

THE CENTRAL POINT AMERICAN

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ARTHUR EDWARD POWELL
Editor and Proprietor

Trip By Ship To Africa Told

On Board-S. S. ZAREMBO
At Sea-and how!

October 1, 1940
Well, we are still at sea and this is the 1st of October. Expect to land tomorrow morning at Monrovia and I will be glad to get ashore. In my first letter to you I told you of our storm at sea. Since that time we have had perfect sailing weather with occasional rains but most of the time sunshiny. The rain usually came at night anyway and the only inconvenience was getting up and closing the portholes.

We got to Freetown, Serre Leone, British Territory Sunday Sept. 29th and dropped anchor in the harbor about 5:30 P.M. Boy, is that a British War base. The harbor was filled with battleships, the hospital ship, Arc Royal airplane carrier and many other fighting vessels. We were signaled from shore to stand by until a ship came out to meet us. They signaled us with the aid of the sun on the mirrors from the shore and I'll bet there were a dozen signals being flashed at the same time just in case we didn't see one we would see the other. We stood by and a small ship came out when close enough wig-wagged to us that we were close to the boom and to follow and they would lead us to the entrance. A few minutes a small launch approached us with an inspector on board—British—to check our papers. We had previously hoisted the British flag and had our American flags showing meaning we were friendly. After inspection a Pilot boat came out and a British pilot boarded us to take us in to the harbor. The harbor is the mouth of the Serre Leone River and is a beautiful and large harbor but across the entrance is stretched a steel net, supported by floating barrels, but there is only one

opening in it. A ship is stationed at the "gate" or opening in the net and is only wide enough for two ships to pass through it and that only by close figuring. At night this net or boom is closed and any ship touching it automatically sends the alarm to the city of Freetown and they are instantly ready to defend the town. Well, we sailed majestically through and down the mouth of the river. There must be at least 200 ships of various kinds, freighters, battleships and everything else anchored in that harbor. The boom closes at 5 P.M. and is not opened until the next morning.

We dropped anchor out in the river among the other ships and were just opposite the wharfs or piers of the town, however it is too shallow at the piers for the big ships to anchor so anyone going ashore is taken in by tugs. This steamship line, The Barber Line, has its own tug as they have an office in Freetown so the next morning they came out with the "Lighters" to discharge cargo. Lighters are small barges on which the cargo is taken in to the piers.

Anyway, that night we experienced our first Black-out. Oh Boy! No lights on any of the ships and there is a police patrol in a small boat, that goes around through the harbor all night to see that no lights are showing. There is a very heavy fine if you have lights on in a black out. At 10 P.M. a curfew blows and the remaining lights that have been showing in the town are blacked out. It was quite an experience for us. There are so many interesting things to tell that I could write reams about our experiences but I will try to give you the high lights and then send my diary to you—in sections—and you can read all the little details of interest which happened. They had an air raid of unidentified air ships—believed to be Germans from Dakar—on Friday night before our arrival so we were all agog for the excitement but nothing in that line happened while we were in port.

The next morning the doctors, customs officials, "Mosquito Fleet" to see if we were hiding any new kinds of mosquitoes, and every other kind of an official boarded us and gave us the three times over and then some. Some British and some African officials. I mentioned that one of our passengers, Helen Miller, was going to Freetown to be married. She had wireless her fiancé but couldn't get an answer. He sailed from London and should be in Freetown several days before she arrived but no word had been received from him. Anyway, it developed that he did arrive six days previously but had not received her messages. Our captain sent word by the Pilot who had taken us into the harbor, for him to try to locate her friend, Jay Linford. He located him on board the Edington Castle, which is the British Admiralty headquarters stationed in this port so he came on board about 9:30 A.M. with the Naval Patrol officers. Needless to say, she was plenty pleased to see him and we

all relieved that he was in port for it is not a very nice town for an unattached woman to be turned loose in.

About 10:00 A.M. the Captain gave us his written permission to go ashore and were we ever a bunch of curious individuals when we boarded the tug to be taken in and first set foot on African soil. We learned that no passengers from incoming ships were allowed ashore because of the war but nevertheless ashore we went, the whole bunch of us. Dr. and Mrs. Green secured a place at the Mission, some friends of theirs, for Helen to stay until her marriage to Jay. There is a 21 day waiting law after filing intentions to wed down here so she will have to stay there 21 days while waiting.

To Be Continued.

Sugar Beet Acreage To be Cut This Year

Definite information that American sugar beet acreage this year will be cut substantially compared with the last two years has just been received from AAA headquarters in Washington, D. C. The national beet acreage allotment in 1939 was 1,030,000 acres. In 1940 all restrictions were removed and the acreage produced became the grower's allotment.

With increased supplies of sugar in storage a reduction in acreage was deemed necessary for 1941 to hold total supplies within bounds, according to AAA officials. The national

allotment just announced is for \$20,000 acres. Substantially the same formula used in 1939 to divide this national allotment among the various beet growing districts and individual producers will be used again.

The government exercises no absolute control over sugar beet acreage, any grower being free to produce as much as he wishes. Under the sugar act of 1937, however, benefit payments are made only to those growers who stay within their individual allotments.

Charles M. Taylor, Succumbs, Aged 46

Charles Mark Taylor, a resident of Central Point and an employee of the Medford Corporation for the past 16 years, died last Thursday, Jan. 23, in a local hospital. He was 46 years old. Mr. Taylor was injured January 4 in the Medford Corporation yard by a lumber carrier machine that knocked him down and partially ran over him. He was taken to the hospital in an ambulance. He was employed by the lumber company as a tally man.

Mr. Taylor was born on November 15, 1894, in Racine, Wis., where he spent his early life. He married Gladys F. Gudmanson in 1916 in Winona, Minn. He was a member of Waupun, Wis., lodge 48, A. F. and A. M.

Survivors are his wife and his parents, Mr. and Mrs. C. M. Taylor, two brothers, Dr. R. U. Taylor and Edwin

C. Taylor, and a sister, Miss Belle Taylor, all of Oshkosh, Wis.

Perl's Funeral Parlor are making arrangement for the funeral services which will be announced as soon as complete. The remains will be taken to Wisconsin for burial.

Mrs. Taylor is settling up her affairs here as she will accompany the body to Wisconsin.

Legal Notices

NOTICE
IN THE COUNTY COURT OF THE
STATE OF OREGON FOR
JACKSON COUNTY

In the Matter of the Estate of George Elfers, deceased.

Notice is hereby given that the undersigned has filed her Final Account in the above entitled matter, and the above entitled Court has fixed February 22nd, 1941, at 10 o'clock A.M., in the County Court Room, in the Court House in Medford, Oregon, as the time and place for hearing objections to said Final Account, and for the settlement thereof.

BERTHA ELPERS TETHEROW,
Executrix.

18—Jan. 16, 23, 30, Feb. 6

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Central Point, Oregon

FINAL NOTICE
IN THE COUNTY COURT OF THE
STATE OF OREGON FOR
JACKSON COUNTY

In the Matter of the Estate of JAMES GREGG HUITT, Deceased.

NOTICE IS HEREBY GIVEN that the undersigned has filed his Final Report and Account in the above entitled estate, and that the above entitled Court has fixed the 7th day of February, A.D. 1941, at the hour of 2:00 o'clock P.M., in the County court room, in the Courthouse in Medford, Oregon, as the time and place for hearing objections to said Final Account and the settlement thereof.

JAMES R. W. GREGG,
Administrator of the Estate of James Gregg Huitt, Deceased.

21—Jan. 16, 23, 30, Feb. 6.

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