

# The American

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ARTHUR EDWARD POWELL  
Editor and Proprietor

## EDITORIALS

### WHO WILL MAKE UP THE LOSS?

There is one phase of government ownership of industry that has received less notice than it deserves: If states, cities or the federal government take over such enterprises as the railroads and the public utilities, who is going to make up the vast taxes that these concerns now pay to all units of government?

An advertisement of the Alabama Power Company focuses attention on this. According to the ad, the power company pays to county and city governments in Jefferson county alone (which includes the city of Birmingham), the handsome sum of \$664,000 a year in taxes. Of this amount, about \$175,000 goes directly to the public schools, and represents a substantial part of their total revenue.

At present, it is being advocated that the Tennessee Valley Authority take over all operations in the state of Alabama, supplanting the existing private power concerns. The TVA would pay no county taxes whatsoever, and no other taxes in which the counties and their residents would share. As a result, the taxpayers of Alabama would have to make up the tax loss, and accept heavy increases in all forms of taxes now paid by them—or cut school, road or other governmental budgets.

And what would the taxpayers receive in return? They would receive—possibly—good and inexpensive electric service, which is precisely what they are receiving now from the heavily taxed private utility. But where the private utility is stringently regulated by the state, in the light of local needs and conditions, the TVA would be subjected to no local control—and would be responsive only to the whims of Washington-appointed office-holders.

Loss of tax revenue inevitably follows government acquisition of industries—whether they be acquired by the TVA, by states, by cities or by any other public body. In the long run, only the politicians benefit—while the struggling taxpayer roots the bill.

### EQUITABLE REGULATION AT LAST

The bill providing for regulation of trucks and buses in interstate commerce has passed both branches of Congress, and has been approved by the President. No fanfare or trumpets attended its passing or signing, and it did not "make" the headlines. But, from the standpoint of the general welfare, few pieces of legislation passed by recent Congresses can compare with it in importance.

The bill does not penalize trucks and buses. It simply places their regulation within the jurisdiction of the Interstate Commerce Commission, which has strictly regulated railroads in every phase of operation. It puts all carriers on the same equitable basis, so far as regulation and federal supervision is concerned.

The bill's passage will produce two immediate results, both of which are of vital public interest. First, it will make it possible to control and eliminate the so-called "wildcat" bus and truck operator, with improper equipment, inadequate insurance, and no sense of responsibility that falls upon those who transport persons and goods. In this way it will be of immense benefit to established, well-operated truck and bus systems, which have been greatly damaged by the irresponsibilities within their industry.

Second, it will give our greatest single industry—the railroads—a fair chance to compete for business. Railroad purchasing will increase, more men will be put to work, schedules will be speeded up, new construction will be undertaken and every worker and investor will feel the good effects.

Passage of the bill is one step to

ward clearing up the chaotic transportation problem. Changes in such outmoded measures as the long-and-short-haul clause of the Transportation Act are also sorely needed.

### "CAR NUMBER 20"

According to an advertisement of a large life insurance company, the driver of every twentieth car on the highways will be the cause of the death of a man, woman or child before the year is over—if the accident experience of 1934 duplicates that of 1934. And statistics for the first six months of the year indicate that little if any progress has been made in curbing the dangerous driver.

Every driver should decide for himself whether he wants to be at the wheel of "car number 20." The decision is really within his power. He can drive carefully, in accordance with the law and good judgment—he can keep his speed to reasonable levels, maintain his car in first-class mechanical condition so far as safety devices are concerned, and work on the basis that it is better to give up his right-of-way than risk a trip in an ambulance. Or he can take chances—he can regard crowded streets and highways as playgrounds, where his reckless and adventurous instincts may be indulged to the full without regard for others or himself.

The laws of chance are immutable—and every motorist who is deliberately careless, can be certain that eventually he will come a cropper. He may get away with reckless acts a thousand times—the thousand and first time he will pay the price. Gambles with death always lose—the dice are loaded before you start the game.

One car in twenty will be the cause of someone's death or maiming this year! Are you going to be the 20th driver?

### CONSUMER GETS A BREAK

Following the world war, when food prices skyrocketed to unexampled figures, a great furor was raised in political circles as to how to get food products from the producer to the consumer without pyramiding overhead charges through a chain of middlemen.

The great need for lower-cost food brought its own answer. Progressive food distributors applied the Henry Ford idea of coordinating sources of supply and distribution—in other words, transferring the food products of the farm and factory through one selling organization, directly from the producer to the consumer.

The result of this revolutionary movement has saved the families of America countless millions of dollars in the cost of living during the past ten years.

Just as the modern farm cooperative is benefiting agriculture, so is mass buying and distributing of food products through a central organization, benefiting the consumer. The modern chain grocery store has been the businesslike answer to the demand for lower living costs that could be secured by efficient management and reduction of middlemen charges, without injury to the producer. In other words, the chain grocery stores found the way to eliminate the premium paid for inefficient marketing methods, and pass the saving on to the consumer in the form of lower retail prices.

No business accomplishment in the past decade has been of such direct financial benefit to every family in the land.

### ECONOMIC INSANITY

The American tax system is outmoded, wasteful, inefficient—and essentially vicious. That is a digest of statements recently made by a number of economists of standing.

It is especially vicious when it comes to the so-called "share-the-wealth" tax measure which propose

that higher taxes be levied against individuals and corporations. "Big-business" is to be penalized for being "big." And, according to the advocates of these measures, the average citizen will benefit—wealth will pay the bill, and he will receive the services of government for little or nothing. What a misrepresentation of fact!

The average citizen who is taxed to death now, will be taxed still more a new taxes are created. Every tax on industry must be paid by him, through higher prices for commodities and services. Every new tax adds to his cost of living. The confiscatory "share-the-wealth" tax bill now pending in Congress would, according to its sponsors, cause increased federal income of \$270,000,000 a year. If that is true, it would "redistribute wealth" to the tune of about \$2.50 for each man, woman and child in this country. And it would fall \$3,000,000,000 short of meeting the deficit incurred in the last fiscal year alone!

It is possible that such schemes are put forward in an attempt to blind our citizens to the fact that we need tax reduction and fewer taxes—and not tax increases and new taxes. Overtax wealth—and you kill initiative, employment and industrial development. Overtax industry—and the consumer finds himself faced with rising prices and declining income. As a recovery measure, that looks like economic insanity.

## Beagle

The Meadows had a community basket dinner and work day last Thursday at the schoolhouse. They cleaned the school house and the school yard and built a shed for the pupils' horses. Mrs. Naomi Clark will teach there again this year.

Ernest Sanderson is spending the week with his sister, Mrs. Melvin Martin of Medford.

Mr. and Mrs. Jesse Walker were Medford visitors Saturday.

Mr. and Mrs. Ray Bowen have guests from Pasadena.

Miss Marie Seegmiller spent Sunday at Lake of the Woods with friends.

Richard Kush is spending the week with the Sam Pollards at Talent helping them harvest their pears.

Last Wednesday Mrs. Jordan and son Wayne, who were visiting here with Mrs. Jordan's brother, Mr. Eimer Lucas returned home.

Saturday J. Brown, manager of the Beagle dance hall took the Gillette orchestra on a truck and advertised the Beagle Rodeo that is to be held here September 1st and 2nd. He expected to tour Medford, Central Point, Jacksonville, Eagle Point and Grants Pass.

Ina Pearl Lucas is visiting in Roseburg. She expects to return Wednesday.

Mrs. C. C. Sater called on Mrs. Harry Ellis and Mrs. J. B. Bush this last week.

Mr. Eugene Lampman returned to Florence, Oregon Friday after quite a long stay at his ranch here. Mr. and Mrs. Myers are living on his place.

Mr. and Mrs. C. C. Sanderson and sons attended the Derby Club dance and entertainment Saturday night. Mr. and Mrs. C. C. Sater and Derva Jeanne will move to Medford Tuesday of this week. They will be at home to their friends at the first house in Adams Lane on the Central Point Highway, north of Medford, Route 2.

Mr Doran Mose expects to go to Idaho soon.

Derva Jeanne Sater spent Sunday afternoon at the home of little Miss Claudine Stallings.

The Antioch Community Sunday School is keeping up a very good average in attendance for the summer months. Everyone is welcome, so come.

Mr. Roude Seegmiller and son Claire of Frisco were week end visitors at the Williams-Seegmiller farm. They are a brother and nephew of Mr. R. H. Seegmiller.

Mr. and Mrs. Marshall Sweet of Medford spent Sunday with Mrs. Blanche Sweet and Desmond.

## Sport Fans Follow The American Boy

Boys and young men of this city who wish to improve their tennis service, their basket-shooting eyes their forward passing talent or their crawl stroke, can enlist the aid of the nation's foremost coaches and players by subscribing to THE AMERICAN BOY magazine and following the sports interviews and fiction stories that appear each month.

"When I was in high school," says a famous decathlon champion, "I read a track article in THE AMERICAN BOY that gave me my first clear-cut idea of the western style of high jumping. At practice I laid the open magazine on the grass and studied it as I worked out. That afternoon I increased the height of my jump three inches."

That was a long time ago, but today thousands of future champions just as eagerly follow THE AMERICAN BOY.

"This year," states Griffith Ogden Ellis, editor, "our staff writers have gone to the two greatest football teams of the country—Minnesota and Pittsburgh—for firsthand tips on strategy, blocking, tackling, passing, and the fine points of play."

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"In addition to our fiction, adventure, exploration, hobby counsel, and vocational help, we shall continue to encourage young men to improve their game in every line of sport."

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