

## LOCALS

Mesdames Furry, president of the local P.T.A., Myers, Gresham, Cassman, Gebhard and Hansen attended a P.T.A. County Council all day gathering at Talent Wednesday. A covered dish luncheon was served at noon. This proved to be a very instructive and interesting meeting.

Mrs. Rose Hodgson entertained the Carnation club at her home last Thursday. Those present were: Lois Richardson, Betty Potter, Donna Brenner, Alta Kelly, Marie Putney, Bess Fernland and Clem Gleason. Games were played with Rose Hodgson winning the prize.

Mrs. Ida Graves of the Craterian Beauty shop left Sunday for Los Angeles for a two weeks vacation.

Mr. and Mrs. Charles Murphy and Nancy Kay of Phoenix were weekend guests at the A. E. Powell home.

The new manager of the Cheese plant, Mr. Vella, arrived the last of last week to take charge of the plant. They are ready now to pay the highest prices for milk and can handle a large amount.

D. C. Sheeley of Montague, a raiser of thoroughbred horses was a visitor in the valley Saturday and Sunday at the Floyd Hart home and Sunday at the home in the Table Rock section.

Wilfred Clark, who has been helping out in the Central Point Meat Market, left for his home in Los Angeles Sunday.

Mr and Mrs. Stanley from Salem arrived Saturday for a visit with Mr. Stanley's cousin, Mrs. Edward Jones and family. They returned to Salem Monday. Mr. and Mrs. Alfred Middleton were also weekend guests at the Jones home.

Mr. and Mrs. Edward Jones and Mr. and Mrs. C. Elide left Monday for Portland where Mr. Jones attended a district convention of the Raleigh agents Tuesday evening. They visited relatives in McMinnville and Cottage Grove and returned home this evening.

Fred Lofland delivered a truck load of onions to Marshfield recently.

Mrs. Vincent Collins left Monday for Alberta Canada after visiting her sister, Mrs. Lewis Swartz and Mrs. T. A. Marine and other relatives for a number of weeks.

Russell and Junior Ayers of Jacksonville were business callers at the Jones' Grocery Tuesday night.

Miss Helen Humphries, who has had work in Medford has returned home to stay as her mother is not well and needs her at home.

Mrs. Bert Hedgpeth and daughter Mrs. Oberchain visited at the Campbell home in Talent recently.

## First of the 400



From more than 400 Texas girls, Miss Carolyn Durham, whose home is in Dallas, was chosen acting chief of the Rangettes, official hostesses of the Texas Centennial Exposition which opens June 6. She will assist in choosing and training the 25 other girls of the Southwest who will wear the cowgirl hostess costumes from June until December.

## Increased Air Service

Dallas, Texas.—Passenger service of American Airlines into Dallas during the Texas Centennial Exposition will be augmented in anticipation of increased traffic. Officials of this company announce. Orders for 15 bi-motored Douglas planes, each capable of carrying 32 passengers, for delivery by March 1, next year, have been placed. These ships will be used on the New York-Los Angeles run via Dallas, it is announced.

**THE GOLDEN LINK CLASS** of the Christian church met at the home of Mrs. Lois Young Friday afternoon, January 10. After the business meeting and election of officers a stork shower was held for Mrs. Phillips. Little Irene Knadler and Marshall Kelly presented many lovely gifts drawn into the room in a white coach to Mrs. Phillips. Lovely refreshments of assorted cookies and tea were served. A large crowd was in attendance.

Mr. and Mrs. E. E. Scott, Mr. and Mrs. Duncan and Everett Scott, motored to Grants Pass after the morning services at the Christian church Sunday and enjoyed dinner with Mr. Scott's niece, Mrs. Johnson and husband. Mr. and Mrs. Charles Day of Portland were also guests at the Johnson home.

Mr. Willock of the Golden Rule in Medford asked if he ran an add in the American would we furnish the readers with boats so as to enable them to get to the store. We think that's a good idea so if you have a good boat for trade or sale come in and see us. It has rained continually now for 19 days. Before long it will have to be "boats" in some places in Medford or else wade. The water is over the sidewalk at the Porter Lumber Co.

Mrs. Gillette was a guest at the Mary Grim home a couple of days last week.

Mayor W. C. Leever was taken to the Community Hospital Tuesday morning to be under the doctor's care and also for a short rest. He may return home today. His many friends and business associates will be glad to welcome him home.

For Sale—Baled Hay \$15 a ton. P. D. Lofland. Phone 19XXX1.

Mr. and Mrs. Humphries celebrated their 38th wedding anniversary Wednesday. They were married in Indian Territory and had to ride 12 miles on horseback to the preacher's home to be married.

# Resolve---

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# GOOD MEATS

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Central Point

## WE DRIVERS

A Series of Brief Discussions on Driving, Dedicated to the Safety, Comfort and Pleasure of the Motoring Public. Prepared by General Motors



### No. 3—MIST AND FOG

So long as there is light we may skip around at a lively rate over this globe of ours. We may span oceans in surprising time. We may cross the continent from sun-up to sun-down.

But every now and then Mother Nature decides to put us in our place, and of all her devices to make us slow down, none is more effective than mist and fog.

Now we may not have to contend with fog and mist very frequently, but we're bound to now and then, and when we do, it can cause us a lot of annoyance and trouble.

When a good heavy fog comes—on land, at sea or in the air—everything that moves, moves with caution. The ocean liner slows down several knots an hour. Lightships signal, buoys sound and foghorns boom. Airlines ground their planes and cancel trips. Even trains on tracks reduce their speed—and we drivers on the highways, too, must make our way cautiously through that baffling screen. For one thing is true. In spite of all our progress, transportation still depends on pairs of eyes in human heads.

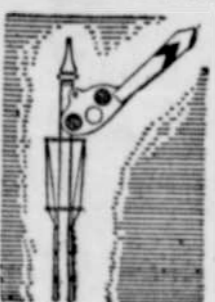
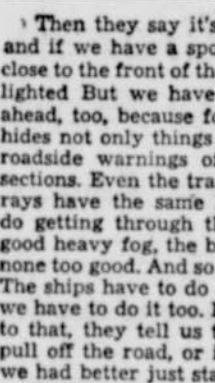
Scientists who have studied fog, say that it is composed of tiny drops of water. These drops are so small and light that they hang in the air, and so close together that light can hardly get through them. Instead, these little drops act like tiny convex mirrors. When we try to pierce them with a beam of light, a great deal of it is thrown right back at us so the effect is just like a great, gleaming white curtain in front of us.

Experienced drivers say that the first thing to do is to get our lights right. The main thing is to direct the beams downward. If we have them shining straight ahead, those little mist-drop mirrors reflect the rays back in our eyes. But if they're pointing downward, the rays are deflected toward the road.

Then they say it's a good idea to guide by the road edge at our right, and if we have a spotlight on our car, to focus it right on that road edge, close to the front of the car, so the edge will be clearly lighted. But we have to keep a good weather eye ahead, too, because fog veils more than the road. It hides not only things on the road but such things as roadside warnings of curves and hills and intersections. Even the traffic light's red and green signal rays have the same hard time that our headlights do getting through that strange haze. In fact, in a good heavy fog, the best we can do for our vision is none too good. And so the main thing is to slow down. The ships have to do it, the trains have to do it, and we have to do it, too. If we won't make up our minds to that, they tell us the best thing we can do is to pull off the road, or if we have not yet started out, we had better just stay home.

But seeing in fog and mist is only half the story. We not only have to see, but we also have to be seen. Our headlights properly adjusted are strong enough to do their duty in pointing us out to people coming from the opposite direction. And, in addition, some drivers use their horns like foghorns by giving them a toot every now and then. But another thing we have to think of is to be sure drivers behind us see us. That's why it's so important to have our stop-signal and tail-light working when we're driving in fog. And so it's a good thing to make sure that these lights are working and to wipe off those little red glasses if they happen to be covered with mud. If the weather's clear and our tail-light has gone out, the other fellow's lights may point us out fairly well. But if his headlights are fighting fog, they can't do much to protect us.

So, when all is said and done, driving in fog is just a matter of having our headlights and tail-lights right and being a little more careful. If we do that, we can drive our cars safely, even through Nature's stubborn obstacles of mist and fog.



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