

The American

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ARTHUR EDWARD POWELL
 Editor and Publisher

EDITORIALS

"If, to please the people, we offer what we ourselves disapprove, how can we afterwards defend our work? Let us raise a standard to which the wise and just can repair. The event is in the hand of God."
 George Washington.

ACCIDENTS AND GOOD ROADS

"The charge has been made that the so-called 'safe roads' are in reality more hazardous," says Maxwell Halsey of the National Bureau of Casualty and Surety Underwriters. "This grows out of the fact that many newly constructed streets and highways have had worse accident records than had the old ones—the fallacy in their statement, however, lies in calling the new roadway 'more safe.' It is true that they would have been 'more safe' if the speed and volume of travel to which the older types of roads were subjected, had continued, but such has not been the case.

"Each year the individual desires to get from point 'A' to point 'B' more quickly and with greater comfort. His first request was 'get me out of the mud' and so the authorities strove desperately to improve the surfaces of the roadway. The expansion of paved and improved surfaces was rapid and thorough and the complaints died away—Then the cry was 'give us faster cars.' The automobile industry was quick to sense the demand and soon even the most inexpensive cars had much higher economical and comfortable speeds—The manufacturers won the race and succeeded in providing more and faster cars than the roadways were prepared for—

"Many of the engineers settled back in their chairs and said 'this speed question is simply a matter of adequate enforcement . . . They forgot, however, that the function of the police is not necessarily to enforce the letters of the law . . . The more opportunities there are for accidents, or rather actions which result in them, the more you will have. . . It is fundamental that safety and facility should be built into the highway. The street and highway should be constructed so as to make it as difficult as possible for the motorist to have an accident or to cause congestion. The control of traffic should take its cue from industry and other fields where accidents and congestion are made less frequent through design. Good design can make practically automatic the obedience of many regulations intended to reduce accidents. This will provide a more positive control and should materially reduce the cost of patrol and enforcement.

THE ONLY SOLUTION

In a recent statement, Representative Francis D. Cushman of New York, said: "The only solution for the dairy farmer is to get in properly organized cooperatives. The success of the Dairywomen's League, the pioneer organization in that field in New York State, has been outstanding. It markets every year more than any other dairy cooperative in the field and has stabilizing effects on prices, the benefit of which has fallen upon members and non-members. . . Agricultural interests have lagged behind in the matter of organization. It is the great weakness of rural life. . ."

This goes for all classes of farmers, as well as dairymen. It is true that prices are now extremely low even when produce is handled thru cooperatives—but without the cooperatives, prices would be lower yet. The unorganized farmer who sells for whatever he can get, is the greatest existing barrier to higher prices. So long as he exists in great numbers, cooperatives will be unable to obtain maximum results.

The farmer is passing through a crucial period, as is industry. And industry is concerted, directed effort. The farmer must do the same thing if he is to exchange depression for prosperity.

FEDERAL EXCISE TAX ON AUTOMOBILES

The proposed Federal motor vehicle excise tax should not be accepted with closed eyes. On first glance it seems an easy and fair means of raising revenue—but on consideration, its vice far outweighs its virtues.

One worker in every ten in the country—4,999,999 in all—is dependent on the automobile industry for livelihood, and business generally looks to the industry as one of the leaders in the work of recovery. Automotive plants are located in 41 states—and all states contribute material used in automobile construction. Thus, any move that would retard the sale of motor cars would tend to increase unemployment and slow down business recovery.

There are, at present, 26,000,000 motor vehicles in use in this country, one-fifth of which are owned by farmers. Two-thirds of the buyers of cars have incomes below \$3,000 a year, and 85 per cent of cars sell for less than \$750 wholesale. Consequently, the automobile tax would mainly affect the person of small means. In many cases, the additional cost made necessary by the tax would prevent a sale.

What we need now is business stimulation—and anything that would act against that should be discarded. The automobile sales tax may look good on paper—but in its actual working out, it would very likely prove damaging to the entire country.

FIRE ON THE FARM

The farmer has a very real interest in the fire menace. Nearly one-fourth of the annual national fire loss, or \$10,000,000, occurs on farms, and farm fires account for 3,500 deaths. The farm fire victim suffers greater proportionate loss than the victim of a city fire. The latter may lose his home or his place of business, but rarely both. When the farm home burns, the fire often wipes out barns and other buildings, perhaps destroying the developments of a life-time of work.

The cure for the farm fire is, as in the city, unremitting care and diligence—and better fire fighting facilities. Progress in this direction has been made in a number of states. First-class rural fire departments are made possible by motorized fire apparatus, good roads and telephones. Ingenuity has been shown by rural fire fighters in overcoming lack of water, through the use of windmill tanks, multiple hose connections and relays of trucks. Some departments use chemicals only, which are extremely effective in fighting the common roof fires. An Iowa law has empowered townships to vote a tax for the maintenance of fire protection, either independently or in conjunction with other communities.

The bulk of states, however, lag behind in rural fire protection and there is a general lack of efficient, modern facilities. As a result the farmer bears a larger share of the fire loss—both in lives and property—than other classes of citizens. The adequate development of the farm fire department—along with the dissemination of knowledge on how to prevent fire—offers a fertile field for organization interested in the farmer's welfare.

FACTS OF RAILROAD OPERATION

The outstanding features of railroad operation in 1931 were recently summarized by Dr. Julius H. Parmelee, Director, Bureau of Railway Economics. These facts, among others, were produced:

The level of freight movement in 1931 was down to that of 1921. Total passenger-miles were less than any year since 1904. Total operating revenues were 21 per cent below 1930, and were lower than in any previous year since 1917. Net railway operating income was 49 per cent under 1930. Rate of return on railway investment was 1.98 per cent, as compared with 3.36 per cent and 4.84 per cent in 1929 and 1928, respectively. The index of railway efficiency was higher than in any year from 1926 to 1929, inclusive, and five factors of railway performance made new records during the year.

To get the full force of these facts, it should be remembered that the railroads were prevented from making an adequate return on investment even during years of inflated prosperity. Thus, they are in a very different position from industries which, while suffering bad times now, made large profits during good years. The relation of railroad taxes to earnings steadily rises and more and more railroad business goes to competing transport agencies, some subsidized by the government, and all either unregulated or half regulated.

Even in the face of adversity the rails were able to make new records in efficiency and service to the public. But unless something is done to relieve the lines of their unfair burdens they will not be able

Balanced Farming Would Help Farmers, Says Chicago Banker

Melvin A. Traylor Would Make Modern Farm More Self-Contained

Speaks From Own Experience

Speaking before the International Chamber of Commerce at Washington, Melvin A. Traylor, President of the First National Bank of Chicago, said in part:

Like all of us, in every line of activity, the farmer was deceived by high values in the time of his prosperity. In a well-intentioned, but what now seems at least an unfortunate venture, the Government provided abundant credit facilities for the farmer's use. These facilities were supplemented by other large and liberal lending agencies which, likewise, were misled by land values. The result was that millions of farmers assumed obligations out of all proportion to any possible normal farm income.



Melvin Traylor

All of us interested in farm activity and farm finance must assume our share of responsibility for this situation. We are learning our lesson and will have to take our medicine with the farmer himself. For this mistake, time and hard work seem to be the only remedy. Certainly, more credit will not solve the problem.

Agricultural Industry Relief I wish I possessed some prophetic vision that I might suggest an easy way by which the agricultural industry could be relieved of its distress and started on a course of well-being and profit. God has not given me that power, but I think there is at least a partial remedy which the farmer himself can apply. That remedy will start him on the only course which, experience and observation convince me, any of us can hopefully anticipate: the making of a comfortable livelihood.

When we find that on approximately 20 per cent of the farms in the United States there is not a milk cow nor a chicken, and that on more than 30 per cent there is not a hog, and on approximately 90 per cent not a sheep; when we know, further, that on many farms in our large agricultural states, no gardens are kept and almost every article of food is purchased at the store, we are forced to the conclusion that the farmer, by and large, is not farming as he should. I know that there are certain sections where some, or all, of these means of increasing farm income cannot be applied, but, so far as possible, every farmer should produce his own milk and dairy products, his own meat, and his own poultry, raise his own garden truck, and can the fruit and vegetables he requires for winter use.

There is no romance about farming. If it is successfully done, I know it means hard work day in and day out. But so does any other business successfully performed. I know the privations of farm life. They are much less now than they were thirty years ago. I should like to see every farm home equipped with the modern conveniences of urban life. I would like to see every farmer with an automobile, a radio, and all other modern inventions which have contributed so much to social welfare.

UNKNOWN FRIENDS OF THE CRIMINAL

The anti-gun-law advocates, those unknown friends of the criminal, gained another "victory" a few months ago.

This was achieved in New York where, on October 1st, a law was passed abolishing all gun permits except those held by householders. According to Karl T. Frederick, Vice-president, National Rifle Association, this "was widely heralded as a 'sweeping blow at gangdom.' It should have been proclaimed for what it was—a sweeping blow at law and order. . . ."

The object of such a law is obvious. It is to disarm everybody except the police and a few favored persons. The result is equally obvious. Everybody is disarmed except the crooks, the racketeers, the gangster, the police and those few favored persons.

Experience in states has shown that Mr. Frederick speaks truly. No law ever devised can disarm an underworld which breaks fundamental laws as a matter of course, in the practice of its profession. No law ever devised can do more than disarm the honest, law-abiding citizen, leaving his home, place of business or person open to attack—for the benefit of the criminal.

There is a sound type of gun law—that which increases the penalty for crimes in which firearms are used. Every state should have such a law—and in every state it should be possible for the honest citizen to easily obtain and own a gun for protection. It is time we legislate against criminals, instead of honest men.

Copco Declares Quarterly Dividend

The regular quarterly dividend on Copco Preferred Stock was declared at a meeting of the board of directors of the California Oregon Power Company held in San Francisco March 23rd. Dividends will be paid on April 15 to shareholders of record March 21st.

Since the first share of Copco 7% Preferred Stock was issued April 15, 1921 by the California Oregon Power Company dividends have been paid regularly every three months—a fact which speaks well for the stability and progress of this well known local utility.

Oregon Farmers Plan More Corn, Turkeys in 1932

OREGON STATE COLLEGE, Corvallis, Mar. 30.—Another moderate increase in the Oregon corn acreage, more turkeys, but no increase in acreage of late potatoes or number of pullets to be raised, are in prospect this year, according to a report just released by the college extension service. These trends were indicated by intentions-to-produce surveys made by the U. S. department of agriculture, with supplemental information gathered by the extension service.

The corn outlook in relatively favorable, according to the report which says "the demand for corn in Oregon during the 1932-33 marketing season, as usual, may be expected to exceed the supply of home-grown corn." The surveys indicated that growers intend to increase the acreage about 15 per cent, with somewhat greater increases indicated in the central Willamette valley and in Malheur county. Prices for corn in Oregon are adjusted largely by the cost of shipping corn in from other states, thus the farm price ranges well above the average of the whole country.

With respect to the late potato outlook the report points out that there may be no increase in the acreage in the whole country and possibly some decrease in the Pacific northwest, but the supply might be somewhat larger because the average yield of potatoes has been low for three years, because of drought.

A survey by the college extension service indicates that about the same number of pullets will be raised on Oregon farms this year, but 20 per cent more turkeys.

The government survey of growers' intentions to plant spring wheat indicates that the acreage will be about the same as planted in 1931, but around 50 per cent more than was harvested last year when drought caused heavy abandonment of spring wheat acreage.

Foreign

Juarez, Mexico—Six people were wounded in the streets when Policemen Gonzales and Alejandro Rays fought a pistol duel.

Waybridge, England—Sir Horace Plunkett, noted Irish statesman, died at his home at the age of 77.

Bombay—Mrs. Sarolani Naidu, Indian poetess, undertook to bring Mahatma Gandhi and Viceroy Lord Willingdon together for friendly discussion.

Rabat, Morocco—Troops of the Foreign Legion of France were ordered to capture Belkacem, fighting chieftain of Moors. He recently escaped a French patrol.

Moscow—Soviet Russia is sending reinforcements and technical experts to the Far East frontier near Manchuria.

Seward, Alaska—Three distinct earthquake shocks shook Seward and adjacent country.

Berlin—Under direction of Ambassador Sackett relief committees are to assist destitute Americans in Germany.

National Washington, D. C.—Jouett Shouse, chairman of the national Democratic committee, advocated a sales tax as the proper means to aid in balancing the budget and making up the Hoover deficit.

Salinas, Cal.—Because of inability to agree the jury hearing the murder charge against Ed Estes, charged with killing Wesley Hickey, his partner, during an attack of "snow madness," was discharged.

Washington, D. C.—The state department announced it would withhold recognition of the new government of Liberia until the administration had cleaned house on the slavery problem.

Washington, D. C.—Taxation of malt, wort, oil and grape concentrates was included in the revenue bill after another stormy session of the house of representatives. The belligerent progressives have taken the bit in their teeth and again revolted from leadership from recognized heads of the two major parties.

Washington, D. C.—District of Columbia police to vigorous action in quelling a Communist demonstration in front of the Japanese embassy.

Norfolk, Va.—Rumors in the Chesapeake Bay region persisted to the effect that negotiations were in progress with the kidnapers of the Lindbergh baby and that it was possible the child would be restored soon.

Los Angeles—Initiative petitions are being prepared to place a prohibition poll on the California ballot for November.

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Detroit, Mich.—Organization of a unified sales force to handle General Motors motor cars was announced by Richard H. Grant, vice-president of the corporation.

St Louis—Madame Ernestine Schumann-Heink is still suffering from a severe cold.

Tucson, Ariz.—Yaqui Indians near here staged their traditional Easter ceremonial, a weird combination of Christian and Pagan rites. The ceremony lasts four days.

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Pacific Northwest Salem—Thomas Bosworth pleaded not guilty to a charge of kidnaping. He is alleged to have kidnaped Ed Talbott, Yamhill county rancher.

Spokane—Mayor Funk introduced an ordinance to cut pay of city employees 10 per cent. The proposed cut is to become effective July 1.

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Nyssa—Unusually high water is holding up work on the Owyhee dam project.

Gold Beach—Deer are becoming a nuisance in the Agness district and are destroying farm gardens.

Gold Beach—The dedication of the Rogue river bridge on the Coast way will be held May 28. Plans for a big celebration are being made.

Marshfield—The steamer Maru took a big cargo of lumber for the Orient from Coos Bay.

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San Jose—under a contract signed, the Portland Beavers train here for the next five by the 1933 training season. Stadium will be completed.

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Weekend News Review

(Courtesy Oregon Journal)

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