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ARTHUR EDWARD POWELL Editor and Proprietor



EDITORIALS

SHALL WE TAX CAPITAL OUT OF EXISTENCE?

tional Wealth and National Income," National Industrial Conference do so and seemingly they don't care Board, blasts the old and ever-recurrent belief that redistribution of germ in the air which infects us all. wealth, accomplished through tax- Perhaps it is the speed bug. In any ation or any other means, would be event, it compels us all to dash

that should be thoroughly under. Then we come back to the same stood—the national wealth is simply place in the same hurry. If a man, a name for the things people use for woman or little child gets in the way land, houses, machinery, furniture, it is just too bad. If another car, or gold, silver and so on. In them- bus, or tree, or stone wall is in the selves, these things are mostly way, that is just a tough break. worthless-a steel factory, for exam- Our authorities have been liberal in ple, may cost many millions of dol- the matter of driving rules and regulars but if it stands idle it is en- lations. On the whole, drivers are tirely without value. The only legally allowed plenty of speed at measure of value is production of all times. But this liberality does articles which people want, need and not extend to the point where the will buy. To produce such articles authorities are willing to have an men and materials must be bought army of people killed every year. together in one place. headed by The motorists of America should management competent to distribute realize that the time will come when and sell their products.

has a much larger share in the na- will pass stricter regulations and entional eaith than he realizes. The force more stringent penalties. It man who earns a hundred dollars a people will not exercise care for month, to use an illustration of Mr. themselves, society as a whole must Jordan's has at his disposal twenty- exercise it for them. There appears five or thirty thousand dollars worth to be no other way out. of the national wealth. Someone has given it to him to work withand all reap the benefits. Had it not been possible for someone to have saved and invested the capital that produces this worker's income, he would be out of a job.

Those who wish to tax capital out of existence, in the Utopian hope that this would bring prosperity to the workers, should think that over. The prosperity and happiness of the worker is absolutely dependent on concentrations of capital which he may use-capital which produces the wealth that feeds and clothes and shelters him and his family. And in this connection, no conclusion could be more fitting than Mr. Jordan's statement: "In no country have the savings of the peoplerich and poor together-been returned so rapidly to the service of the community."

DRILLS INSTEAD OF BATS

New reports of increased mining activity, affecting metal mining states, are constantly appearing.

How long it will be before real progress is made toward normalcy is a matter of conjecture. But it is a fact that mining districts which have been deserted for years are being opened up once more, and that the sound of drills is echoing from diggings that have known only the wing beat of the bat since depression began.

This revival does not give cause for unrestrained jubilation because it relates largely to gold as the result of its artificially high price. Few industries are of such basic national importance as is miningfew, in good times, contribute as much to the national welfare. Any change for the better in the mining situation is thankfully received by thinking citizens.

SAFETY ON THE RAILROADS

The American railorad industry has made a record in promoting safety, both for passengers and workers, that is theenvy of the

Even in pre-war days the railroads were a safe industry-and since then they have reduced accident fatalities by more than half. Passenger and employe fatalities in 1933, for example, were but one-seventh of the number occurring in 1913. Only grade-crossing accidents, which are almost invariably the fault of the motor vehicle involved, have risen.

Much railroad work is necessarily of a potentially dangerous kind. Yet, last year, the fatality rate per million man hours touched the infinitesimal level of 0.22.

the American railroads have made in hundred directions, all the way rom promoting safety, to speeing up to give the American the best, safest, cheapest and most efficent tran-

hey have succeeded. They are entitled to a fair return.

WHAT'S WRONG WITH THE MOTORIST?

portation service in the world, and

more men, women and children killby the National Bureau of Casualty and Surety Underwriters show that (or the first six months of this year about 2 oper cent more people were killed than in 1933, and the worst driving months are yet to come-September, October and November. In 1933, nearly 31,000 persons were killed. If you add 20 per cent to this number it will amount to 37, 106, with more than 1,000,000 persons injured. The economic will jump into the billions.

What is the matter? It is not poshave ceased to think. They would In a recent address on "Our Na- not admit that they are willing to wipe out or cripple the population of a large city every year. Yet, they

There must be some kind of a new of benefit to the masses of people, somewhere or nowhere in our cars Mr. Jordan points out something day or night for no pressing reason.

the authorities - representatives of As a consequence, every citizen themselves and their neighbors-

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\$2.97

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SILK DRESSES-Close Out

This is indicative of the progres COORDINATED PRODUCTION AND with which Wisconsin cheese produc- any every forty-acre woodlet and burn over an average of once every SELLING IMPERATIVE ers are faced today.

> A hard-headed milk and cheese erntage of output.

ter of excitement over giving the for their mistakes. President a cheese; that the producers are juiled into complacency by same time? the purchase of a few million pounds of cheese by the AAA; that they forget that ont one of these things real. Herald says: "The point that is ly sells any increased volume of worrying ye editor is why our govthat they are not cures or perman- expense of the taxpayers. or praying for the government to all profit thereby." buy it; that the only solution is to perfect a selling talk to cause in- Forester Asks All creased demand, as many other industries have been obliged to effect a change of pace in over to market

constantly increasing numbers of issued by the forest service. persons are engaging in cheese mak- Commenting upon the personal infaced with the same selling problems teet our forests, Mr. Buck said, "To-

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man from Wisconsin says proucers into production of dairying, cheese mitting fires to devastate our log- Buck "may not only destroy present can never hope for a satisfactory or any other agricultural crop with god off area each year at a rate payrolls, but rob whole communities fortable. The purpose of the rails price until, through their own Vol- out scientifically analyzing the mar which will make our second growth of future prosperity." antary action, they learn to control ket possibilities and a plan for sell- timber crop o failure when we need volume velocity and the larger per- ing output If either farmers or it, and the day isn't far off when we manufacturers do not coordinate shall need this crop despecately. It He says there is great to-do over their production and selling methos, takes roughly a hundred years to cheese week"; a great fuss over the old economic law of supply and grow good structural timber and we the making of a ton-cheese; a flut- demand will make them pay dearly are allowing our logged off land to

Why not live and learn

A HARD ONE TO ANSWER

The editor of the Wilder, Idaho cheese over the counter; that they ernment should want to enter into are mere opiates, false panaceas; any more business ventures at the

ent solutions; that in dairying the "We believe that if our lawmakfarmer can get no where by idly ers would exert more effort in retalking production curtailment, or ducing taxes and less in meddling killing cows, or giving cheese away with legitimate business, we would

To Protect Forests

Continued dry weather makes all travel in forest lands a great fire ha-This gentleman points out that zard, according to a statement just

ing and that tomorrow they will be telest of every citizen in helping pro-

ART HAIRDRESSERS

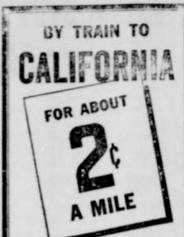


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