

The American

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ARTHUR EDWARD POWELL
Editor and Publisher

EDITORIALS

"If, to please the people, we offer what we ourselves disapprove, how can we afterwards defend our work? Let us raise a standard to which the wise and just can repair. The event is in the hand of God."
George Washington.

The following editorial from the Fairmont, (Minn.) Sentinel is so clearly expressive of the conditions of the railroads today that we reprint it entire:

TEARING UP THE RAILS
We hear it again today. It's one of those familiar falsehoods that can't be killed off.
What's the difference to the railroads if times are tough? They get 6% on their investment anyway. If they don't earn that much the government just gives it to them.
And a great many people believe just that. The fact that it's a lie doesn't make any difference. As remarked before, folks believe what they like to believe. Whether it's true or not makes not the slightest difference.

That's the preface. Now for the statement of fact:
In 1931 the railroads of the United States earned less than 2 per cent on their investment—1.93 per cent to be exact. In 193 their earning rate was 3.34 per cent.
These, of course, are averages. Some roads earned a little higher rate, some less than nothing.

Every town in Martin county, every inhabitant of Martin county, is adversely affected by what is happening to our railroads. So is every county and every person in the entire nation.
Everywhere train and mail service is being curtailed. Some branch roads have been entirely discontinued. Towns that were once on a railroad are no longer.

The biggest event in Martin county's history was the coming of the railroad in 1878. The saddest day will be when trains no longer operate there, and that is easily possible. Train service today in this county is less than half of what it was 20 years ago.
How can we retain train service? Patronize the railroads. There is no other way.
Remember that when you travel or ship any other way you are tearing up a rail on some line that leads to your town.

This paper is old fashioned, but it stubbornly believes that there is no substitute for railroad service.
While it may be that the pen is mightier than the sword, many writers no doubt think the blue pencil is still mightier.

STATEMENT OF OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.
Of The American, published weekly at Central Point, Oregon for April 1, 1932.
STATE OF OREGON,
COUNTY OF JACKSON, ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Arthur E. Powell, who, having been duly sworn according to law, deposes and says that he is the Editor and Publisher of The American and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, managing editor, and business managers are:
Publisher: Arthur E. Powell, Central Point, Oregon;
Editor: Arthur E. Powell, Central Point, Oregon.
2. That the owner is: Ellis C. Galt, Modesto, California.
3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are:
Mergenthaler Linotype Co., New York City, N. Y.
ARTHUR E. POWELL,
Sworn to and subscribed before me this 2nd day of April, 1932.
MARGARET TOLLEFSON,
(SEAL) Notary Public.
My Commission expires Jan. 15, 1935.

DOLLARS FROM GOOD ROADS

Good roads put dollars into the motorist's pocket.
A recent report states that Wyoming roads oiled last year will save automobile owners \$1,987,000 annually. The bureau of roads in that state has found that the cost of operating a car is one cent a mile less on paved or oiled roads than on gravel. And the cost of oiling 596 miles of road was \$1,200,000—but slightly more than one year's saving.

Anyone who has driven over the ratty, muddy, semi-impassable roads that are still too prevalent, will bear out these findings. Nothing save accident is more detrimental to a car, or to the motorist's pleasure. In these days of fast transport and wide use of the automobile, the archaic dangerous "cow path" road has no place.

Road oiling is cheap. First-class surfaces, of rock asphalt mixtures, can be constructed for a very few thousand dollars a mile, with remarkably low upkeep costs. Such roads reduce motoring costs to the minimum, assure a passable artery at all times of year, under all weather conditions, act as an attraction to the tourist, bring business to small towns, are a boon to the farmer. They not only pay for themselves, but return to the state and the taxpayer a very high rate of interest both in actual cash and in benefits only slightly less tangible.

AUTOMOBILE SALES TAX DANGEROUS

The proposed Federal excise tax on automobiles, if adopted, will mean the further penalization of the automobile owner—who, in the aggregate, now pays special motor taxes totaling more than \$1,000,000,000 a year. It will, further, discourage the buying of automobiles and cause a decrease in income from other taxes such as license and registration fees, and, most important of all, gasoline taxes. According to the National Automobile Chamber of Commerce, the imposition of the federal tax, as suggested, on vehicles, tires, parts and accessories would make the average buyer of a new car pay an additional tax of \$72 the first year of operation.
It may not be generally known that at present motor vehicles are the highest taxes form of non-luxury property. An automobile owner pays taxes amounting to 18 per cent annually on the average value of the vehicle during its lifetime, as compared with annual real estate taxes on urban land of 2.4 per cent, and 1.6 per cent on farm land.

In brief, the Federal sales tax would be discriminatory, would burden small incomes, would curtail employment and would retard business recovery. It would be a factor in prolonging depression. Congress should see that the proposal goes into the discard.
ADVICE TO THE MOTORIST
The following advice to the motorist, given by Maxwell Halsey of the National Bureau of Casualty and Surety Underwriters, should be impressed upon every driver.
1. Regulate your speed to driving conditions. Twenty-five miles per hour may be more dangerous than 45 miles per hour under certain conditions.
2. Do not drive faster than will permit you to stop within the assured clear distance ahead. Some one may suddenly come out of an intersection or around a curve.
3. Know the rules and regulations and obey them. They are designed to bring safety and their disobedience will cause accidents.
4. Keep on your side of the road—it is the safe side.
5. Do not pass unless you can see that no one is coming and that you have enough room.
6. Signal before you turn and turn from the correct lane.
7. Drive smoothly—the unexpected is liable to cause accidents.
8. Have your car inspected and maintain it in good operating condition.
9. Give the pedestrian more than his share of the right of way—pick on some one your size.
10. Slow down and be particularly careful when pavement is slippery, when visibility is poor and during the evening peak hour—4 to 6 p. m.
These rules deserve careful study. Following them should eliminate, to the greatest degree, the possibility of accident. They are based purely on courtesy and common sense—two great friends of accident prevention.

Since 1913, the cost of government in the United States has increased 450 per cent, while the earnings of the people rose less than half that amount, according to Governor Albert C. Ritchie of Maryland.
School teachers, in view of their modest salaries and the slowness with which some communities pay them, are doubly honored by a national credit agency's recent rating of thirty-four occupations: It lists the teachers as the best risk.

Weekend News Review

(Courtesy Oregon Journal)
Foreign

Paris—Interest of Europe is centering on the coming conference on the Danube problem, the solution of which will affect the fortunes of virtually all nations on the continent. The conference will open Monday.

Paris—The United States Chamber of Commerce has presented to Ambassador Edge a direct appeal to President Hoover to do something about the restrictive measures applied by the French against American products.

Buenos Aires—Legislators of Buenos Aires province whose election last year has been declared void have organized an insurgent government of their own.

Manila—Many of the women lepers who were released in a raid by male lepers at Cullin colony are still at large and living with friends and relatives outside the colony. Police have been unable to cope with the situation.

London—The trial of the Rev. Harold F. Davidson, charged with immoral conduct, is providing Merrie England with many thrills. The evidence being taken by the court is followed closely by the public.

Stockholm—Investigators into the financial conditions of the companies controlled by Invar Kreugar, Swedish match king who recently committed suicide, reveal the fact the collapse may be one of the worst debacles in industrial history.

Vatican City—The first steam locomotive to enter the Vatican City stopped at the new railroad station Saturday after a test run.

London—Pope Plus XI has ordered short wave receiving sets for officials of the Catholic church abroad in order that they may hear the daily official broadcasts from the Vatican.

Tokyo—Japanese reinforcements were sent into Manchuria during the week-end to meet the double threat from insurrectionists against the new government and from the forces of Soviet Russia.

National

Washington—Interest is now being focused on the senate, which will take up its deliberations on the revenue bill passed by the house Friday. It is predicted that similar heated debates will be held in the senate on the measures as envisioned the house.

Boston—The big collier William C. Atwater, which grounded on Sow and Pigs reef, was able to proceed toward Boston harbor under her own steam late Saturday.

Los Angeles—Almea Semple McPherson-Hutton has refused offers of Paul Rader, evangelist, for purchase of Angelus Temple.

Tupelo, Miss.—Two three-year-old boys were burned to death in a play house. The boys were trapped by the flames.

Honolulu—The stage is set for the trial of Mrs. Granville Fortescue, Lieutenant Thomas H. H. Massie, E. J. Lord and Albert S. Jones, charged with murder of the Hawaiian who assaulted Mrs. Massie. The trial will begin Monday.

Washington—The cruisers Omaha and Concord will be ordered to Portland for the American Legion convention September 12-15.

Cleveland—Governor Pinchot of Pennsylvania warned an audience that unless the wealthy ceased political machinations for control of the nation there would be an uprising of the common people.

Pacific Northwest
Seattle—Armed with a penknife, Albert H. Ryan, Spanish war veteran, routed a group of Communists who attacked him for upbraiding one of their members for spreading Communist propaganda.

Roseburg—The Douglas National bank here celebrated its 49th anniversary Friday.

Seattle—Dr. Albert G. McKeown, former member of the Bellingham school board will go on trial in April on the charge of second degree murder in connection with the recent death of his mother.

Forest Grove—E. W. Woodford, Forest Grove, won the sweepstake cup in the seventh annual daffodil show.

Hood River—Liquidation of the Hood bank will proceed, in accordance with a decision reached at a conference between depositors and the state superintendent of banks.

Chicago—Wheat prices ran up sharply in trading on the board of trade. Prices rose from two or three cents above the previous day's level.



Grapefruit and Vitamin C

THERE was a time when we thought that what we had to have, if it came to first principles, was just "enough to eat." But science has taught us differently. What we have to have is sufficient of this and of that, especially of the essential vitamin C.
When we first heard of this vitamin as the "antiscorbutic" vitamin, we said to ourselves, "Well, we're not going on long sea voyages or Arctic expeditions where we will have to live on bread and salt meats, so we don't need protection from scurvy!"
That is what we used to say—now we know that for healthy bodies, sound teeth and good skins we simply have to have enough of this vitamin.
That is why the report of a study of antiscorbutic potency of canned and fresh grapefruit, which appeared some months ago in The Journal of Home Economics, is so interesting. The study was made by Grace MacLeod and Lela Booher of the Nutritional Laboratory of Teachers' College of Columbia University, and led to the conclusion that canned or fresh grapefruit has a vitamin C potency of the same order of magnitude as lemon or orange juice or tomatoes, raw or canned.
This Applies To Us
So, should the family get tired of its orange juice and lemon juice, and look askance at tomatoes for the nonce, substitute grapefruit. It's good, and just as good for them.*

Who makes your Fire Insurance Rate?

Property owners—individually and collectively—create the conditions which determine the cost of their fire insurance.

There is nothing secret in the making of fire insurance rates. Several major facts enter into the determination of these charges, such as construction, occupancy, the quality of private and public fire protection, exposure from other property and general loss experience.

ELIMINATE HAZARDS

Stock Fire Insurance Companies maintain bureaus to assist in eliminating fire hazards or correcting defects which may affect your rate. The advice of such bureaus is offered to you free of charge through your insurance agent.



THE NATIONAL BOARD OF FIRE UNDERWRITERS
85 John Street, NEW YORK

CHICAGO, 222 West Adams Street • SAN FRANCISCO, Merchants Exchange Bldg.
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Movement of Butter Into Storage

Uncertainty in regard to price to pay for butter to storage is having a depressing effect on the butter market as the season approaches.
Storage operators are keeping stocks at a minimum and heavy accumulations. Movement of butter to consumptive channels has been satisfactory. Coast storage has been of butter are considerably below year ago, while total holdings in United States are about one fourth a year ago and three fourths of five year average.

Willamina—New sidewalk laid in front of K. E. Store and Willamina Hardware.

Beaverton—Onion growers in this district are enthusiastic over the recent increase in prices. A recent shipment of more than a carload was made at a price of \$6.50 a sack.

Hood River—Development of the Lost Lake region is planned as result of the decision of the federal forest service to advertise for improvement bids.

Olympia—More than \$250,000 will have to be spent by the state for relief of sufferers in the flood stricken areas of that state.

Sports
Selection of Prince G. Callison to succeed Dr. Clarence W. Spears as coach of the University of Oregon football team was made at the meeting of the executive council of the school Monday.

Berkeley—The University of Southern California track team defeated the U. of C. team in the annual meet.

Tuesday the baseball season will officially open on the Pacific Coast. Considerable interest is being shown in the ability of the teams to perform, and Portland is awaiting with anticipation for signs of strength from its nine.



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