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ARTHUR EDWARD POWELL
Editor and Proprietor

EDITORIALS

CHRISTMAS

We were interested to read an article in a recent magazine by "America's Sweetheart", Mary Pickford, in which she makes some interesting comments on the "spirit of Christmas." It is especially interesting when one remembers that Miss Pickford has lived for many years in movie land, and one thinks of the old Israelitic comment about good things coming from Nazareth.

Miss Pickford calls attention to one fact that many of us had never thought of. She says that no war has ever been started on Christmas. How wonderful a world this would be if the spirit of the Christ whose birth we celebrate could become the spirit of the entire world for the entire year. There would be need for nations to strive to have stronger navies than their neighbors. Such things as grabbing territory from a weaker nation, as Italy is striving to do at this time, would cease.

As Miss Pickford says, "But there is a hopeful sign in the very name we give to all these disorganizing elements. 'Human Nature,' we call them.

"By finding peace in our own hearts, even if it is only at Christmas, we are doing something toward changing human nature, or toward bringing into the driver's seat the good that is in it instead of the bad.

"Why should human nature be all bad? It isn't. I don't believe it is even fifty-one per cent bad. And the fact that so many people stop once a year to do good deeds is a hopeful sign. It shows that the good in us CAN take command; that God's peace CAN prevail when we give it a chance.

"God does not come to us more surely or more closely at Christmas time than He does at any other time. But through some strange alchemy of mind and heart and spirit we are able to see more clearly that He is here."

FACTS AND THEORIES OFTEN CLASH

During the last few years we have heard much of the so-called "new economics". This economics, which bears little resemblance to that developed by great thinkers of the past, has gained a large measure of public attention—and perhaps a large public following, by promising every one almost everything that they can possibly desire.

In a recent address, Charles R. Gay, President of the New York Stock Exchange looked at economics with the eyes, not of a visionary theoretician, but of a business man. And, in part, he said: "All of us face our daily routine in two capacities. We are both hoarder and spender; consumer and producer; employer and employee; buyer and seller; tax payer and tax beneficiary. None of us prospers by exercising just one of these dual functions, but by balancing one against the other.

"When the new economists approached the problem of the depression and sought a solution. . . they made the mistake of believing that stimuli which produce a given set of results when one set of human characteristics is in the ascendancy, would produce the same results when the opposite set is in the ascendancy. It requires only a moment's thought to realize that this is not the case. When a manufacturer is working his plant full time and earning profits, he can readily advance his selling price. If such advance is justified by rising costs and a vigorous demand for his product. Under these conditions the higher price is not likely to reduce his volume of sales. But when that same manufacturer is running half-time, and at a loss, the result will be very different. If he is forced by some outside agency to raise his prices, his volume of sales will immediately decline, his loss increase, and his ability

to employ labor will diminish." There is the basic fallacy of the kind of economics which attempts to "spend the nation into recovery" and attempts to achieve business stability by fiat, restrictive legislation or other artificialities. It may sound good—but it won't work.

AGRICULTURE'S BIG PROBLEM

During the last two years, a tremendous change has occurred in the agricultural situation in the United States. From a food exporting nation we have become a food importing nation. Where we used to have heavy surpluses of such basic crops as grain, dairy products, meat, lard, nuts and other, which could be shipped abroad, we now suffer shortages and must bring in foreign farm products to fill our needs.

Various reasons are behind this. Without arguing the merits of the AAA, its crop restriction policy paved the way for scarcity of crops. And the great drought, coming on top of crop restriction and destruction, completed the job. Thus a substantial part of the American consuming market was at least temporarily lost to the American farmer, to the benefit of the foreign farmer.

This situation has put a big job up to the American farmer. More than ever before, he must seek to make supply of agricultural products meet the domestic demand. More than ever before, he must try to scientifically develop and stabilize his markets. In this work, the farmer-owned and controlled agricultural cooperatives will play a preeminent part—they alone give the farmer a permanent, non-political marketing machine with which to do the job.

PACIFIC OCEAN TRAVEL BOOMS

One of the most significant results of the turmoil in Europe is the increase in ocean travel from American Pacific ports. Innumerable tourists who would otherwise have visited France, Germany, Italy and England, are turning instead to Hawaii, Samoa, Fiji, New Zealand and Australia. Thousands of natives of New Zealand and Australia who were already traveling in Europe and would normally have preceded home via the Suez Canal, canceled reservations, crossed the Atlantic and caught fast new American liners from San Francisco and Los Angeles. Accommodations on practically all American ships for the Antipodes and South Seas are filled for this winter season. Such an unexpected boom is a good thing for business all over America and a blessing to the American Merchant Marine which has to compete with foreign vessels cheaply built and much more cheaply operated.

Many of our cousins from Australia and New Zealand are seeing America for the first time, becoming acquainted with American goods, American standards of living and American hospitality. This creates better understanding among nations fronting on the Pacific.

The increase in travel from America to New Zealand and Australia caused the creation of special travel and tourist bureaus under government control. It is pleasant for an American tourist to be received at a strange port by government men speaking his own language and freely giving aid and advice in planning trips. What is more, in the Antipodes there is none of the chronic European practice of charging Americans four or five prices for everything they purchase, even to hotel accommodations and meals. For many years now European nations have regarded tourists as legitimate prey for gouging, and many experienced travelers are selecting other continents for their vacation trips.

PERIODIC MOTOR VEHICLE INSPECTION

Many automobile owners appear to lack sufficient pride and sense of obligation to keep their vehicles at mechanical par. This all too human failing is at the bottom of the growing realization of the necessity for periodic motor vehicle inspection.

The National Bureau of Casualty and Surety Underwriters, long a

leader in the automobile safety movement, urges periodic inspection as an effective means of making the streets and highways safer. John J. Hall, Street and Highway Safety Director of the National Bureau, points out that "inspection figures from states and cities which require that every car be inspected, reveal that three out of four cars examined are in inferior mechanical condition as respects safety features. Obviously, a car with inefficient brakes, defective or badly adjusted lights, poor tires, wheels out of alignment, broken windshield wipers, or defective steering mechanism, is dangerous. Inspection is necessary to determine where such danger lies and to bring about its elimination."

It is not necessary to wait for a state legislature to pass an inspection law. Any city or town can require such inspection. Memphis, Tennessee, has done this, using modern testing equipment and meeting all expenses through a fifty-cent fee. So have Evanston, Illinois, and Des Moines, Iowa. And the citizens liked it, asged for more. In the two and one-half months after its testing station opened, automobile fatalities in the figure for the corresponding period fell off 25 per cent from that of the previous year, despite increased registration and gasoline consumption.

Periodic inspection of motor vehicles certainly recommends itself to the serious consideration of public spirited newspaper editors, public officials and all others who are seeking a solution of the automobile accident problem.

Novelists vs. Newspapermen
"There are bad novelists but no bad newspapermen. I'll tell you why. I have been both. If you are a bad newspaperman, you get fired the first week."—James Hilton.

Legal Notices

4-348b
NOTICE FOR PUBLICATION
Department of the Interior
U. S. Land Office at Roseburg, Oregon, August 12, 1935
NOTICE is hereby given that Thomas D. Riley, of Eagle Point, Oregon, who, on Feb. 14th, 1931, made Homestead Entry, Serial No. 019467, for Lot 4, Section 9, Township 36 S, Range 1 W, Willamette Meridian, has filed notice of intention to make Final Three Year Proof to establish claim to the land above

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described, before G. R. Carter, Clerk of County Court, at Medford, Oregon, on the 31st day of December, 1935.

Claimant names as witnesses: Ernest E. Dahack, Peter F. Young, Paul Reynolds, Frank Shroud, all of Eagle Point, Oregon.
GEORGE FINLEY, Register.
24—Nov. 28, Dec. 5, 12, 19, 26

NOTICE OF SHERIFF'S SALE
BY VIRTUE of an attachment execution 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 19th day of November, 1935, in a certain action therein wherein Lillian E. Evans as Plaintiff recovered a judgment against Frederick M. Kincaid, one of the defendants, for the sum of Five Thousand Four Hundred Seventy-eight and 47/100 (\$5478.47) Dollars, together with interest thereon at the rate of seven per cent per annum from the 26th day of September, 1931, and the further sum of Twenty-five and 95/100 (\$25.95) Dollars, costs and disbursements, which judgment was enrolled and docketed in the Clerk's office of said Court in said County on the 24th day of October, 1935.

NOTICE IS HEREBY GIVEN, that, pursuant to the terms of said execution, I will, on the 4th day of January, 1936 at the hour of 10 o'clock, A. M., at the front door of the County Court House, in the City of Medford, Jackson County, Oregon, offer for sale and will sell at public auction for cash to the highest bidder, subject to redemption as provided by law, for the purpose of satisfying said judgment, together with the costs of this sale, to the extent that the amount received at said sale will satisfy the same, all of the right, title and interest, that the said defendant, Frederick M. Kincaid, had on the 26th day of July, 1935, or at any time thereafter, or now has, in and to the following described real estate, situated in Jackson County, Oregon, to-wit:

The Southeast quarter (SE 1/4) of Section 15, in Township 35 South, Range 3 East of the W.

M. The Southwest quarter (SW 1/4) of Section 15, in Township 35 South, Range 3 East of the W. M.
The Southwest quarter (SW 1/4) of the Southeast quarter (SE 1/4) of Section 15, in Township 35 South, Range 3 East of the W. M.
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