

THE CENTRAL POINT AMERICAN

Re-established, September 13, 1928

Entered as second class matter at the post office, Central Point, Oregon, under the Act of March 3, 1879.

Published weekly at Central Point, Jackson County, Oregon and devoted to the best interests of the city and vicinity.

SUBSCRIPTION RATES
Six Months \$1.00
One Year \$1.50

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

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Editor and Proprietor

EDITORIALS

YOU ARE THE GOVERNMENT

With taxes a tremendously growing burden on every citizen in the United States, the people must take an increasing interest in all affairs of government, from the smallest school district to Congress itself.

Taking an interest in the affairs of government does not mean to merely sit back and kick after assessments have been levied. Instead, study the legitimate needs of government, and sift them out of the thousand and one purely political items that have crept into public budgets.

The people must begin talking to or writing to their city councils, their local school boards, their county courts, their tax commissions, their state legislators—and last, but not least, their congressmen and senators who are today levying axes which are aking he lion's share of he tax payments of every individual, every business and every industry.

Your congressmen are anxious to know what you think about various measures proposed which deflate your pocketbook. They cannot know if you never express your opinions.

A postcard message from a man on the soil, a workman in an industry or a small businessman struggling to meet the tax problems, is the best index of public thinking. There should be sacrifice and economy in government, just as there is sacrifice and economy and scrimping in every home in the land.

Let your public officials know how you feel on legislative and taxation policies that affect every job, every industry and every dime of savings. The future of representative government is in the hands of the people in more ways than one. Remember, you are the government. Don't expect it to be any better than the thought you contribute to it.

STOP, LOOK, LISTEN, THEN GO

When the phrase "loaded with materials" is applied to a railroad train it may designate a great variety of weapons and supplies. It may designate airplane parts or guns or general equipment.

It may mean bombs. If the idea hits hard, bringing dread, that, in this instance, is well. Caution in crossing railroad tracks should follow as an indevaluable rule.

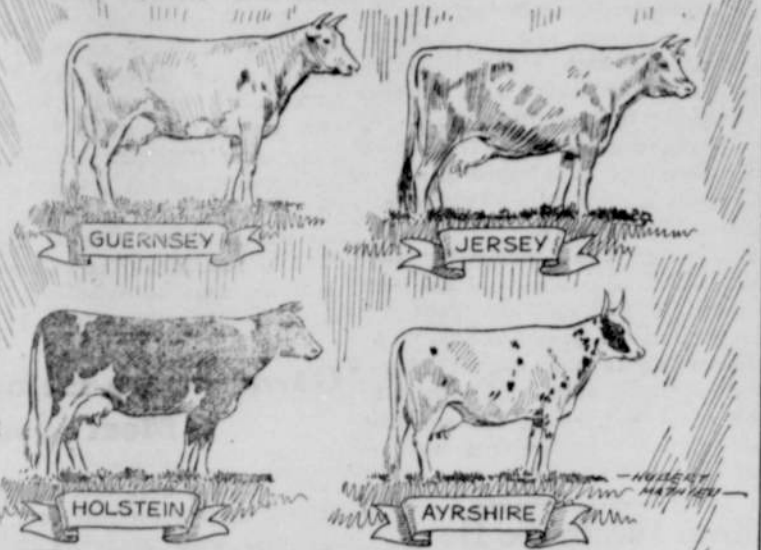
Likewise, understanding of what may be the nature of commodities hauled by the railroads in the performance of their war duty should increase public support of the proposal by David B. Robertson, president of the Brotherhood of Locomotive Firemen and Enginemen, for a proclamation by President Roosevelt requiring all automobiles to stop before crossing the tracks. The model is a proclamation issued by Governor Chase Clark of Idaho, which holds

OUR DEMOCRACY — by Mat

MILK



BACK OF THE AMAZING IMPROVEMENT IN U.S. CHILDREN'S HEALTH ARE SELF-SACRIFICING DOCTORS, NURSES AND PUBLIC HEALTH OFFICIALS, — AND HARD-WORKING, ENLIGHTENED DAIRY FARMERS.



THIS COUNTRY NOW HAS THE FINEST, PUREST MILK SUPPLY IN THE WORLD... DEATHS FROM THE TWO MAJOR INTESTINAL DISEASES OF INFANT CHILDREN HAVE DECREASED 80% IN 20 YEARS.

that—

"Safe transportation is of the highest importance, and this because it appears that a number of disastrous crossing collisions have occurred through the lack of vigilance of drivers, resulting in serious interruption of trains and impairment of service. I hereby enjoin and order all vehicles to a complete stop at a point not more than 50 feet from and not less than 25 feet before entering upon or passing over any railroad grade crossing within the state of Idaho."

The railroads are loyally performing war duty, moving more tons with fewer locomotives than ever before. A single collision, caused by carelessness, may tie up a main line, impede the war program and cause needless loss of life and property. An instance is the accident on the Union Pacific near Rock Springs, Wyoming, when three young men in an old-model car and with perfectly clear view, ran into a Challenger train, derailing the locomotive, jack-knifing the baggage coach, turning the women's coach over on its side, and derailing the five cars following. Forty people were injured. The cost exceeded \$100,000. Some of the equipment cannot be replaced.

The Robertson proposal should be adopted by the President and by other governors. But this, also, is to be said to motorists:

Don't wait for a proclamation requiring you to stop before crossing a railroad track. Make your own stop-look-listen rule. Do it now. You may live longer. You will serve your country better.—Oregon Journal, Portland, June 29, 1942.

HERE and THERE

TOUGH ON POLITICIANS—While all of us regret the necessity of the elimination of state and county fairs for the duration, the loss will be especially felt by one class of citizens—political candidates. Gone will be the opportunity of mixing with large crowds, passing out bum cigars and dishing out all sorts of plain and fancy promises. All this comes under the heading of "just too bad."

AND SPEAKING OF FAIRS—County courts had better look out. Attorney-General Van Winkle has given an opinion that the money just given to each fair as their share from the dog race "takes" may be donated to a worthy cause. A lot of people will have a lot of ideas of just where this money should go. Of course if fairs would be held "as usual" this money would go to help finance premium lists or other fair expenses.

BETTER CHECK UP—One candidate for Governor says that "taxes just can't be out." He evidently has not checked up on county budgets as prepared in a large number of Oregon counties for this fall. Cuts in actual expenses seem to be "in style" and many an item, which is not essential, will be definitely out.

SAME JURY LISTS—This fall attention will be centered on a common evil throughout the state. And this is the matter of jury lists. Did you ever check up these lists from one court term to another and notice that the "same old names" are "drawn" from time to time. Almost everyone knows that something isn't just "skookum."

DON'T COUNT CHICKENS—Like the guy who counted his chickens even before they were hatched, several would-be-legislators are already busy trying to get votes lined up for the Speakership of the House at the next session of the legislature. Several Multnomah County men would like awfully well to sit in the high chair in the House next January, but as Robert Farrell, last session's speaker came from Portland it is "down state's" turn this time. William McAllister who came within a whisper of winning last time is said to be busy right now and was reported to have attended the State Newspapermen's Convention at Gearhart a couple of weeks ago. Herman Chindgren, of Clackamas County is said to rate the job on the basis of seniority and experience, but Johnnie Steelhammer of Marion County has also put in his two bits worth. Others are also in the running and will be discussed later.

KARL'S KUSTOM-MADE SHOES

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MEN BEGIN TO WORRY—Some of these men, defense workers are getting mighty fed up on all those stories about the efficiency of women workers, on defense projects. Many plants were reluctant to employ women at first, but are now finding that the production line is going up due to the deftness and speed of women workers. And many of these women will be mighty loathe to go back to "washing dishes" when it is all over. When that time comes it won't be the women who will have the "headaches" either.

GREYHOUND PEOPLE SMART—'Twas a smart move from any viewpoint that speed reduction to 40 miles per hour made by the Greyhound bus lines. This saves them a tremendous amount of gasoline, pounds and pounds of rubber, and it all fits exactly into the general scheme of emergency war-time measures. Trips will take a little longer—that's all.

Commodore Perry Knows His Japs

It is quoted to the effect that Commodore Perry is the man "who gave the Japs to the world." However let it be heralded FAR & WIDE that he was the one man who knew what his "discovered" primitives were like. He remarked way back in 1853 as follows:—"Observe once for all that spying and DECEIT pervade their ENTIRE POLICY."

Now heed carefully. Japan even, back in 1853 was definitely known as the "black sheep" among Nations. For two hundred years or more her islands had been a TERROR to seafaring men. Sailors and their vessels in distress were often seized, the sailors maltreated, thrown into prison or slain. Their cargoes were considered "good pickings" and were appropriated by the "honorable Jap." An act of kindness means NOTHING to the Jap and was demonstrated back as far as 1831 when a shipload of half starved Japanese fishermen were stranded at the mouth of the Columbia River. Americans cared for them and even FITTED OUT A VESSEL and took them "home." On arrival in Yeddo (Tokyo) Bay, Japanese officials came aboard and when they learned that the vessel was unarmed they went back to shore and opened up with their batteries. We should blush to think that we ever did think that a policy of honesty and fair play or appeasement could get us anywhere with such degenerate as these. They have progressed far in the sciences and education since then, but at heart their degenerate natures are still the same. No fooling! ! !

In 1848 we visited Japan with two American warships, under Commodore Biddle seeking by friendly gestures to reach an understanding. The attempt was completely rebuffed. Perry, however, had definite theories as to how he would handle the matter. He persuaded President Fillmore to let him have four battle ships, some squadron for that day. The "fleet" bore a letter from our president to the Japanese Emperor requesting "friendship," commerce, supplies for vessels and protection of shipwrecked people. Perry the wise old fox told his men they were to expect the Japanese to smile, bow, say one thing, but do another. Every man was to be constantly on guard against treachery. Guns were to be manned at all times. No Japanese was to be allowed aboard with-

out the Commodore's permission. A short battery tossed a few shots at them. Perry took up a position from which he could rake the shore with his batteries. His had scarcely dropped into the water when swarms of small boats shot out from land, each filled to the bows with armed men. An officer in the leading boat waved his sword and attempted to board Perry's ship. He found himself loading squarely into the muzzle of a loaded musket. All along the line of ships Japs were trying everywhere to swarm aboard and everywhere they gazed always into the face of gun muskets. They then backed away and asked "what was wanted?" Commodore Perry refused to even open up conversation with the officer. He was given to understand that he was "too small fry." They tried to send subordinate Government representatives, but "nothing doing" and not until the Governor himself appeared would Perry carry on any negotiations. The Japanese Governor came aboard and demanded that Perry and his ships leave. Perry told him that if no proper functionary were appointed to receive the President's letter that he Perry would sail upstream and deliver it personally to the Emperor.

The Governor, alarmed, conceded and messengers were dispatched to the Emperor and on an appointed day Perry went ashore under heavy military escort delivered the letter to two Princes of the Empire. Perry then sailed away promising to return one year later for his reply. He did return and of all horrible things was accompanied by ten battleships. At first the Japanese refused to negotiate. Perry then sailed his ten vessels right into the harbor—close in. The negotiations then proceeded. The Americans set up a display of President Fillmore's presents to the Emperor. The presents consisted of, rifles, pistols, a small steam narrow gauge railway and a telegraph system with about a mile of wire. The Japanese examined everything minutely even to counting the buttons on the officers' coats. Spies followed every movement. Perry's demands were met with the usual bows and smiles.

Thru a maze of evasions and trickery the negotiations proceeded and in the end Perry "got his way" and the things he wanted. The treaty was signed on March 31st, 1854 binding the Japanese to open two ports to American ships and to take care of shipwrecked sailors in a manner similar to civilizens' countries. Our "fleet" then left. In the following years America "discovered" Japan with a "whoop of joy." The warnings of Perry were entirely forgotten and unheeded. America preferred

the romantic tales of Japanese locutors and their stories of the "delicate charm" of the Japanese and the "cherry blossom" propaganda was in full swing. With incredible speed the Japanese took on "western culture," put on western clothes and learned western technique and were also acquiring western ideals. But this was all superficial because only four years after Perry's departure, the Japanese Prime Minister restated the Emperor's principles, namely to lay the foundation for securing supremacy over all nations. Think it over, folks. When folks tell you we are misjudging the poor Japs. Think it over! ! !

— D. Darwin Davis

TEN YEARS AGO THIS WEEK

John H. Sholey is making extensive improvements on his new ranch near Talent.

Past Matrons club of Nevita Chapter will hold a luncheon at the home of Mrs. Carl Bennett in Medford.

Mr. and Mrs. L. L. McCue and Miss Mildred Burger of Los Angeles will visit their mother Mrs. E. F. Scott about the 22nd of July.

J. E. Vincent is having his vacation this week. Gene Merritt is carrying mail for him.

A public joint installation of the Rebekah and Oddfellows lodge was held in the Oddfellow lodge Monday.

Mrs. Katie Greive of Prospect, well known resident of the valley, is in Medford under treatment for an infected finger. Mrs. Greive hit her finger with an ax.

Three dollars a day wage is given approval for laborers on the state highway relief work.

Wheat threshing awaits sun heat. The first threshing is scheduled to start in Sams Valley.

Jackson County will receive \$21,214.00 for car licenses.

All fruit crops are under last year's yield.

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The attractive red, white and blue window sticker, pictured above, is the new yardstick of patriotism in the War Bond drive throughout the nation. With the slogan, "Everybody every pay day, ten percent," sweeping the country, patriotic Americans on the home front are rallying to their Government's appeal for funds with which to help finance the war. The home which displays the "ten percent" sticker is doing its share toward Victory for America and the United Nations. The stickers are being distributed through local War Savings Chairmen.

U. S. Treasury Department

DEAF

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