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ARTHUR EDWARD POWELL Editor and Proprietor

EDITORIALS

STATE REGULATION HAS WORKED

ation, at its recent convention in Los taxes. Angeles, Leon O. Whitsell, president The people want tax reduction. regulation of public utilities by state ance.

commissions has proved a failure." Mr. Whitsell pointed to definite and constructive achievements that ! Some time ago a questionnaire state regulation has brought to the was submitted to motorists by the people of California. Under it, both city of Memphis concerning the dishousehold and industrial consumers tance necessary for stopping cars That government should e'er comhave enjoyed adequate service at going as given speeds. The survey reasonable and declining rates. Much demonstrated that the average driprogress has been made in rural ver has an exceedingly poor concep electrification, and the farm load tion of stopping distances-and that So put the cards upon the table shows a steadily ascending curve, he believes he can bring his car to Domestic use of power has rapidly a halt in a much shorter space than increased to the point where power is actually required. is the first essential in the modern For example, drivers were asked home.

Benefits have likewise accrued to stop a car with four-wheel brakes the utilities themselves. They have moving at a speed of 40 miles per been permitted to earn a fair and hour on an ordinary highway. Two reasonable return upon the value of per cent of the drivers answered ten their property. That, in turn, has feet or less; 15.9 per cent answered enabled them to obtain money at 11 to 20 feet; the heaviest majority tries paid their workers out of sur-At all times they have been able to to 60 feet.

their commonwealths, have provided locked wheels. the kind of regulation that makes that, under the American plan of tion, as well as the beginner.

perty. We cannot have re-employment of the jobless so long as investors are afraid to put their money into productive enterprises-because

rising taxes imperil both principal and income. The national debt is approaching the \$35,000,000,000 mark. Hun-

are required to meet the interest. More hundreds of millions are re-\$1.00 quired for sinking funds with which

\$.75 to pay off the bonds when they fall due. Long after the money has been spent, and the things it bought have

disappeared, we and our children will be paying the bill. The Federal government has at-

tempted to "spend us back to prosperity." In the view of many unbiased commentators we would have gone a long way farther toward re-

covery had spending been held down -in other words, the government's policy in their belief, has hindered

In addressing the public utility and not helped the nation. Yet more section of the American Bar Associ- spending is in prospect-and more

of the California Railroad Commis- Business wants tax reduction. Inves sion, took issue "with that growing tors and workers want tax reducpolitical philosophy which is being tion. Unless it is achieved, the nabroadcast from high places that the tion's economic future is in the bal-

HOW QUICK CAN YOU STOP?

how many feet would be needed to

The history of state regulation in of the drivers. Only a minority of the worker has attained the highest all parts of the country pretty well motorists realize that, no matter standard of living in the world. He duplicates the record made in Cali- how good a car's brakes, it is im- has been able to purchase infinitely fornia. State commissions, intimate- possible to stop within fifty feet-- more luxuries than have his Euroly in touch as they are with the that a car going 40 miles an hour pean or Asiatic counterparts-and needs and desires of the people of will skid farther than that with services and articles that he regards Memphis has provided a good ex- to foreign workers. Radios, automofor progress State commissions have ample showing that we vitally need biles, labor-saving appliances, cenperformed the essential task of pro- continuous and intensified "school- tral heating, even bathtubs, are still tecting the interest of consumers, in- ing" for drivers-and that the dri- regarded as the exclusive possessions vestors and utility workers and man- ver who has operated a car for of the rich in many countries-but agement alike. It is not an accident twenty years should be given atten- not in America where the worker

The AMERICAN, CENTRAL POINT, OREGON

Let Us Go Ahead

posals and laws. The inevitable re- Advertising is NEWS-the most By C. W. POWELL You've got the ball a rollin' The machinery's all a goin' ment are retarded. Take off the brakes and let us ahead.

We've suffered for our folly, Now we're asking you, by golly, Get off our back and let us go ahead.

We're still a holding all our wealth Our land, our homes, our in born cal argument for this punitive legishealth,

Don't hold us back, just let us go ahead. Of alphabet and college rules

We've had enough. Tho we be fools consumers, they must be crippled in Give us the rein and let us go order to save the higher-price midahead.

We've got to know just where we

cost between the producer and constand sumer of food products. For five long years we've watched this land

We did not know just which way was "ahead." But now the way is clear and

straight an average 10 per cent saving in rewant to go before we're late, tail food prices, that saving must be But government won't let us go

ahead.

How can we stand for more inflation And all too much administeration. Where will we land if we should go, ahead.

We do not think that it is mete pete

With us, if we would go ahead.

Give us the dope, if you are able. ahead

The way to us is clear and straight.

At election time our bonds we'll break

go ahead.

reasonable interest rates with which 23.2 per cent, answered 21 to 30 plus or capitol borrowings when to adequately finance developments. feet, and 14.1 per cent answered 51 their receipts were no longer adequate to foot the cost.

keep step with the growth and pro-it was given by less than 6 per cent practiced and developed in America. as necessities are actually luxuries

has tended to become a capitalist

destroyed by class taxation to save the "consumer". Can anyone justify such reasoning? This so-called attack on the chain stores is really an attack on the "consumer" for he is the man who pays all the bills, including the class taxation. What interest has he in any taxation that raises the retail price on the necessities of life in order to perpetuate inefficient methods of food distribution? This is not a chain store fight it is Dispel our doubts and let us go buy good food economically, unhama consumers' fight for the right to pered by costly legislative or tax discrimination.

dleman-controlled store.

For years the political battle cry

Now when chain store efficiency

in food buying and selling accom-

plishes this result and gives the

'consumer" a large measure of the

middleman's profit in the form of

has been to reduce the overhead

WHAT'S THE SENSE?

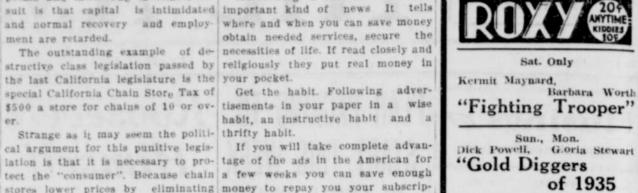
Woud you buy a house and then We can't stand still, we have to live in the bathroom? Of course not! Then why subscribe to the home town paper and

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Barbara Worth

