ly downward.

able, this is probably close to the

truth. The tendency is still slow-

Political events, of course, can

cause drastic changes in business

conditions, and a general election is

always unsettling. However, more

and more of the commentators are

saying that 1936 may disprove the

The most accurate way to evaluate

a country's tax burden is in the light

tional income. On that basis, the

U. S. tax problem is becoming stead-

A United States News' tabulation

says that when our national income

reached its 1929 peak of \$79,000 .-

000,000, taxation accounted for 12.4

per cent of it. In 1933, national in-

come touched its post-war low, drop-

ping to \$43,500,000,000, and taxes

took 18.6 per cent. In 1934 and

1935, taxes took 19 per cent and 19.1

per cent of the national income, res-

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ARTHUR EDWARD POWELL Editor and Proprietor

EDITORIALS

WISE FARMERS STICK TO FARMING

The fear has been expressed that business-lines in which they ar cause a dangerous flash-back. entirely inexperienced.

one of the largest and most success- mass. When disposing of dust, it ful dairy co-ops in the nation said should be put in a bag or wrapped that there is no reason nor any economic justification for farmers going possibility of its separating and into alien fields of endeavor on a forming a dust cloud. commercial basis. And he added that, due to the high mortality in of deaths annualy caused by fire ocall business, there would be so many cur in homes, this recommendation costly failures if farmers attempted should be placed high on your to extend their "co-ops" to different lines, that the cooperative movement as a whole would be harmed and

It would be as unwise for a group of farmers to go into manufacturing. TVA in certain Southern communias it would be for a group of indus- ties. It has been claimed that if trialists to go into farming. The the TVA program could be spread farm cooperative movement, soundly conceived and administered, paral- reate an electrical paradise, wherelels the association activities of other lines of industry. To distort this movement, and change its fundamental purpose to embrace farmer- of Time news-reel, which delineated operation of businesses distinct from TVA acts and objectives, Wendell L. agriculture, would be a dangerous Willkie, President of the Commonfolly. In other words, let the farmer stick to his farming and the manu- which has given a large part of the facturer to his factory.

A HORSE

example?

creasing taxes, the statement that which so amazed the Comptroller the citizens of England or some one of the most caustic reports of other country. Well, why should we be? That question is never answer-

Now that the 1937 federal budget with an admitted billion-and-a-half same subsidies now received by TVA. deficit, has been knocked into a it would promise to undercut the cocked hat by loss of processing much-publicized TVA rate structure taxes and an over-two-billion-dollar by at least 25 per cent! bonus obligation, plus an undeterraisers are looking for new sources of income.

One plan that reports say has been suggested in Washington, is for a factually and understandably refuttax levy on the horsepower of automobiles. It is pointed out that Eng- for citizens of the whole nation to land, France and Italy have such a

There are some 25,000,000 motorcars in the United States. It is es-000,000 horsepower available for to erect unnecessary and subsidized taxation. A tax of 1/2 cent per day federal electric plants to unfairly 500,000 a year, or \$1,825,000,000 a year if the levy were increased to 1 cent per day per horsepower.

Automobile owners are already paying approximately \$1,000,000,-000 a year in Federal, state and lo cal taxes. So what does another billion more or less amount to? A penny per day per horsepower, for a 20-horsepower car, would be only 20 cents a day, or \$73 a year on top of present taxes.

The scheme sounds wild and impossible but we already bid fair to be record breakers in other taxes. so why not trail along and become Europeanized on our automobile taxes? No matter how you figure public expanditures, they all come out of the common citizen's pocket.

DYNAMITE IN YOUR KITCHEN

Your kitchen contains everyday materials potentially as dangerous as dynamite!

This was demonstrated recently in an apartment house, when a tenant decided to bake a cake. In gathering together the ingredients, she discovered that the flour, which she had poured out into a dish, contained bugs. She stepped over to the incinerator, the shaft of which ran up past all of the apartments, opened the door and emptied the dish.

As she closed the door, a volcano seemed to erupt. A terrific explosion shook the place and a sheet of flame swept from the shaft into the

kitchen, disfiguring the girl for life. The American The doors of the incinerator shaft were torn off in all apartments and Re-established, September 13, 1928. great damages was done on each Devoted to the best interests of floor. Several persons were sent to the hospital. And yet, only a small Entered as second class matter at quantity of flour was emptied into he nost office, Central Point, Ore that incinerator-perhaps a pound

What happened to cause this great and unexpected explosion? The National Board of Fire Underwriters offers this explanation:

As the powdery substance was thrown into the incinerator, it separated and many minute particles floated in the air, causing a dust cloud that exploded as soon as it came in contact with the fire at the bottom of the incineraor shaft.

Corn starch acts similarly under certain conditions Accumulations of dust, such as are removed from vacuum cleaners or carpet sweepers, unless compressed into a matted mass, are also hazardous. A shovelthe development of the agricultural ful of dry coal dust, if thrown loosecooperative movement will tempt the ly over a fire, could cause a devastatfarmers to go into other lines of ing explosion and will, in any event,

The way to avoid dust explosions Commenting on this, the head of is to keep the material in a compact up securely. Then there will be no

As the majority of the thousands "Safety First" list.

ARE TVA RATES TOO HIGH?

A great deal has been heard of the ow electric rates established by the to other parts of the nation, it would in we could use all the current we want, and pay next to nothing for it.

Maybe so! But, in a recent March wealth and Southern Corporation, South improved electric service at declining rates, for many years, was BETTER SWAP YOUR AUTO FOR called upon for his opinion. Mr. Willkie, who is generally regarded If foreign countries are destroying as one of the most progressive of the wealth and the savings of their utility leaders, and who is certainly citizens with confiscatory taxes not a man given to wild and unprovwhich make life a burden, why able statements, said: "TVA can sell should the United States follow their power more cheaply only by charging the deficits to the federal tax-Ever so often the people are of payer, which means everybody in the fered as an excuse for rapidly in- U. S., and by bookkeeping methods Economic they are not yet taxed as highly as General of the U. S. that he issued recent government history.

He then added the most startling statement of all-that if the government would give his company the

Similar challenges have been socialistic experiment has clearly, ed the criticism. That is something proposed Continuance and extentimated that if they average 20 sion of the TVA plan will mean that horsepower each, they furnish 500,- the taxpayers must put up billions per horsepower, would yield \$912,- compete with private enterprises whose rates, it is claimed, could be materially reduced if they were given equal advantages.

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BEGIN STOPPING

No. 7—SLIPPERY WEATHER

CE AND SNOW always bring problems for drivers. These problems are the result of less friction. And that is interesting, because usually we are trying to reduce friction all we can. We use ball and roller bearings to overcome friction. We smooth and polish parts to reduce fric-

tion. We put oil in our cars to avoid friction. But we can't get along without friction, just the same. For, after all, we couldn't start a car, we couldn't stop a car, we couldn't turn a corner, if it weren't for friction. The friction between the road and our rubber tires is what gives us traction.

Most of the time we have plenty of traction. But in certain climates every year, Winter comes blowing and blustering down from the North, and the first thing we know he has spread ice and snow over our roads, and our whole traction condition is changed. But automobiles are pretty well prepared these

days to meet any conditions. All we have to do is to adjust ourselves to these changed circumstances. For instance, many skillful drivers start their cars in high gear on very slippery, icy streets. Ordinarily this would be a bad thing to do. But when our tires have to start us going on slippery ice or snow, starting in second or "high" is harmless and it

does help to avoid spinning wheels, side slipping and difficulty in getting under way. If you haven't tried this after stopping at intersections, you may be surprised to find out how much more quickly you get started again. Only remember to engage the clutch This business of starting in slippery weather can be quite a problem. But stopping is even more so.

However, most good drivers agree on one method that they find quite satisfactory. First of all they begin to slow their cars down at quite a distance from where they want to stop. They press the brake lightly at first and release it almost at once. Then they press again and release quickly. By a series of brief, moderate brake actions, instead of one continuous pressure, they

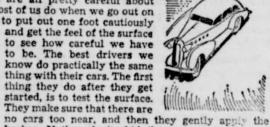
gradually reduce speed and can usually stop without skidding Many of the best drivers always make it a point not to disengage the clutch as soon as they apply

their brakes, but to wait until the car has almost stopped. While this is their general practice, they say it is especially important on slippery roads as ey claim it reduces the chances of skidding. But if we use this method there is one thing we must look out for. We have to remember that on a slippery surface it is very easy to stall our engine by using our brakes when the clutch is still engaged.

Outside of starting and stopping, most winter skid-ding is at turns and curves. Many good drivers tell us that they treat every slippery curve or turn as though it were going to be a stop. In other words, they approach curves using the very same system of short,

noderate brake actions. The result is that when they reach the curve they are oing so slowly that they can actually give the engine a little gas and put ome power in the wheels. With power turning the

wheels, we are not so likely to skid. After all, the main thing to do about driving in lippery weather is just what we do about walking in lippery weather. We are all pretty careful about hat. The first thing most of us do when we go out on slippery morning is to put out one foot cautiously and get the feel of the surface to see how careful we have to be. The best drivers we know do practically the same thing with their cars. The first



brakes. If they don't skid they resume speed and apply the brakes again—this time a little more firmly. this way they determine the surface and know the degree of caution they nust exercise to be safe. This seems like a very sensible idea.

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he business world of late. No im- cularly so. mined relief expenditure, the tax- made in the past—and it is a matter portant industry has made great of record that not a single govern- gains as yet this year-none has exmental official involved in this great perienced severe retrogression from improvement continues strong." the levels attained at the end of 1935. This is largely due to the appear-That fact has caused business com- ance of earnings reports from many mentators to feel considerable opti- important industries. These reports mism. They are beginning to figure are uniformly better than were antithink about. The government is undertaking many vast hydroelectric be marred by major swings either losses for five years, is now in the developments, and still others are upward or downward, and that in- black again. Companies which disdustry as a whole is on a relatively continued dividends have resumed even keel, and may look ahead to them, and others which cut dividends

THAT

THAT

THAT

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THAT

THAT

slow but steady recovery.

By and large, January business activity was the best in five years, even as 1935 was the best year to date since depression got its hold on American industry. The most Happenings That Affect the Dinner accurate industrial barometers place Pafls, Dividend Checks and Tax business at around 75 per cent of Bills of Every Individual. Nation- "normal"-normal, in most cases, al and International Problems In- being established as the average for years such as '23, '24 and '25, when Nothing startling has occured in business was good, but not specta-

Business Week has reported that "confidence in the next few months" have increased them

Some specific business items, taken from various authoritative

sources, follow: CONSTRUCTION: During January, heavy construction totaled almost \$290,000,000, as compared with \$150,000,000 in January, 1935. Public building still dominates the old—and not always true—saying construction picture, but more and that an election year must be a bad more private projects are coming business year. to light.

TEXTILES: Wool prices continue the rise started last year, with sales good. It is said that stocks are low, and that heavy importing of the relation of taxes to the nais imminent.

TILITIES: Electric power demand is increasing beyond expectations, causing many companies to increase and revamp construction budgets. The industry has announced it will spend about \$400,-000,000 for capital improvement this year-some think that figure is low and will be increased. Spokesmen for the industry say that if they were freed from fear of governmental "competition and persecution" utility budgets would pass the \$1,000,000,000 mark.

where 25 per cent of national income STEEL: Is operating at 50 per cent of capacity. Railroads and utili- goes of taxation. But England has ties are buying more of the es- a balanced budget, while in the U. S. sential metal, as are machine-tool government spending is far outrunnmakers and farm implement coming revenue and creating deficits panies. Future of steel is obviouswhich must be paid for in the future. ly determined practically 100 per cent by the future of general industry, particularly heavy indus-

MOTORS: This is the off season for the car makers, largely because of weather. Even so, January was much better than the month has been for a number of years. Rumors of ambitious plans for 1937 cars are leaking out, and many car makers are planning extensive and expensive retooling programs. Used cars, with which all markets are glutted, constitute one of the industry's annoying problems. It is forecast that makers may carry on a campaign to rid the highways of "wreck", paying dealers bonuses for old cars that are completely junked.

EMPLOYMENT: The unemployed total is goin down, but the figure is still plenty large. Business Week says that in December it fell below 9,000,000 for the first time since 1931, and though no end of other estimates are avail-

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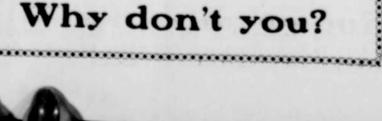
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