

Should Be More Rich People

If you're still gullible enough to believe that we can pay most or even a substantial part of the incredible cost of government by "soaking the rich," some facts that Senator Walter George presented in a Look magazine article will come as a rude awakener.

If Congress confiscated all taxable income over \$100,000, by imposing a flat 100 per cent tax at that level, the amount of additional revenue would be sufficient to operate the Federal government for four hours.

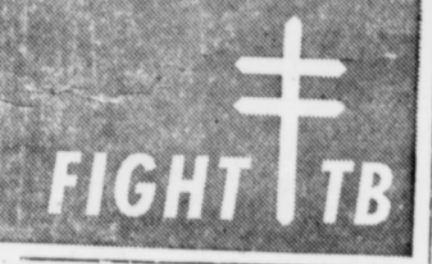
If all taxable income over \$26,000 were confiscated, the yield would run the government for three days.

If everything above \$10,000 was taken in toto by the tax collector, it would pay the government's bills for 16 days.

Finally, if Congress shot the works by imposing a 100 per cent tax on all income above \$8,000, the additional revenue would keep the government going for 22 days.

This being true, who must pay the great bulk of the government's spending—and who must pay almost all of future tax in-

HAVE YOU ANSWERED YOUR CHRISTMAS SEAL LETTER?



FIGHT TB

creases if they come? The answer is, people of small and moderate means—the people who work for wages and modest salaries, the people who have little businesses, the people who represent the majority of America's population and are the backbone of America's strength.

There aren't just enough "rich" people reason that no one else can. There aren't just enough "rich" to make a dent in the spending.

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mas. A lovely arrangement of silvered tumblewood, pine cones and fir sprigs, with a large handmade glo-candle, carried out an attractive arrangement on the mantel created by Mrs. Mary Fisher, who also demonstrated "How to Make Glo-Candles" and decorating the candles with various types of Christmas designs.

The girls of the primary grades of the local school sang Christmas carols, accompanied at piano by Lucile Lawn.

Mrs. Terry Ulrich, den mother of Den 4, presented the group of boys of this den. They had on display various articles made by the club scouts. This troop is sponsored by the local Women's club. At close of the afternoon mince pie with hard sauce was served by Mrs. Mary Fisher, Mrs. Alyce Bolick, Mrs. Maude Luick, Mrs. Nora Jacobson and Mrs. Mary Ostram. The tea table was centered with a lovely arrangement carrying out the Christmas theme.

The Christmas program sponsored by the Smith River Sunday school will present their Christmas program on Sunday evening, Dec. 21, at the local church at 7:30 o'clock. The Christmas theme. Santa will arrive at close of the program and pass out treats to all children.

The public is invited to this program.

SMITH RIVER

The Women's club meeting held Dec. 5 with the decorations and Yuletide spirit carried out the Christmas theme. Mrs. Bettie Nello, club president, presided at a short business meeting.

The club voted to contribute \$5 to the tuberculosis association. The resignation of Helen Diebold as vice president was accepted.

During the afternoon program Mrs. Alice Bolick, art chairman, spoke on the Denny Art fund. She had on display packages giving ideas for tying of Christmas packages and utilizing suitable materials and wrappings for Christmas decoration.

The room was attractive with decorations pertaining to Christ-

Smith River Community hall committee is making plans for the annual New Year ball, to be held at the Community hall on Dec. 31, where friends will attend this annual event. The committee is working hard to make this dance the best ever. A good orchestra will be on hand to furnish music.

Mrs. Emma Cooper, a pioneer resident of Smith River, is convalescing at the Seaside hospital from an injured hip sustained from a fall at her home several weeks ago.

Many of the business houses and homes of Smith River are showing the Christmas spirit, as the windows are showing beautifully decorated trees, glistening with lights and tinsel, which proves all have the Christmas spirit.

Mr. and Mrs. Jack Van Zee and two sons will leave the first of the week for Woodland to spend the Christmas holiday with Mrs. Van Zee's mother and other relatives. They plan to visit relatives in Santa Rosa.

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The Columbia Myth Car Allowances Up 6 to 7 Cents a Mile

That old yarn about siphoning Columbia river water into California will probably never die, but it should suffer a severe setback with the long overdue release of a study on the engineering difficulties involved in diverting a part of the Klamath river to water the deserts of the Southwest. For it was the Klamath river study that was the source of all the talk about "stealing" the Columbia.

Actually, the engineers who prepared the report on the feasibility of the Klamath diversion gave little consideration to any water source farther north. Like Lewis and Clark, who originally thought the Willamette river rose at about the latitude of San Francisco, the investigators were forced to change any ideas they may have had about the ease of an interchange between the Columbia and Sacramento systems. The report merely cites various Columbia tributaries as possible objects of study in the dim future.

The Klamath river report released this week in Washington has been on the desk of the secretary of interior nearly two years. S. P. McCasland, the engineer who directed the project, long ago left the government service for private employment and has been writing about his Klamath river findings from time to time. But the public has been kept in ignorance and puzzling about the Columbia river nonsense. Presumably now the plan has been released merely in the course of cleaning out the desks to make way for a new administration. This is a routine example of bureaucratic secrecy applied to a project about which there was no reason to maintain

The approach of income tax report time has brought new inquiries to the Oregon State Motor association from business houses and others seeking to establish proper compensation for employees who use their cars in company business. Ray Conway, manager of the motor association, accordingly, has released the information available from the study made by the Dartnell.

Conway said that 45 per cent of the firms throughout the nation in 1951 were allowing 6 cents a mile as a flat rate for such cars and that 21 per cent of the firms allowed 7 cents a mile.

secrecy—a project which cost the public a pretty penny but which was not shared with the public.—Portland Oregonian.

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