

# The American

Re-established, September 13, 1928.  
Devoted to the best interests of  
Central Point and vicinity.  
Entered as second class matter at  
the post office, Central Point, Ore-  
gon, under the Act of March 3, 1879.

**SUBSCRIPTION RATES:**  
Six Months ..... \$1.00  
One Year ..... \$1.50

Payable in advance.  
Advertising rates on application.  
Office—Second Street, off Main.

ARTHUR EDWARD POWELL  
Editor and Proprietor

## EDITORIALS

### AMERICA'S BIGGEST BILL

Talking about the fact that the United States government is heading toward a \$35,000,000,000 debt doesn't mean much to most of us. The figures are too big for us to understand, and besides it is sort of like saying our neighbor is up to his neck in debt.

But some comparisons just developed by the United States News, a loped by the United States News, a newspaper published in the nation's capital, bring the facts home to us in an intelligible way.

For example, the News shows that the 125,000,000 people in the nation spend \$2,000,000,000 a year for light and power. \$6,000,000,000 for clothing. \$10,000,000,000 for rent and \$11,500,000,000 for food. And for taxes, to operate federal, state, and local governments, the News finds they spend \$12,000,000,000 making that the nation's biggest bill.

Going a little further than the News went, we find some equally surprising facts. For every man, woman, and child in the country, somebody spends an average of \$15 a year for light and power, \$40 for clothing, \$80 for rent and \$92 for food. But the tax cost per person is \$96.

Take the average family of four—father, mother, son, daughter. Each day, that family contributes \$1.05 in taxes while it spends only \$1.00 for food, 87 cents for rent and 45 cents for clothing. That, of course, is only an average. The man who is unfortunate enough to own his own home or an automobile or anything—literally anything, for everything nowadays bears a tax—has a much heavier load.

The figures would be much more astonishing if governments only would pay as they go. They are, instead, borrowing and piling up a debt that will have to be paid with taxes in the future.

When that day comes, 35 per cent of the national income will go to governments. Isn't it about time to call a halt?

### MORE MILK, BUTTER AND COWS

Figures recently issued by the National Dairy Council show the tremendous potentialities for expansion of the dairy industry.

If milk consumption increased to an average of four quarts a day for a family of five—the consumption advocated by dietetic authorities—65,000,000,000 more pounds of milk would have to be produced annually. This in turn would require an increase of 15,000,000 head of dairy cattle.

Other health authorities say there should be a 50 per cent increase in butter consumption. Should that occur, 24,000,000,000 more pounds of milk would be needed, the product of 5,000,000 cows.

The dairy cooperatives are working continually to educate the public in the wise and adequate use of milk products. That work is gradually producing results—and it is directly in the interest of both consumer and producer.

### THE HOD CARRIER

In everyday conversations, we use the phrase "hod carrier" to describe a man who does the heavy work. In view of the present attitude in some political circles, it's interesting to find out who is the government's hod carrier.

In 1935, the federal government got more than 80 per cent of its tax revenue from business. Consequently, since the government must depend so heavily upon business for revenue it should not do anything that would tend to reduce the capital that produces the business.

There are suggestions that industry must put the unemployed to work. Collier's magazine describes as "obviously absurd" the argument that industry must provide work for eight or nine millions unemployed.

"Industry means manufacturing," Collier's says. "During the first ten months of 1929, wage-earner employment in manufacturing industries was about 8,839,000 according to figures of the Bureau of Labor Statistics. During the first ten



months of 1935, the number was estimated by the same Bureau to be 6,840,000. Thus approximately 2,000,000 fewer workers were employed by the manufacturers in 1935 than in 1929.

"Two million is not eight or nine million, however. The sooner we stop making loose general statements about employment and unemployment the sooner we shall arrive at practicable solutions of our remaining difficulties.

"How many jobs manufacturers can provide depends on many factors outside the control of industrialists. The policy of the government toward industry is one important factor.

"It is good politics to talk as though industrial corporations could actually be expected to absorb the loan of unemployment, because corporations don't vote. Yet nobody in politics or elsewhere would think of asking a farmer to provide jobs for more people than he needed to do his work."

### 300 PUBLICITY MEN SPREAD WPA GOSPEL

A new publicity and "information" machine employing 300 persons has been set up by the Works Progress Administration.

The new organization, founded by Harry L. Hopkins, head of work relief, employs more publicity men than any other government agency past or present. The nearest approach to the WPA set-up was that maintained by NRA in its heyday.

As officials explain the new division, its purpose is not "propaganda" but the dissemination of "information requested or of undisputed public interest."

The division includes sections to prepare and distribute motion pictures, to answer telephone inquiries, to prepare written statements for gather and consolidate "news" from WPA branches, to contact members of Congress and to decide policies for state WPA organizations.

## Economic Highlights

### Happenings That Affect the Dinner Pails, Dividend Checks and Tax Bills of Every Individual, National and International Problems Inseparable from Local Welfare.

Nothing noteworthy has occurred in business of late—industry is operating on an even keel, and the recovery movement continues slowly. And nothing noteworthy has occurred in government—Congress is pursuing its routine, and no legislative excitement, aside from the Townsend Plan and the American Telephone & Telegraph Co. investigations, is apt to occur in the near future. Finally, nothing noteworthy has occurred in the tense European situation—the great powers continue to play their diplomatic chess game. It might also be said that nothing noteworthy has occurred in the poli-

tical situation so far as major developments are involved. But there is great activity beneath the surface, and the political picture for 1936 is gradually taking form.

Main political interest naturally focuses on the Republican party—everyone knows that, barring the grim reaper or a grade A miracle, the Democratic candidates for the highest elective positions in the country will be Franklin Delano Roosevelt of New York, and John Nance Garner of Texas. And, within the Republican party, the battle lines are firmly fixed. One strong wing of the party, led by Herbert Hoover, wants a highly conservative candidate, such as, for example, Colonel Knox, publisher of the Chicago News. Another strong wing, led by Senator Borah, and generally believed to have the support of such potent figures as Senate Minority Leader McNary of Oregon, wants a liberal candidate. Still another strong wing wants a middle-of-the-road candidate, such as Governor Landon of Kansas. At this writing, the best bet for the nomination would be Governor Landon, and most public polls show that he is more popular with the people than other leading Republicans. But it must not be forgotten that prominent commentators seem to believe that neither Senator Borah nor Ex-President Hoover are in favor of Landon—and those two men, standing poles apart in their viewpoints, having little in common save sincerity, can sway a great number of delegates at the convention. Such commentators are tending toward belief that the big figures in the party may offset each other with their opposed strength—may indirectly bring about the nomination of a dark horse.

That remains to be seen. But this can be said with certainty—no matter who is nominated, he will campaign on certain planks. Constitutionalism will be one of those planks—the Republicans will hold that it is the President's plan to get around the Constitution in one way or another, establish what amounts to a dictatorship of the Federal bureaucracy. Taxes will be another—the Republicans will say inflation impends, and that the country goes toward bankruptcy. Relief will be another—the Republicans will claim that Administration relief plans have been wasteful and socially and economically menacing, that more distress could have been alleviated with less spending, that the spoils system prevails. Public policy toward industry will be another—the Republicans will claim that Administration tax and regulatory policies have barred the way of greater industrial recovery. And so it will go. The accent laid on these various

points will vary with the candidate. If, for instance, Senator Borah were nominated, he would probably lay greatest stress on the Constitution, while Governor Landon would be expected to talk most about taxation and fiscal policies. But all the planks will be used.

The Democratic campaign must, of course, be based on the President's record. It will be held that he was responsible for the recovery we have achieved—that his mistakes were inevitable in an emergency where speed was essential, that he has no idea of tampering with the Constitution or the Supreme Court, that his program, by and large, has succeeded and earned him the right to go back and finish the job.

It is widely believed that the President will stress economy in the campaign—declare that his vast expenditures were unavoidable and saved us from ruin, that wherever possible he cut expense. In line with this, he recently appointed a committee of three experts in public administration to survey the government and prepare a plan for reorganization and consolidation of bureaus in the interest of economy and efficiency. In his letter to the members he intimated that some of the new agencies he created were justified by emergency, will be dropped with the recovery, that others will be curtailed in their operations.

So the political war is getting underway, even though, theoretically, the opening gun will not be fired until after the conventions. Get your radio in shape—the verbal shrapnel will fly thick and fast.

### Shangle Studios

Expert Photography  
Fine Portraits a Specialty  
Medford Bldg.

### PERL'S Funeral Home

Established in your community  
25 years  
Phone 47 428 W. 6th St.  
Medford, Oregon

When in Medford

Eat at  
**Leonard's**  
Lunch  
Diners

Freshly Frozen Ice Cream  
119 E. Main Phone 998

### Top Notch Eats.

G. J. Morris, Prop.  
We Specialize  
Home Cooking

at  
Reasonable Prices  
14 South Central Medford

### OFFICIAL MAGNETO REPAIR SERVICE

Genuine New Factory Parts  
**DAWSON'S**  
44 N. Front St. Phone 253  
Medford, Oregon

### Flower's Mattress & Upholstering Shop

Mattresses Made to Order  
Phone 548  
409 E. Main St. Medford

All work guaranteed

**Unique**  
CLEANERS & DYERS  
Office 20 S. Central  
Plant 811 N. Central  
Medford, Oregon

### TUBES CHECKED FREE

When brought to the shop at the Telephone Office  
**Sandy Richardson**  
Central Point

### Farmers Attention

Second Hand Rebuilt FARM IMPLEMENTS At Bargain Prices Call and see us at 39 S. Grape St. Medford

### "Friend" SPRAYERS

Stationary and Portable Water Pumping Machinery DIESEL ENGINES-MOTORS  
**E. R. White**  
Sales Engineer  
Medford Phone 27 Oregon

### Baldwin Piano Shoppe

BARGAINS IN USED PIANOS  
123 W. Main Medford

### Dr. I. H. Gove

DENTISTRY  
419 Medford Bldg.  
Medford, Oregon

## SHULTS BROS.

Dependable **Auto Painting** Reasonable  
BODY & FENDER REPAIRING & GLASS  
220 North Bertlett Medford, Oregon

## So Help Me, It's True

By E. F. (Woodie) Woodman

**1 GAL. GASOLINE WEIGHT 6 lbs.**

**THE GREAT TRANS-PACIFIC FLYING-BOAT CHINA CLIPPER WEIGHING FIFTY-ONE THOUSAND POUNDS IS HELD IN THE AIR AND TRANSPORTED ONE MILE BY ONE-GALLON (6 POUNDS) OF GASOLINE. SUCH IS THE STARTLING INFORMATION ISSUED BY TECHNICIANS OF GENERAL PETROLEUM**

**NEW YORK**

**A GREAT RIVER, 25 FEET WIDE AND 6 FEET DEEP REACHING FROM NEW YORK TO THE PACIFIC COAST—COULD BE CREATED BY THE WATER WHICH, IN ONE YEAR, COMES FROM THE EXHAUST PIPES OF MOTOR VEHICLES IN THE UNITED STATES**

**ONE OF THE SMALLEST CARS EVER OPERATED ON THE HIGHWAYS OF THE WEST—WHEELBASE 60 INCHES, HEIGHT 29 INCHES—IS OWNED BY J. P. BRUCE, GENERAL STATION OPERATOR. IT GOES 100 MILES ON A GALLON OF MOBIL GAS AND MAKES 25 MILES AN HOUR**

**HE FLIES THROUGH THE AIR WITH THE GREATEST OF EASE. DOB'S COREY GUSTAFSSON, CAPTAIN OF CASCADE SKI CLUB, TRAVELING BETWEEN 60 AND 80 MILES AN HOUR, AT MEDHOD OREGON MEET. THIS CLASS A JUMPER EMPLOYS THE STREAMLINE EFFECT WHICH NEW AUTOS USE TO REDUCE WIND RESISTANCE.**