

The American

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EDITORIALS

IT MUST BE DONE

Mechanically speaking, the automobile of today is infinitely safer than that of ten years ago. Brakes reach perfection. Lights have been vastly improved. Steering mechanisms are fool-proof. Car bodies can stand terrific punishment.

Similar progress has taken place in road building. The modern highway, with traffic lanes, banked turns and "skidless" surfaces, is a tribute to engineering science, which has done wonders in seeking to make driving safe and pleasant.

Yet automobile accidents continue to rise—both in number and severity. The motorist has no alibi. He can't blame the car or the road for mishaps, save in an infinitesimal percentage of instances. The human element—and the human element alone—is at fault in ninety-odd accidents out of a hundred.

Most drivers are competent. Most are careful. Most realize that an automobile is a potential killer. But that minority of motorists which is either careless, incompetent, or plain reckless, menaces us all. Perhaps ten per cent of drivers fall into one of those categories—and the lives, health and property of the other ninety per cent is placed in peril because of them.

Last year saw 36,000 people killed—unnecessarily—in auto accidents. It is the duty of every citizen and every unit of government to see that a different record is made this year. Traffic laws must be modernized and enforced with the utmost strictness. The dangerous driver has been given every chance. He has been urged to change his ways, and has refused. Now he must be forced to drive safely—or be deprived of the right to drive on public streets and highways.

A THOUGHT FOR THE TAXPAYER
Those who believe that the eventual solution of the railroad problem must be government ownership of the lines, would do well to take a look across the Canadian border. Canada is served by two large railroad systems, each of which provides good service, operates modern equipment and charges the same rates for freight and passenger transport.

One system, the Canadian Pacific, is privately owned, privately financed, and privately managed, and has generally earned a reasonable profit for its investors. During bad times, when profits have been small or temporarily non-existent, the owners have had to pay their own way—they have no public treasury behind them to foot the bill for losses.

The other system, the Canadian National, is publicly owned. It was financed by a great bond issue guaranteed by the Canadian government. In all the years of its existence it has continuously created deficits to be paid out of the public's tax money. Its total deficit runs into hundreds of millions of dollars—and is the direct cause of a substantial percentage of the total tax bill paid by the Canadian people.

There is no reason to believe that the American people would experience better fortune with government ownership of the railroads. The Canadian National system has apparently been freer from political influence than is the usual government venture in this country; its managers have been men of inte-

grity, ability and position. In the United States, the chances are that the deficit would amount to many times of Canada, due to political buccaneering, and to the fact that much more railroad mileage would be involved.

If the people are persuaded into believing that government ownership is the only way out of the vexatious railroad issue, heaven help the taxpayers!

NO MAGIC
"Farm people now realize there is nothing magical about cooperative institutions; they require cold, hard practical business procedure," said the Secretary of the National Cooperative Council recently.

Any farmer who expects cooperative management to pull economic rabbits out of a hat is obviously doomed to disappointment. And so is any farmer who believes that if he joins a co-op all his problems will be solved in jig-time, and his bank account will immediately start to swell. Sound cooperatives work slowly and carefully. They plan for the long pull, rather than for transitory benefits. They take no steps that are not building for a sound and prosperous future—they seek eventually stability, and they know that cannot be achieved through legerdemain.

It speaks well for the foresight of the American farmer that he has stuck stubbornly to his cooperative during depression, when it seemed that little or no progress was being made. Now the fruits of that are beginning to appear; the farm income is rising, new markets are being developed, the arduous job of adjusting supply and demand is slowly being completed. It looks as if agriculture is entering a period of genuinely better times.

"For a nation so devoted to fact-finding bodies of one sort or another, it is surprising how few facts are uncovered and how many words are employed to conceal these few."
—Barron's

Beagle

I hope that my readers will be patient. Due to the fact that the news is printed on Thursday it has to leave Beagle on Monday in order to be in Central Point on time. Sometimes my news may be a little old to you and again I may send something in that is supposed to take place before Thursday and plans get upset and it doesn't take place so I hope you'll understand.

Miss Elva Adams visited her home in Central Point last week and attended a party at Jacksonville. Mrs. R. Bischoff and daughter Cleo, Mr. and Mrs. Chester Mulhollen and family were dinner guests at the Adler home Wednesday.

Mrs. Neighbors was among the Medford shoppers Saturday. The Pleasant Hour Club met at the Nelson home April 10th with Mrs. Ora Bennett and Helen Mulhollen as hostesses. The afternoon was spent playing guessing games and doing stunts and the members that were not able to come missed one of our nicest meetings. Delicious refreshments were served by the hostesses. Those present were Mrs. R. Bischoff, Mrs. Ruby Shultz, Mrs. M. R. Harper, Mrs. C. Mulhollen.

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len, Mrs. Oro Bennett, Mrs. Nelson, Mrs. Brown, Mrs. C. Sanderson, Mrs. Neighbors, Mrs. C. Sater, Miss Elva Adams and Mrs. Bernice Stokes of Antelope.

Mrs. Maud Grant was elected to fill the vacancy on the school board. The election was held over April 9th, due to some errors before.

Mrs. Rush and her guests Mr. Oscar Applegate of Asheville, N. C. spent one day last week driving thru the Applegate, Jacksonville and Grants Pass districts. They stopped in Medford for dinner at Valentines. Little turkeys and chickens are demanding the attention of many of the Beagle people now. Mr. John Nelson is making preparations for one thousand little turkeys.

Little 2 year old Larry Nelson, son of Mr. and Mrs. Henry Nelson of Antelope and nephew of the Nelson's here, was operated on April 9th at the Community hospital for appendicitis. Gangrene had set in but the operation was successful and he is recovering as rapidly as can be expected.

Elaine Rush and Marie Seigmiller of Beagle, Dorothy Strauss and Mildred Duggan of Sams Valley attended the Typing contest held in Ashland last week. They were the guests of Miss Eleanor Coombs while there.

Mrs. Elva Adams, May and Joan Edler called at the C. Mulhollen home Saturday.

Florence and Louise Coulter, Mr. and Mrs. R. Bischoff and family were callers at the Edler home Saturday.

Mrs. Nora Williams went to Medford to shop Friday and was surprised by some friends there with a lovely shower of gifts.

Ralph Ellis and Richard Rush went to Rogue River Saturday and returned here Sunday with Mr. and Mrs. Ellis of Rogue River who are Ralph's grandparents.

Mr. and Mrs. C. C. Sanderson and family spent Sunday evening at the Sater home.

Dinner guests at the C. C. Sanderson home Sunday were Mr. and Mrs. Ed. Eldred of Derby, Mr. and Mrs. Melvin Martin of Medford and Milton Sanderson.

Mr. Marion and Mr. Harry Bennett have returned to their work at Powers, Oregon.

Lloyd Sanderson went out into the pasture Sunday morning and found a toy balloon advertising the Purity Chain Stores, that had evidently been dropped from a plane during the night.

Mr. and Mrs. J. W. La Tourrette and children, Jack Wayne and Corinne of Medford spent Sunday afternoon with Mr. and Mrs. C. C. Sater and Derva Jeanne.

SPECIAL FOR SATURDAY
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LEGAL NOTICE

NOTICE OF SHERIFF'S SALE
BY VIRTUE OF AN EXECUTION IN 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 29TH DAY OF MARCH, 1935, IN A CERTAIN SUIT THEREIN, WHEREIN G. A. CODDING AS PLAINTIFF RECOVERED JUDGMENT AND DECREE AGAINST THE DEFENDANT, MARJORIE S. HAMILL FOR THE SUM OF \$7,556.16 WITH INTEREST THEREON AT THE RATE OF 6% PER ANNUM FROM DECEMBER 1ST, 1932 TO FEBRUARY 6TH, 1935, AND INTEREST ON SAID PRINCIPAL SUM FROM THE 6TH DAY OF FEBRUARY, 1935, UNTIL PAID, AT THE RATE OF 8% PER ANNUM, AND FOR THE FURTHER SUM OF \$467.65 WITH INTEREST THEREON FROM THE 20TH DAY OF OCTOBER, 1932, AT THE RATE OF 8 PER CENT PER ANNUM, AND FOR THE FURTHER SUM OF \$1,286.55, WITH INTEREST THEREON FROM THE 29TH DAY OF MAY, 1934, AT THE RATE OF 8% PER ANNUM, AND INTEREST ON THE FOLLOWING SUMS AT THE RATE OF 8% PER ANNUM FROM THE DATES SET OPPOSITE SUCH SUMS TO FEBRUARY 6TH, 1935, TO-WIT: ON \$346.08 FROM DECEMBER 1, 1932; ON \$346.08 FROM JUNE 1, 1933; ON \$346.08 FROM DECEMBER 1, 1933; ON \$346.08 FROM JUNE 1, 1934; AND ON \$346.08 FROM DECEMBER 1, 1934, AND FOR THE FURTHER SUM OF \$750.00 ATTORNEY'S FEES, AND COSTS AND DISBURSEMENTS HEREIN, WHICH JUDGMENT AND DECREE WAS ENROLLED AND DOCKETED IN THE CLERK'S OFFICE OF SAID COURT IN SAID COUNTY ON THE 29TH DAY OF MARCH, 1935.

NOTICE IS HEREBY GIVEN that, pursuant to the terms of said execution, I will on the 18th day of May, 1935, at 10 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 defendants in said suit, C. L. Patrick, also known as Charles L. Patrick, and Maude Patrick, husband and wife; Fred J. Fick; also all other persons or parties unknown claiming any right, title, estate, lien or interest in or to the real estate described in the complain on file herein, had on the 23rd day of November, 1928, or now have in and to the following described property, situated in the County of Jackson, State of Oregon, to-wit: Lot number two (2), in Block numbered six (6), Highland Park Addition to the City of Medford; Dated this 16th day of April, 1935.
SYD I. BROWN
Sheriff of Jackson County, Oregon.
by Howard Gault, Deputy

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in the County of Jackson, State of Oregon, to-wit:
Beginning at a point 11.68 chains North of the Southwest corner of section 6 in Township 38 South of Range 1 West of W. M., Oregon, and running thence North 17.92 chains to the center of the present travelled County road; thence North 82 degrees East 30.88 chains; thence South 22.22 chains; thence West 30.58 chains to the point of beginning, situate, lying and being in the County of Jackson and State of Oregon.
Dated this 4th day April, 1935.
SYD I. BROWN,
Sheriff of Jackson County, Oregon.
By HOWARD GAULT, Deputy.

91—Apr. 11, 18, 25, May 2

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