

Economic Highlights

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

In a Presidential-election year, with the headlines and the thoughts of the voters concerned almost entirely with the opposing candidates for the nation's highest office, the next Congress comes in for relatively little attention. But Congress is always vitally important. A stubborn Congress can just about ruin a president's program and ambitions—as Hoover found out in his last two years. And a friendly Congress can make the White House a legislative paradise—as Roosevelt learned in his first two years, when the legislative branch of the government succumbed to the influence and appeal of the executive.

Make-up the next House of Representatives will be largely dependent on who rises to the Presidency—if Mr. Roosevelt is re-elected, it will be certain that the House will be preponderantly Democratic, while if Governor Landon comes in, the Republicans will undoubtedly control the lower branch. Representatives must run for office every two years, and their political life is often very short.

A different state of affairs obtains in the Senate. A Senator runs only every six years, and, as a result, the 1937 Congress will be Democratically controlled even though the Republicans sweep the country. It is mathematically impossible for the GOP to win a majority in the upper house—if it took every contested seat it would lack two votes of control. As many contested senatorships are in the Deep South, where the Democratic nomination is the same thing as election, it is inevitable that the Democrats will have a substantial majority when the members of the Senate answer roll-call in January.

Even so, best commentators feel that this will not be a major obstacle to Governor Landon's program, in event of his election. If the voters disavow the New Deal, Senators of both parties will sniff the wind and fall in line with the mandate. And, on the other hand, should President Roosevelt be endorsed again, he will naturally be able to bring about Congressional agreement of almost anything he wishes.

No matter who takes the big plum in November, the coming Congress will be faced with a number of vital issues. The tax issue will be up again—bigger and better than ever, in all probability. Governor Landon has been biting in his denunciation of New Deal spending policies. And Mr. Roosevelt has again said that he anticipates a balanced budget before long, has gone on the record for economy and a certain amount of retrenchment. Yet both candidates agree that the farmer should be helped from the Federal treasury, that Federal relief for the unemployed and needy must be continued. There is also the probability that the government will feel that it must greatly increase its army and navy appropriations. Under such circumstances, Congress will undergo many a headache as it seeks to control appropriation measures.

The tariff will likely be an issue. Tremendous difference of opinion has resulted from the reciprocal trade agreement act authorizing the President to lower tariff duties in favor of countries doing the same for us. Congress will be beleaguered on the one hand by powerful groups wanting a high tariff, such as agriculture, and equally powerful groups wanting a lower tariff and bigger foreign business, such as the heavy machinery and automobile makers.

The Townsend plan will, in all probability, be given little consideration. Outside of one or two states, such as Washington, Townsends have made a very poor showing in the primaries of either party. And the bonus issue is at last dead—a fact which has caused many a political aspirant to say "Thank God!"

Some of the longest and most acrimonious debate will concern laws which are now in existence but are due to expire—the so-called "temporary emergency measures." They will go off the statute books unless Congress gives them new life. Among such laws are: The vitally important dollar devaluation measure; the Electric Farm and Home Authority loans; the CCC appropriations; the reciprocal tariff; the excise (nuisance) taxes on gasoline, radios, etc.; the 3 cent postage rate; the interstate oil production limitations compact; the much reviled, much praised neutrality act. The oldest emergency bureau in the government—the RFC, which was started by Hoover and continued and enlarged by Roosevelt—must also be given a new okay if it is to continue.

So Congress will be busy next year whether the donkey or the elephant rules in the old colonial house on Pennsylvania Avenue.

The industrial production index is still on the rise. Favorable signs dominate all industry. Biggest problem now is the threat of labor trouble.

Another problem which may grow rapidly in importance, is that of the price level. Consumer groups say that living costs are going up faster than salaries and wage checks, that the rises are unjustified. There is political and economic dynamite in this.

July Peak Month For Highway Use

Oregon's highways received more use in July this year than in any month in history if gasoline gallonage figures compiled by the secretary of state are taken as an indication of travel volume, according to Ralph A. Coan, director of the Oregon State Motor association in charge of traffic.

Consumption of gasoline in the state jumped to 21,831,302 gallons an increase of more than 2,500,000 over August, 1935, which previously stood in record as the greatest single

month for motor fuel use. Figures for August this year are not yet compiled.

The increase in use of Oregon's roads was in line with the state's tremendous rise in recreational travel, which according to non-resident registration figures amounted to about 40 per cent, the motor club official said.

For the first time in history, too, taxes paid during a single month reached and passed the million dollar mark. Taxes in the month of July amounted to \$1,091,565.14.

"Increase in the use of gasoline, of course, indicates an increase use of each automobile," Coan said. "Motorists, both residents and non-resident, have shown a decided tendency this year to make more and better use of the motor vehicles and highways provided for them by advancing science." The motor vehicle registration has increased, he said, but not as much as gasoline consumption. The motor club official pointed out that in June and July, two of the peak months of the 1936 touring season, there was an increase of 16 per cent in use of gasoline in Oregon. For the year, up to the end of July, the increase over the same period of 1935 amounted to 15 per cent.

Bobby came in at noon looking very much distressed.

"Mummy," he said, "is it true that an apple a day keeps the doctor away?"

"Yes, dear," replied his mother.

"Why?"

"Well, I've kept thirteen doctors away this morning, but I'm afraid one'll have to come this afternoon."

—(New York) Christian Advocate.

Cotton Exports Down
Exports of American cotton the first three years of the New Deal decrease.

TWENTY-SIXTH ANNUAL PACIFIC INTERNATIONAL LIVESTOCK EXPOSITION with HORSE SHOW and RODEO
and U. S. Army Horse Show Team
PORTLAND, OREGON
October 3 to 10

19 Shows in One—11 acres under one roof. Exhibits of pure-bred Livestock, Dogs, Poultry, Fat Stock, Wild Life, Lend Products, Manufactured Products, 4-H Club and Smith-Hughes Vocational Education Work, also Horse Show, indoor Rodeo and U. S. Army Horse Show Team.

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Taylor Purchases W. W. Allen Interest In Auto Business

L. C. Taylor, veteran automobile man, assumed active management of Pierce-Allen Motor Co., Dodge Bros. and Plymouth headquarters, 112 So. Riverside, Saturday, September 18. He has purchased W. W. Allen's interest in this well-known automobile firm which was incorporated 11 years ago, September 18, 1925.

The new owner and active manager of Pierce-Allen Motor Co. is widely acquainted throughout southern Oregon through his association with local car agencies. In 1931 he located in Medford and was associated with the used car department of the Gates Auto company until 1933, when he accepted a position with Pierce-Allen Co. as sales manager in the used car division. An interest in the business was secured by Mr. Taylor in 1935 and since that time he and Mr. Allen have operated the establishment jointly.

Twenty-one years experience in car selling has familiarized Mr. Taylor with all angles of the automotive

industry. His first connection with motor companies was in 1915 at Modesto, Calif. Following that he spent seven years in Fallon, Nev., where he handled the Ford agency.

Continuing under the same policies carried out by W. W. Allen during the past eleven years, the new owner will maintain the name of Pierce-Allen Motor Co. A number of improvements in the show rooms and garage are contemplated by Mr. Taylor. The staff will be retained with the addition of new members.

To meet with Dodge and Plymouth dealers from all sections of the northwest, Mr. Taylor left today for Seattle where 1937 models will be displayed and plans formulated for the fall and winter selling campaign. Dates for the Medford showing of the new Dodge and Plymouth cars will be announced by Mr. Taylor upon his return to Medford.

CORRECT

"What's that queer odor?" asked the lady from the city. "Fertilizer", the farmer told her.

She: "For the land's sake!"
He: "Yes, ma'am."—Making the Grade With Wool.

HEALTH GROUP TO RESUME MEETINGS

Regular bi-monthly meetings of the Jackson County Health association were resumed Wednesday when the group met at 2 o'clock at the county courthouse for the first fall session. Mrs. J. H. Fuller of Ashland, vice-president had charge of the session in the absence of Miss Mildred Carlton, president. Members of the Phoenix unit were hostesses. Mrs. Captain Pierce, Mrs. Gebhard and Mrs. Taylor were among those attending from here.

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25c a meal
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End of the Month CLEARANCE SALE

In Our

Down Stairs Store

Bargains for all the women of Southern Oregon

There are hundreds and hundreds of Cotton dresses, Rayon dresses, Silk dresses, Slacks, Overalls, Skirts, Blouses, Sweaters, Jackets, Silk Stockings, Rayon Underwear at Real Bargain Prices.

SILK DRESSES

More than 100 New Fall Silk and Rayon Dresses. Colors—Navy, Black, Rust, and Green. Sizes 14 to 46. Values to \$6.95. End of Month Sale Price

\$4.44

NEW COTTON DRESSES

New Fall Styles you will like. Sizes 14 to 50. Priced at

\$1.95 to \$2.95

COTTON FROCKS

Our Better Cotton Dresses.

VALUES TO \$3.95. SALE PRICE

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COTTON DRESSES

RAYON DRESSES

SILK DRESSES

Values to \$4.95. Sale Price

\$1.99

Values to \$6.95. Sale Price

\$2.99

Values to \$12.50. Sale Price

\$3.99

COTTON DRESSES

One Rack of Cotton Dresses Values to \$1.95. Sale Price

99c

COTTON FORMALS

Values to \$1.95. Sale Price

99c

KNEE HIGH SILK STOCKINGS

New fall colors, pair

39c

3 pair for 99c

SILK STOCKINGS

The new tailored stocking. Ringless Chiffon. Sizes 8½ to 10½. Sale Price

45c

WOOL SKIRTS

Odds and Ends in wool skirts. Dark colors for fall and winter wear. Values to \$2.95. Sale Price

\$1.77

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TRAVEL COSTS DOWN

Thrifty people declare our rail fares, at 2c a mile and less, today's best travel buy—and Pullman rates are lower than formerly.

ECONOMY MEALS

Coffee, milk, sandwiches and a variety of similar items are 5c and 10c in coaches and tourist cars. Dining car meals are low in cost, also.

Southern Pacific

See your local S.P. agent or write J. A. ORMANDY, Gen. Passenger Agent, 703 Pacific Building, Portland, Oregon.