in the County of Jackson, State of Oregon, to-wit: Beginning at a point 2598.4 feet West of the Southeast corner of Donation Land Claim No. 38, Township 37 South of Range 1 West of the Willamette Meridian, and running thence West 392 feet; thence North 505.9 feet; thence West 392.5 feet; thence North 777.3 feet to station on South side of County Road; thence along South side of County Road, South 89 deg. 52 min. East, 83.8 feet; thence South 73 deg. East, 84 feet; thence East 1178 feet; thence leaving County Road, South 5 deg. East, 124.4 feet; thence South 16 deg. 30 min. West, 99 feet; thence South, 9 deg. West 33 feet; thence South 132.6 feet; thence South 33 deg. 57 min. West, 140.1 feet; thence South 80 deg. 45 min. West, 99 feet; thence North, 85 deg. West 198 feet; thence South 58 deg. West, 178 feet; thence South 9 deg. 15 min. East, 651 feet to the place of beginning, containing 24.64 acres, more or less; together with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining.

Dated this 19th day of February, 1932.
RALPH G. JENNINGS,
Sheriff of Jackson County, Oregon.
By OLGA E. ANDERSON,
Deputy.

Can you Write a Letter?

GOODYEAR Rubber Co.
Offers a Prize of \$50 for Best Letter.
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Dairymen are Facing Surplus Problems in Country

Oregon dairymen are faced with the necessity of planning operations on the supposition that there will probably be a surplus of dairy products for the next several years, say P. M. Brandt and Roger W. Morse, dairy specialists at O. S. C. in commenting on this year's dairy outlook report prepared by the extension service.

Despite this fact, dairymen who keep production and general overhead costs to a minimum, control disease, keep quality high to encourage consumption, and take advantage of prospective cattle markets for surplus stock, may show as good or better profits than is possible in most other enterprises, say the dairy leaders.

Ways suggested for reducing production costs are first of all to increase average production per cow by culling out low producers and diseased animals, they point out. This is no time to hang on to poor cows regardless of past performance or theoretical values, they add.

Increase in good forage production, such as alfalfa hay and succulents, and greater developments of pastures, which afford the cheapest source of dairy feed, are major steps in practical reduction of costs. Finally it is recommended that best sires be used but that fewer replacements be raised unless for a definite outside market.

In this connection it is pointed

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out that 10 counties in California have recently started campaigns for elimination of tuberculosis which require replacement of a large number of animals. In the past California buyers have been particular about quality, it is pointed out, but now on the demand for well bred animals, disease and with good producing ability. This market if well cultivated last till the entire state is in disease.

Oregon is in excellent position to take advantage of this market. Disease control work is far advanced in this state in many respects than any place in the country.

CORVALLIS—One more illustration of what the famous Borfield nips, introduced by the Astor Experiment station, are doing for dairymen. Chester and Ira Kerker planted about two-thirds acre of these turnips on their near Alesia early last July, started feeding the crop to dairy herd of 10 cows on Sept. 1 and continued for four months during which time they estimated they fed close to 35 tons of the crop. The herd maintained a heavy flow of milk through the fall when production ordinarily drops.

Lets Return To Our MUTTO

We will have for SATURDAY Leg of Mutton 12c Shoulder of Mutton 10c Mutton Stew 5c Central Point Meat Market I. D. LEWIS, Prop.

DO YOU KNOW THAT for the price of a Few Carpet Tacks

Any woman who sweeps a rug is working for one cent an hour. That is what it costs on the average to operate an electric vacuum cleaner. So cheap is electricity that for a few pennies you can clean every rug in your home. See your dealer today.

Electricity will clean a Rug

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