

Coolidge Examiner

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LET'S STOP AND THINK

No one will deny that the United States government is a great institution; that it has done things that no other government in all history has ever accomplished. For instance, during the fiscal year of 1938 it collected in taxes approximately \$5,659,000,000, which is the largest sum any government ever collected in any year.

That vast sum is just about a fourth of all the world's monetary gold, but despite this unparalleled "expense account" our federal government still operates at a deficit. Any anyone who thinks the end is in sight has only to look about him—at new bureau after bureau and at the growing national debt—to realize that the tax burden is going to get heavier.

Perhaps this is an optimist's view, but maybe, after all, that 1938 tax load will be worth all it cost. Certainly it will be if it compels us to re-examine the whole question of the relationship between government and the citizen taxpayer, for the world today seems to be moving too rapidly along the road of greater subordination of the individual to the state. In some lands that subordination is complete; the citizen simply exists for the convenience of the state.

In America things have not reached that point. That approach will be dangerously near, however, if taxation is allowed to advance to a point so high that it will constitute virtual slavery to government.

A good mental exercise right now would be to remember and analyze the oldest truth ever spoken about our 151-year-old democracy that a democratic government exists to serve the citizen, and that as a general thing it serves him best by leaving him alone.

LIFE AFTER FORTY

A survey has been made among the industries of America on the question of whether older employees are being replaced by younger men. The findings show that a greater proportion of workers over 40 years of age are employed now than in pre-depression days.

This should serve to refute the claims of labor agitators that employers have no use for a man after he has passed the 40 mark. Also, it should bolster the self-confidence of older men who have the notion they are passing the age of usefulness.

Older workers are, of course, recognized as being more experienced and skilled, but there are other factors. Here is how the employers evaluated the "old timers" and the young ones in the survey:

A majority thought they were equally efficient, and a large percentage thought the old workers were even more efficient; a majority old workers were more cooperative; a majority said both groups were about equally vulnerable to illness and accidents; and a majority thought the veterans were as easy to adjust to new conditions as the younger workers.

Some may dispute that life begins at forty, but certainly life doesn't end there.

Theoretically the men in every community, with little to do and plenty of time on their hands, should be the ones to attend all of the committee meetings and rustle the local community chests and church budgets, but in actual practice it doesn't work out. The job doesn't get done unless some man who already has more to do than he can get done gets out and does it and goes back to his business and works half the night to get his own work done.

PRACTICE PROVES THEORY

What one man can't do, a thousand men, working together with a common purpose, may be able to do.

There is a sentence, the underlying theory of agricultural marketing cooperation.

No individual farmer can bargain with a powerful middleman to obtain a fair price for what he has to sell. But when an army of farmers band together, form a bargaining agency, adequately finance it, and staff it with first-class executives, they can meet any buyer on an equal footing. And practice has proven that the theory is eminently practical.

GETTING SOMEWHERE

"After fifty years of effort farmers are getting somewhere," observes release of the Dairymen's League Cooperative Association of New York.

The organized dairy farmers of the New York milk shed, led by the League, obtained the passage of state and federal laws encouraging to marketing cooperation in selling dairy products. The result: Farmers in the shed are receiving \$1,500,000 more each month!

That's what marketing organization can do. It's another inspiring chapter to the history of agricultural cooperation in the interest of the producer.

Prohibiting Diversion Of Highway Funds

Campaigns for constitutional amendments prohibiting the diversion of highway funds to non-highway purposes are under way in ten states, according to a survey made by the Committee on Diversion of the American Road Builders' Association. Anti-diversion amendments were passed by California, Michigan and New Hampshire on Nov. 8, which brought the total of states with constitutional barriers against this unlawful practice up to seven.

A majority of the legislatures in the forty-eight states will meet this year and indications point to concerted efforts by certain groups within these legislatures to cut deep inroads in the highway fund. The ARBA committee, therefore, opened its 1939 war on the misappropriation of road money with a meeting in Lansing, Mich., on January 4. A plan of action was outlined and it was decided to publish a 50-page "bible," written in simple language to be easily understood by the man on the street and capable of use as a guidebook by good roads advocates in their efforts to bring about passage of anti-diversion amendments.

This publication will undoubtedly comprise the report of the Committee on Diversion to be presented at the convention sessions of the American Road Builders Association when it meets for its 27th annual Convention and Highway Exhibit in San Francisco, March 7-10. The anti-diversion "bible" will contain a complete statistical summary of all highway funds diverted in the various states to date and the amount of good and safe roads that might have been built with this money. It is estimated that new highway construction in states that practiced diversion in 1937 could have been increased 77 per cent.

The ARBA committee report will also contain a complete case history of the methods and procedures used by the states that have been successful in obtaining a constitutional amendment. This will be invaluable to other states in their work for similar measures.

The United States Congress declared the misappropriation of motor-vehicle transportation revenues both unfair and unjust when it passed the Hayden-Cartwright Road Act of 1934. Congressman Wilburn Cartwright, chairman of the United States House Committee on Roads and co-author of the act, during the session of the last Congress, made the following statement concerning the misuse of highway-user taxes:

"There is strong sentiment in the Roads Committee in Congress for increasing the penalty at this session to two-thirds of the apportionments or denying federal aid altogether to states that persist in the indefensible practice of diverting their own gasoline and other motor-vehicle tax revenues to non-highway purposes. In fact, some consideration is being given to discontinuing the policy of

Undersea Exploration

Coiled up in the geophysical laboratory of the Carnegie Institution in Washington, D. C., last week was a steel rope nearly seven miles long. Its completion was announced by Dr. Charles S. Piggot of the Institution. With it, he hoped to conduct explorations far below the ocean's surface.

More than three-quarters of the ocean floor lies over a mile below the surface. In some 60 ocean "depths," depths are as great as six miles. Not until 1936, when Dr. Piggot took an Atlantic trip on a Western Union cable repair ship, had anyone more than scratched the ocean floor.

With his on his voyage, Dr. Piggot took a deep-sea gun and several bits. The gun was a metal cylinder filled with cannon powder; the bits were 14-foot, hollow tubes which could be attached to the gun. At depths up to three miles, each tube was lowered to the ocean bottom; as it touched, the gun went off, driving the tube into the submarine ooze. When each tube was raised, it contained a sample of the ocean bottom.

On his trip, Dr. Piggot found beneath the ocean floor traces of manganese, iron, copper, tin, gold and other minerals already known to exist in sea water. More surprisingly, he found that the ocean's bottom appeared to contain much higher concentrations of radium than corresponding strata on dry land.

Not concentrated enough to be useful commercially, the radium seemed most prevalent at the greatest depths. Since radium is found only in ancient deposits, it may be that ocean depths are among the oldest unchanged features of the earth. Chief advantage of his prodigious new rope was that it would allow Dr. Piggot to seek radium deeper than ever before, and incidentally to test the theory of the ocean's age.—Pathfinder.

Florence Blade-Tribune Celebrates 50th Anniversary

The Examiner extends congratulations to the Blade-Tribune on passing its 50th anniversary. That's a long time in a state as young as Arizona, and many storms and trials have to be weathered before reaching that age. Mr. A. C. Wrenn has been at the helm for the past 25 years, an enviable record of service that can be claimed by few, and from all indications it looks as though he will be there for a long time to come. Congratulations Mr. Wrenn.

federal aid for highways, if states, by their diversions, defeat the purpose of Congress to hasten the completion of the state highway system."

Senator Carl Hayden of the United States Senate Committee on Post Offices and Post Roads, who sponsored the road bill in the upper house, declared, "The enactment of state laws diverting

Chevrolet Truck Record Demonstration

Coincident with its observance of National Truck Week now under way, Chevrolet is launching a far-reaching program in the interests of owner satisfaction. W. E. Fish, commercial car and truck sales manager, announced this week.

The company is using as the focal point in its new program the Long Distance Safety and Dependability Truck in which Harry Hartz, well-known former race driver, and Stanley Reed, official AAA Contest Board observer, covered 53,000 miles in the first six months of 1938, and set noteworthy records for economy. Hartz and Reed are taking the truck back into the territory, to contact dealers, salesmen, fleet owners, and the company's own wholesale organization.

Hartz will present to his hearers in each city and story of the truck's unusual run, emphasizing the benefits of proper maintenance from the standpoint of car and truck owners.

"The campaign is a sort of 'sugar-coated education effort,' said Mr. Fish. "The remarkable performance of the truck under all sorts of climatic and highway conditions, its almost complete freedom from replacement needs, and its economy record of three-tenths of a cent per ton mile over the entire distance, form an absorbing story, which Hartz illustrates with photos taken along the way. It's the sort of a story that anyone will enjoy listening to, and no one who hears it can escape the moral, which is that any operator willing to give his units the same inexpensive routine attention can expect like results."

Since completion of its run which included a dash to the top of Pikes Peak with full load, the truck has been torn down completely, and each moving part measured for wear. This process, performed under AAA supervision, revealed a need for just two parts replacements. Mr. Fish pointed out. The parts replaced were shackle spring bushing, costing a negligible sum. Except for these two parts, the unit as it now takes to the highways again is exactly the same as when it completed its long run last June. The load, consisting of 4,590 pounds of steel, is also the same.

"No especial effort will be made to attain either speed or high mileage," said Mr. Fish. "The effort, rather, is to interpret to the wholesale and retail organization the results of the run itself, and to do this in terms which will be understandable to the car and truck owners with whom Hartz comes in contact. We feel that both Chevrolet and the public would be deriving

gasoline and other motor-vehicle taxes from highway purposes to other uses can only be construed by the national Congress as a clear indication that these states are not interested in the continuation of a program of highway construction and consequently do not care to continue to receive the benefits of federal aid for roads."

CIVIL SERVICE EXAMINATIONS

The United States Civil Service Commission has announced open competitive examinations for the positions named below. Applicants will be accepted not later than the closing dates specified in each case. The first date, (a), applies if applications are received from states east of Colorado; the second date (b), applies if applications are received from Colorado and States westward.

Topographic draftsman, and chief, principal, senior, and assistant topographic draftsmen, \$1,620 to \$2,600 a year. For the assistant grade applicants must not have passed their 45th birthday, and for the other grades they must not have passed their 53rd birthday. Closing dates: (a) Feb. 21; (b) Feb. 25, 1939.

Bio-logist (wildlife), \$3,800, associate grade, \$3,200, and assistant grade, \$2,600 a year, Bureau of Biological Survey, Forest Service, and Soil Conservation Service. College education and certain experience are required. Applicants for bio-logist must not have passed their 53rd, for the associate grade they must not have passed their 45th, and for the assistant grade they must not have passed their 40th birthday. Closing dates: (a) Feb. 21; (b) Feb. 24, 1939.

Closing dates for the next four examinations are: (a) Feb. 20; (b) Feb. 23, 1939.

less than the maximum possible benefit from the run if we failed to make the utmost use of the lessons it brought out."

Principal informational representative, \$5,600 a year, Wage and Hour Division, Department of Labor. Certain education and experience are required. Applicants must not have passed their 60th birthday.

Link trainer operator-instructor, \$2,900 a year, Civil Aeronautics Authority. Applicants must have reached their 25th but must not have passed their 50th birthday.

Associate aircraft inspector, \$2,900 a year (for filling positions of associate aircraft inspector and associate air carrier maintenance inspector), Civil Aeronautics Authority. Applicants must have reached their 24th but must not have passed their 50th birthday.

Associate aeronautical inspector, \$3,500 a year, assistant aeronautical inspector, \$3,200 a year, Civil Aeronautics Authority. Applicants must have reached their 24th birthday; for the associate grade they must not have passed their 40th, and for the assistant grade they must not have passed their 35th birthday. These age limits will not be waived in any case.

Unless otherwise stated, age limits are waived for veterans granted preference, up to retirement age.

Full information may be obtained from the Secretary of the United States Civil Service Board of Examiners at the post office or customhouse in any city which has a post office of the first or second class, or from the United States Civil Service Commission, Washington, D. C.

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Tells Where It Is Located

Tells What to Do for It

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SKEPTICS SPECIALLY INVITED

Please Note The Dates
Feb. 6th and 7th, San Carlos Hotel, Coolidge, Arizona
Monday & Tuesday

Dr. C. A. CALL

Druggless Physician
Hours 9:00 A. M. to 9:00 P. M.

An Open Letter To Our Readers

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