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Editor and Proprietor



EDITORIALS

SHALL WE CURE—OR KILL?

For several years, the politicians of the country have been working overtime in denouncing the evils of the electric utility industry. Brandishing the sword of eloquence, they have stood bravely between the public and the alleged economic monster which sought to devour them.

All of this amounted to a prelude to an attempt to destroy the "monster"—and it has come to fruition in the so-called Public Utility Act of 1935, which is now under consideration in Congress. If the Act passes practically every utility holding company in the nation will be forced out of business by 1940.

It might not be a bad idea if the public were given a chance to learn what holding companies are for, why they were created—and what they really are, as distinct from what the anti-power politicians say they are—that they have been an important factor in practically every great industry, and that they were developed long before an electric company existed.

It can be proven that the holding company was the greatest single factor in bringing gas and electric service in this country to its present stage of efficiency, which is the highest in the world. Before the holding company, each utility could serve only its little district. Outside of the large cities of the country, where demand was sufficient to justify the building of large, first-class plants, service was necessarily uncertain. Rates were high. Breakdowns were frequent. Management and engineering personnel was far from being of the best type.

The holding company provided a means whereby every town, small or large, could enjoy the most efficient and least expensive service. It joined small plants into larger interconnected systems—and practically did away with failures in service. It made available to operating companies the highest calibre of management, engineering, legal and other counsel. It was able to obtain the money for improving facilities and extending operations. In return it received fees, based on work done from the operating company.

It is an interesting commentary that the holding company has been heartily endorsed by David Lillenthal, head of the TVA, which is itself a holding company, owned and operated by government. Mr. Lillenthal, not so long ago, condemned what he believed were abuses of individual holding companies—but added that without the services of good holding companies, electric and gas service could never have reached present peaks of efficiency.

The proponents of the present bill do not pretend to eliminate holding company evils or abuses through sound, well-considered regulation which would protect the interests of utility investors, the public and the government alike. Instead, they lump the wheat with the chaff, and propose to destroy the holding company entirely—and to destroy with it hundreds of millions of dollars which the American people have invested in our large electric systems. They are working, consciously or otherwise, on the supposition that the way to cure a disease is to kill the patient.

Public-spirited utility executives no less than government officials offer their sincere support to legislative proposals which would remedy abuses and enable properly managed holding companies to serve the public to the best of their abilities. It is no solution of the holding company question to destroy the companies, when that works to the detriment of all who use light and power, who have invested money in private utilities, or who have an interest in forwarding sound policies in both government and private business.

WORK HARD—THINK HARD

It is now feared that there will be another wheat shortage, due to the dust storms which have caused damage in the mid-west comparable to that done by last year's drought. Farmers producing other products likewise face new and difficult problems, which have been caused largely by the failure of the government's farm relief program to produce the results that were anticipated by the overly optimistic.

All of this emphasizes the fact that the American farmer, if he is to work his way out of depression, is going to have to work hard—and think hard. He cannot depend on outside agency for his economic salvation. The whims of nature, and the ancient laws of supply and demand cannot be controlled by fiat.

The farmer's best weapon lies in the agricultural cooperative—cooperatives which are owned and controlled by their members, and which enlist the abilities and energies of thousands of producers in order to work toward a common goal. One farmer, faced with disorganized distributing machinery, profitless prices and chaotic markets, is powerless—ten thousand farmers, joined together in one organization, can fight a winning battle.

The old saying that self-help is the only worthwhile kind of help, was never truer than in the case of modern agriculture.

TAXES ROB THE BREAD BASKET

"It will do no harm to have a reminder that when the Congress passes laws requiring the expenditure of money, the people will have to pay it. When a deficit exists, it must be met. Temporary borrowings by the Treasury may take care of it for the present, but finally the taxpayers will come to a day of reckoning."

"Raising tax rates does not seem popular. Imposing a new levy on small income is anathema to those who vote large appropriation. . . . But people with small incomes will pay directly in all they buy or use, even if they pay no direct tax. They are the ones who suffer most from government extravagance."

"The present high rate of taxes, especially state and local assessments, is one of the main reasons small concerns are closing up and their business going to chain stores and other large corporations. The overhead of taxes is so large that a small business is at a serious disadvantage."

That was written three years ago—and its author was former President Calvin Coolidge. Since that time the tax problem has become critical—taxes levied by all units of government are rising to the point of confiscation, and government indebtedness has soared to an undreamed-of peak. The people will eventually have to pay the bill—every penny of it.

A POWERFUL ALLY FOR SAFETY

Aroused by the frightful record of traffic accidents and injuries during 1934, 11,000 Posts and Auxiliaries of the American Legion are uniting in a 4-point program for greater safety on the streets and highways. According to an announcement from the National Headquarters of the Legion, the efforts of the Legionnaires will be guided by a handbook distributed by their National Americanism Commission in cooperation with the National Bureau of Casualty and Surety Underwriters. The Legion's program includes:

1. Recommendations for uniform traffic legislation. 2. Plans for safety education among children and adults. 3. Recommendations for improved enforcement of existing traffic laws. 4. Sponsorship of better traffic engineering.

Under legislation, the Legion will recommend the uniform traffic laws established by the National Conference on Street and Highway Safety and endorsed by such groups as the American Automobile Association, the American Association of

Motor Vehicle Administrators, the National Safety Council and others. These laws are considered by safety authorities as a basis for efficient traffic control, and include: A Uniform Drivers' License Law, a Uniform Financial Responsibility Statute, and Uniform Traffic Ordinances.

In adult and child safety education, formation of school boy patrols to direct pedestrian traffic near school buildings, establishment of courses in safe driving for high schools, and sponsorship of community safety programs, are among the plans to be urged.

By enlisting the American Legion, highway safety has gained a powerful ally.

STRIKE!

The ominous word "strike" is again heard on the Pacific Coast. Unions have called "lockouts" against certain tank steamship lines which refused to accede to the demand that no one not belonging to a union be employed.

Entirely aside from the merits of either side of the employer-employee disagreement that has disrupted steamship operations for more than a year, this fact is highly significant: The new strike was called in violation of the agreement entered into by the union at the time the federal government started its arbitration proceedings. In other words, union heads saw fit to call a new strike—even though the arbitration board, in which they had expressed confidence, is still at work!

It has been observed that when the steamship strikes began, public sympathy lay with the striker. There were grounds for believing that labor on some ships had been underpaid and overworked, and the public wanted these matters corrected. However, it was not long before that sympathy was lost—violence, broken promises, and the spread of misinformation by radicals were the worst enemies of the union cause. Today, with ships tied up again, the public's mood is one of justified anger. It will not submit to domination of the worker by capital—and at the same time, it will not submit to domination of the public interests by unions which represent only a small proportion of workers.

Traffic Toll in Oregon Terrific

In 1934 in Oregon, the toll from automobile traffic alone was sufficient to populate the city of Halsey, north of Eugene. The loss was as great as two Morro Castle disasters.

Last year in the United States automobiles killed enough people to populate both Salem and Bend.

These startling facts were pointed out by the Oregon State Motor association, which, with the Oregon Congress of Parents and Teachers, is sponsoring a statewide "Let's Quit Killing" traffic safety campaign.

Oregon's motor vehicle death rate per 100,000 population during 1934 was 33, an increase of 5.9 over 1933. The state was 17th from highest in the United States' 1933 death rate roster.

Toward solving this problem, Mrs. W. H. Young, County Council president, states that it is the aim of the Parent Teacher associations of Jackson County to set up a safety program in the schools; get safety definitely recognized in the curriculum, arrange for safety talks, seek more adequate legislation on safety and create other activities aimed at reducing automobile accidents.

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White, Hoover's Friend Says Republicans Must Save U.S. from Facism

By WILLIAM ALLEN WHITE

EMPORIA, Kan., March 28—I read the story in which Gov. All Landon of Kansas declared that a meeting will be called soon of the representative Republicans in half a dozen or more mid-western states to put out a new declaration of Republican principles to fit the new order and make new issues for a new day.

This seems to be on the face of it a good idea. But I only know what I have seen in the papers. I have heard such a convention discussed casually at various times by various Republicans. I was not aware that the plans were in any way formulated and have given no serious thought to the details of such a platform.

However, I fear that America may drift into Facism in the next two or three years unless we Republicans act with real courage and wisdom. The Republican Party must meet the challenge to our ancient Democratic liberties, not by denouncing the shortcomings of this Administration but by guaranteeing the common man something specific in the unmistakable terms of a covenant.

It should include economic security, which means insurance against the uncertainties of ill health, the degradation of unemployment and poverty in old age. The fear of these insurable calamities has pushed Europe over the brink from an imperfect democracy into a rule of dictators—Stalin, Mussolini, Hitler and the Balkan rulers. The slow inexorable forces of the depression in America will persuade those who fear hunger, sickness, idleness and a degraded old age to follow the futile leadership of some radical demagogue who will push us as Europe has been pushed into tyranny. This demagogue will betray us to a ruthless plutocracy backed by the caste consciousness of the military as demagogues have done all over Europe.

If parliamentary government in America keeps weakly monkey-doing with makeshift measures and denying security to the common man eager to work, danger lurks ahead. The precious liberties for which our fathers have fought for 200 years will be swapped for the fake security of tyrants who will then add the arrogance of their power to cold, hunger and penury.

If the Republican Party has the courage to turn to the humanity of Lincoln and away from the property minded leadership which has dominated it most of the time for 20 years, we can save America. But America cannot be saved by merely denouncing the faults of Roosevelt.

We must make an iron-clad covenant with the people to do certain definite possible things which will relieve the pressure of want and the fear of approaching poverty. But as I say, what I read in the press about the coming Republican meeting is all I know definitely about it.

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Sams Valley Items

The Helmleys left Sams Valley Wednesday afternoon April 3 to spend the night with Ralph Wilson and family of Table Rock. Mrs. Wilson being a sister of the Helmley brothers. And Thursday morning they left for Hazelton, Kansas, going by way of Crescent City, Wm. Helmley drove the truck while Charles drove the sedan. With him were his mother, wife and two little girls. They plan on stopping in California to visit friends and relatives for about two weeks. The Helmleys have made quite a number of friends while with us the past winter and we were sorry to see them go. They are wheat farmers in Kansas and winter is a slack time for them while summer is a strenuous one. So far their farms have not been hurt by the terrific winds so prevalent in that section of the country this spring and we hope they continue to escape and that the Helmleys will return to spend another winter with us.

Miss Irma May left Friday evening April 5, to spend the week end in Portland.

Mrs. W. E. Empey and Mrs. Joe Dusenberry went to Gold Hill Tuesday to meet Mrs. Empey's brother Ralph Allsman who came from Salem. He is planning on staying a few weeks with the Empeys and may enter high school here. He is a sophomore.

Ralph Koger and family moved into the house on the Coffey place Thursday, April 4.

Stephen Wilson has leased what is known as the R. V. Williams place. Mr. and Mrs. Fitch Snyder, Mrs. Ada East, Mr. and Mrs. John Cota, their son Walter and daughter Joyce Mr. and Mrs. O. L. Davis and daughter Ida Belle and Mr. Orrin Atkinson were all callers at the Helmley home Monday evening, April 1.

Mr. Sam Dusenberry had a severe heart attack Sunday. Fern Johnson took him to Medford to see a doctor. He spent Sunday night with his brother Joe and his family.

The Sams Valley high school boys and girls played baseball with Central Point high teams at Central Point, April 5th with a score of 5 to 3 in our favor for the boys and 10

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