

# THE CENTRAL POINT AMERICAN

Re-established, September 13, 1923.  
Devoted to the best interests of Central Point and vicinity.  
Entered as second class matter at the post office, Central Point, Oregon, 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

### SAFETY'S SILVER ANNIVERSAR

The Twenty-fifth Congress an Exposition of the National Safety Council at Atlantic City, New Jersey starting October 5, marks the first quartercentury of the organized movement in America. The story of accident prevention during those years is a story of remarkable progress on the one hand and of alarming new developments on the other.

Since 1926 alone, the frequency rate for industrial accidents (disabling injuries per million man-hours of exposure has decreased 61 per cent and the severity rate (days lost per million man-hours worked) has decreased 43 per cent.

But as industrial management has progressed toward control of the hazards of industrial operation, the hazards of the automobile have developed to shift attention to a new kind of accident—that on the street and highway. Here, however, the problem is a completely public one. While enforcement agencies can be extremely effective, they cannot approximate the disciplinary measures possible to execute control in industry. That is why traffic control depends so much on each motorist and pedestrian.

The principles discovered by the industrial safety movement are equally applicable to the traffic safety movement. Traffic accidents are not really "accidents." Their causes are ascertainable and removable.

Albert W. Whitney, Associate General Manager of the National Bureau of Casualty and Surety Underwriters, says: "Industry went into making itself safe somewhat reluctantly, recognizing the necessity on the one hand and yet feeling certain that this would mean a loss in efficiency—that the wearing of goggles, for instance and the guarding of machinery would slow down production. Exactly the opposite effect has been produced. The safety movement, instead of decreasing production, has increased it; in fact, probably no other single element is more to be credited with the increased efficiency of modern industry than the safety movement."

This points to the exciting possibilities in traffic control. There is every reason to believe that safer traffic will mean more efficient traffic—relieving congestion and saving the economic cost of destruction and delay.

### WHY FORCE GOVERNMENT OWNERSHIP OF RAILROADS?

It is safe to say that the American people do not want Federal ownership and operation of the railroad industry. Yet it is possible that such ownership of our principal medium of transport—with all the inefficiency, waste of tax money and demoralization that would result—will be forced on the country, in spite of public disapproval.

The reason for that anomaly is simple, and has been pointed out by a number of observers, including railway officials. If the railroads continue to be stringently regulated and heavily taxed, while their competitors remain free or practically free from comparable burdens, they will be hamstrung in meeting the nation's needs. The lines will find it impossible to attract investors, some will go bankrupt and then the stage will be set for government to step in to keep the trains moving.

In the first seven months of 1936, the railroads had the best operating experience in many years. Yet they earned only 2.3 per cent on their investment, at a time when other industries were earning six, eight, ten per cent and more. What over-optimistic observers call a railroad "boom" brings little profit to the lines' treasuries. Our unreasonable public regulatory policy is largely responsible for that.

The only way out is for govern-

ment to regulate and tax all carriers alike—to subsidize none and penalize none. Regulation should be such that the railroads can more quickly meet changing conditions. The lines must be freed of the fear of injudicious and unnecessary class legislation, such as "full crews" and "train limit" laws.

Government acquisition of the rails would add billions to the public debt, and impose a terrific drain on the taxpayers. A fair deal for the railroads now will prevent that and enable them to further improve the highest standard of railroad service in the world under our American system of private enterprise, instead of switching to European theories of socialization of industry.

### THE ANSWER IS INEVITABLE

The fact that 2 and 2 make 4 is so self evident that no one argues about it.

At the present time the Federal Government has a debt of about \$35,000,000,000 and an annual income of about \$4,000,000,000. Annual interest charges amount to nearly \$1,100,000,000, figured at 2 per cent. The Government's total debt is, roughly, eight times its annual income.

Put an individual on the same basis: Suppose he earned \$3,600 a year and borrowed \$30,000. At 2 per cent interest, he would pay \$600 a year carrying charge. The average person earning \$3,600 a year is certainly in no position to repay a \$30,000 debt, particularly if he has to keep borrowing to meet new obligations.

It is said our country is wealthy enough to take care of double its Federal debt. It probably is at present but the politicians and the people have learned to spend public money faster than they earn it.

What will cause them to see that \$2 of public expenditures for \$1 of receipts, leaves a \$1 deficit just as surely as 2 and 2 make 4?

A spendthrift individual or a spendthrift government are headed for the same goal, the only difference being that the government can mortgage every citizen's property and earnings and hang on longer than the individual who can mortgage only his own property.

### SAVING LIVES AND DOLLARS

During Fire Prevention Week, which is to be observed from October 4 to 10 this year, every effort will be made to instruct the public in the elimination of fire hazards. Newspapers and periodicals will publicize the Week. Insurance organizations will give every effort to making the Week a success. Fire prevention organizations will send speakers about the country. Fire marshals and fire departments will cooperate.

But all of this work, no matter how aggressive and well planned, will fail unless the public does its part to cooperate and save itself from fires.

Fire prevention, like accident prevention, is largely an individual matter. It is impossible to do away with the multiple hazards found in the average home unless the owner takes an interest, and it is impossible to eliminate industrial fire hazards unless factory managements help to the extent of inspecting their factories and enlisting the interest and aid of workmen.

During the Week, every person in this country should give an hour or two to learning the simple lessons that, if remembered and followed, will prevent most fires. It will cost nothing—and it may pay tremendous dividends in life and property. Some of the worst fires start from hazards that could be corrected in five minutes.

Every town government should carefully inspect its public buildings, especially schools, during the Week. Cases have been found where new and expensive school buildings presented a large number of grave hazards. Fire in a school is the most horrible of all—as a long list of disasters that snuffed out thousands of young lives witnesses.

Remember the date—October 4 to 10. It should be regarded as both a duty and a privilege to take advantage of the Week and join in the war against fire.

### American Way Best

"We have found by experience that American institutions serve our purpose better than those of any other country. We not only want to safeguard our freedom, but we also want security and abundance of the good things of life. We are told, however, by defeatists that we cannot have both. We must, they say, choose between freedom and security. They insist we must give up one in order to gain the other. Let us not surrender to any such counsel or despair."—Gov. Alf Landon at West Middlesex, Pa., August 22, 1936.

Try an Ad in The American

# Schools

By ROBERTA WERTZ

Student Body Tickets are on sale now. Any one who buys one is permitted to enter basketball games free and is also entitled to the school paper.

The first meeting of The Girls' Glee Club was held Monday after school when all those wishing to enter "tried out."

The party, Friday night, with the Freshmen as honor guests was a big success. The girls wore boys' clothing with no make-up and the boys wore girls' clothing with make-up. Many thought the change would make some very attractive boys and girls. Everyone reported a good time.

New students in school this week are: George Curtwright, Jim Lees and Billy Bowman. If the Senior class with an attendance of twenty, doesn't be careful it will still be a "real" class.

Leatha, Edith and Gladys Vincent hiked to Gold Ray Dam Sunday.

Clarabelle Brood motored to Klammath Falls Saturday afternoon. Sunday morning she went on to Tule Lake where she attended a wedding.

Ruth Morava shopped in Medford Saturday afternoon.

Norma Holland saw the movie "The Great Ziegfeld" Sunday and reported that it was well worth seeing.

Wanda Conrad attended a "taffy pull" at the home of Millie McCord Sunday afternoon.

### DANCE WITH DYNGE

At the

### Oriental Gardens

EVERY SATURDAY NIGHT

Two Orchestras

Old Time and Modern

ONE ADMISSION

Medford, Oregon

### Shangle Studios

Expert Photography

Fine Portraits a Specialty

Medford Bldg.

## SHULTS BROS.

Dependable **Auto Painting** Reasonable

BODY & FENDER REPAIRING & GLASS

230 North Bartlett Medford, Oregon

## The SNAPSHOT GUILD

WHAT'S THE MATTER WITH TAKING YOUR OWN PICTURE ONCE IN A WHILE?



How to prove, when there is no witness, that you were telling the truth. You snapshot yourself and the fish with a self-timer right on the spot.

How often have you opened your snapshot album to view, once more, treasured pictures you have taken of groups of friends or of the family, and closed it with a feeling of regret that you did not appear in these pictures yourself? Or, how often, when you are showing somebody snapshots you took on a memorable occasion, do you hear the remark, "Where were you all this time?" Modestly you reply, "Why, I was just the man behind the camera. Somebody had to take the pictures." But really wouldn't you like to have been in those pictures? Of course, you would.

Obviously, one solution of this difficulty is to let some one else use your camera on these occasions and take some pictures with you in them. Good enough except that that somebody else—Dad or whoever it may be—is missing from them just as you were missing from the others.

There is another answer to this problem and a perfect one. Get a self-timer, which is the name for an attachment which permits most cameras other than the box type to take pictures unattended. It is an inexpensive accessory that fits on the metal button at the end of the cable release which operates the shutter. In the manner of an alarm clock, the

mechanism of this gadget may be set to "go off" after a time interval, whereupon it presses the button and releases the shutter. Meantime, you have taken your place in the picture and are looking your prettiest awaiting the snap.

Some cameras have a self-timer incorporated in the shutter. Of course, you must have the camera on a firm support. In the picture to the left above, the camera is fastened with a clamp having a tripod socket. You prepare for the picture by focusing in the usual way and using the same stop opening and shutter speed you would use ordinarily. If you have placed your subjects quite close to the camera, see that there is a particular space in the group for you to enter and don't fail to occupy precisely that space, else you will blanket somebody or, if the space is at the side, you may find in the print that you have lost an arm or so.

Nothing prevents you from taking a picture of yourself alone if you feel that way—which suggests one very important use for the self-timer. Ever go fishing alone and wish there were somebody to take your pictures holding up that whopper at the actual scene of the catch? Or, do you always buy one at the fish store?

JOHN VAN GUILDER

## Legal Notices

### NOTICE

In the County Court of the State of Oregon for Jackson County In the Matter of the Estate of J. Frank Gregory, deceased.

Notice is hereby given that the undersigned has filed her Final Account and Report in the above entitled matter, and the above entitled Court has fixed October 23rd, 1936, at 10 o'clock A. M., in the County Court Room, in the Court House in Medford, Jackson County, Oregon, as the time and place for hearing objections to said Final Account and for the settlement thereof.

LETTIE L. GREGORY, Administratrix

### NOTICE

Registration for the November election closes Oct. 3rd. If you have moved to another precinct since your last registration or have failed to vote for the last two years you should re-register, otherwise it is not necessary.

G. R. CARTER, County Clerk.

### SUMMONS

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR JACKSON COUNTY.

WALTER E. MESSECAR, Plaintiff,

vs.

INEZ MESSECAR, Defendant.

TO: INEZ MESSECAR, the above named defendant:

IN THE NAME OF THE STATE OF OREGON, you are hereby notified and required to appear in the above entitled court and cause and answer or otherwise plead to plaintiff's complaint within four (4) weeks from the date of the first publication of this summons upon you, which is the 1st day of October, 1936, and if you fail to appear and answer within the time required, for want thereof, the plaintiff will apply to the court for the relief prayed for in his complaint, to-wit:

For a decree of the court nullifying and setting aside the marriage heretofore on June 25th, 1936 had between plaintiff and defendant in Jackson County, Oregon.

This summons is served upon you by publication once a week for four (4) consecutive weeks in the Central Point American, a newspaper of general circulation, published in Jackson County, Oregon, by order of H. D. Norton, Judge of the above entitled court, which order was made on the 25th day of September 1936.

GUS NEWBURY

Attorney for Plaintiff Medford National Bank Building Medford, Oregon

43—Oct. 1-8-15-22



## Cook's Wave Shop

19 No. Bartlett

Medford, Oregon

Phone 61

All Lines of Beauty Culture

J. R. BIERMA

## Typewriters

STATIONERY SUPPLIES

Sales — Rentals — Repairs

116 N. Central Phone 282

## EXPERT

WATCH AND JEWELRY

## Repairing

At Depression Prices

16 S. Central Medford

C. Earl Bradfish

## Visit

Harden's Drapery Shop

## Shop

WEEKS & ORR Bldg. Medford

## Fick Hardware Co.

Crosley Radios & Refrigerators,

Spartan Radios & Refrigerators,

Speed Queen & May Tag

WASHING MACHINES

Sales & Service Phone 300

131 W. Main St. Medford

## Ekerson

PAINT & ROOF

## Store

Time Payments for Remodeling

A ROOF FOR EVERY HOME

A PAINT FOR EVERY PURPOSE

Fire-Retardant Roofs bring

Lower Insurance Rates

Phone 243 38 S. Bartlett

Trade Here and Win Votes

## Top Notch Eats.

G. J. Morris, Prop.

## Food Served at

Reasonable Prices

at

Reasonable Prices

14 South Central Medford

## Dr. I. H. Gove

DENTISTRY

419 Medford Bldg.

Medford, Oregon

## TROWBRIDGE

Cabinet Works

Everything in Cabinet Work

Established in 1908

## PERL'S

Funeral Home

Established in your community

25 years

Phone 47 428 W. 6th St.

Medford, Oregon

H. C. HIGH

Successor to

VOLNEY DIXON

Western Distributor For

Page Fence

Anything in line of fencing

124 N. Riverside Phone 263

Medford, Oregon

## Farmers Attention

Second Hand Rebuilt FARM IMPLEMENTS At Bargain Prices Call and see us at 30 S. Grape St. Medford

# ABC

## America's Leading Washers & Ironers

There is a size ABC Washer or Ironer to fit every purse and purpose. Each model beautifully designed... equipped with many exclusive and worth while safety and convenience features... all built up to the exacting ABC specifications of precision in manufacture... all built to give years of lasting, trouble-free service... each model an out-standing value in its price field.

## W. H. Klatt

S. Grape Medford

## Dr. B. C. Wilson

Physician and Surgeon

210 Medford Bldg.

Medford, Ore.

Central Point

STONE'S DRUG STORE

## Dad's & Mom's LUNCH

The same good food—

417 E. Main Medford

When in Medford

Eat at

## Leonard's

Lunch

Diners

Freshly Frozen Ice Cream

119 E. Main Phone 998

## Elva Livingston Lough

SLIP COVERS FOR OVER-STUFFED FURNITURE

Designing, Drapery Making

Phone 1648x 220 S. Grape

## Safe Insurance at a Saving

## Oregon Mutual Fire Insurance Co.

(Incorporated)

LELAND CLARK, Agent

19 North Bartlett St.

Medford, Ore. Phone 1490

See us for Fire Insurance

on Hay & Grain

## OFFICIAL WICO AND

EISEMANN MAGNETO

Sales and Service.

## OFFICIAL MAGNETO

REPAIR SERVICE

Genuine New Factory Parts

## DAWSON'S

44 N. Front St. Phone 263

Medford, Oregon

## RENDER'S COFFEE

It's New—

—in taste

—in flavor

—in quality

—in economy

## Render Tea & Coffee Co.

24 N. Bartlett Medford

Next door to Peerless Market

## Dr. C. W. Lemery

(Successor to Dr. J. J. Emmens)

204 Medford Bldg.

Practice limited to eye, ear, nose

and throat and fitting of glasses.

Tel. 567 Res. 1013

All Natural Methods

## Dr. H. P. Coleman

Chiropractic and Physiotherapy

Oregon License 204

California License 3029

Special Attention to Blood Pressure, Stomach and Bowels.

Consultation and Examination

FREE

Phone 065

In Medford Since 1920