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ARTHUR W. POWELL
Editor

EDITORIALS

BOY SCOUT WEEK

Boy Scout Week, celebrated from February 8 to 14, is an occasion when the American people should really stop, look and listen.

They should stop to realize just what a great work is being done by the Boy Scouts of America in building better character in our rising generation. They should look at the results already obtained and they should listen to the plea for greater cooperation and support of this out-

standing youth movement.

There is always a need for men who have the interests of American youth at heart to serve as leaders—to help prepare the boys of today to be good citizens of tomorrow.

The Boy Scouts of America is an ideal channel through which to inculcate in many of our young people the principles of democracy, tolerance and understanding. Every lad who belongs to the Boy Scouts must be the better for it. But even more extensive and more effective work will be achieved as the public realizes more fully the scope and value of the activities now being carried on.

On the occasion of Boy Scout Week the Nation is especially proud of its Boy Scouts—and they are especially proud of their Nation.

Oregon's Speed Laws Still Baffle Drivers

Lack of understanding of Oregon's speed laws and where to file reports on accidents occurring in rural areas headed the list of errors made by persons taking the written law test for Oregon driver's licenses, in a study made during the month of December, Secretary of State Robert S. Farrell Jr., said today.

Errors in turning and parking led

the list of mistakes made during the road tests by the same group of applicants.

A total of 634 persons, who visited the Salem examination office during the month, made 1,433 errors in the written examination on Oregon motor vehicle laws, and 649 errors in the road test, Farrell said.

Of the total errors made in the written examination, 29 percent involved the Oregon speed laws. Twelve percent involved persons who did not know that accidents occurring in rural areas should be reported to the sheriff of the county in which they occur. Failure to know the regulations on dimming lights, the use of traffic lanes, the use of hand and arm signals and on the right of way were frequent causes of errors in the examinations.

Of the total of 649 errors made in the road tests, 24 percent involved turning and 18 percent involved parking. Fourteen percent of the driving errors involved failure to keep in the correct lane of traffic.

"This study indicates the need for applicants for driver's licenses to become more conversant with such matters as the Oregon basic speed rule, the designated speeds, the right of way law, the regulations on hand and arm signals, dimming and the

use of traffic lanes," Farrell said. He urged all applicants to study the Oregon Driver's Manual thoroughly and to get as much actual driving experience under competent instruction as possible.

The Central Point Myers-Holland basketball team which is in formation met again Monday night. It has been reported that there was a good turnout, but that more players are needed.

FIVE YEARS AGO THIS WEEK

Kenneth Williams, who enlisted in the army last fall, had the misfortune to break his shoulder while playing basketball. He is getting along nicely at last report.

Ross Confectionery & Sport Shop

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CLOSED WEDNESDAY
OPEN 10:30 A.M.

Mrs. Oscar Minnick is enjoying a new electric range and hot water heater.

Harvey Cassman has purchased the Bill Haynes home and plans to move there about the first of March. Mr. and Mrs. Len Spencer and Stanley Jones walked out to Mr. and Mrs. Jim Booth's last Sunday for a short visit.

TEN YEARS AGO

Carol Furry, Roberta Pankey, Dorothy Powell, Alton Whetstone, Edward Inman and Richard Jewett motored to Crater Lake Sunday. After a picnic lunch they enjoyed skiing at Union Creek.

Stanley Parrish left for his home in Los Angeles this week.

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Bill Grimes is suffering from a bad case of poison oak.

Mr. A. E. Powell and Mr. V. A. Davis were among those who attended the Lincoln Club banquet in Medford.

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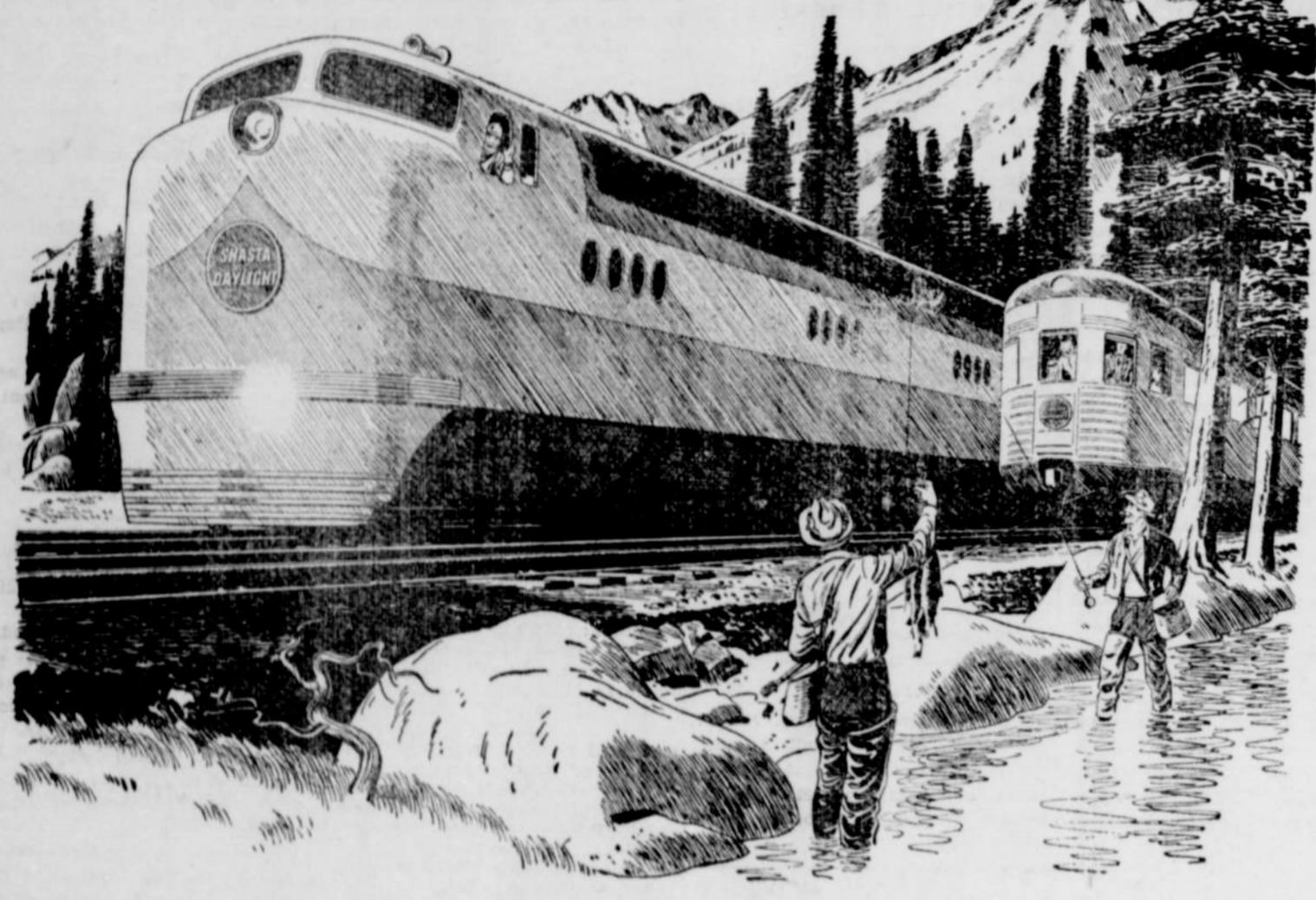
NILL'S SHOP

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Southern Pacific is happy to announce that plans are under way for the

SHASTA DAYLIGHTS

between Portland and San Francisco



Two brand new custom-built streamlined trains for daily daylight service; CASCADE will be streamlined!

THIS IS IT! This is the announcement we had to postpone through four long years of war.

We are happy to tell our friends in Oregon that plans are under way for the first streamliners in Southern Pacific's postwar program—the *Shasta Daylights*. We promise you that we will spare no expense to make these the finest and most luxurious streamlined coach trains ever constructed—Oregon's Own Trains!

Leaving Portland and San Francisco in the morning and arriving in the late evening, the *Shasta Daylights* will speed daily in each direction over Southern Pacific's Cascade Line.

Bus service from Grants Pass, Medford and Ashland will connect at Dunsuir with the *Shasta Daylight* to and from San Francisco. (Overnight train service between Ashland and Portland and between Grants Pass and San Francisco will be continued.)

Each seat on the *Shasta Daylights* will have its own individual window, and these windows will be of unique design—much taller than the windows on any other train.

Aboard the *Shasta Daylights*, travelers from all over the world will enjoy a close-up grandstand view of the wonders of Oregon. The trains will, we think, be a fine advertisement for the state.

With our companion *Daylights* between San Francisco and Los Angeles, the *Shasta Daylights* will enable tourists to see almost the entire Pacific Coast in the traditional comfort and luxury of these famous streamliners created by Southern Pacific.

Fast, powerful diesel-electric locomotives will smoothly pull the *Shasta Daylights*. The exteriors will

be brilliantly streamlined in red, orange and black. The interior color schemes will be inspired by the soft blues, greens and browns of Oregon's lakes, rivers and forests. The *Shasta Daylights* will have every modern refinement in comfort and service that we and the builders can conceive. Above all, they will be safe, solidly built and dependable.

We have given our ideas to the designers of the car building companies, who are now working out the details and technical specifications. As soon as bids are received, we will place orders for actual construction of the *Shasta Daylights* for delivery, we expect, before the end of the year.

A faster streamlined CASCADE

Our plans include streamlining the *Cascade*, making it a de luxe overnight sleeping car train between Portland and San Francisco. Based on designs now being worked out, orders will be placed for triple unit articulated cars for the *Cascade*—each unit consisting of a lounge car, a dining car and a kitchen car. (If you have ridden our famous *Lark* between San Francisco and Los Angeles you know how stunningly beautiful these three-car units are. The dining car and lounge are one continuous room 131 feet long, with no partition between the cars. They are the only cars of this kind in America.)

As fast as the manufacturer can deliver new streamlined sleeping cars they will be placed in service on the *Cascade*. This, we hope, will be early in 1947. The *Cascade*, as well as other trains, will be speeded up as soon as the present heavy traffic load eases, and before we receive the new equipment.

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