

The American

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ARTHUR EDWARD POWELL
Editor and Proprietor

EDITORIALS

LEST WE FORGET

Today certain factions are subjecting the American Constitution to vigorous attacks. They are saying it is outmoded and unable to cope with modern conditions. And they are suggesting changes and amendments which, in some cases, would amount to complete emasculatation of the rights and liberties we now enjoy under Constitutional protection.

It is usually easier to criticize than to defend, and the critics of the Constitution have found many listeners and not a few converts. Lest we forget the virtues of the Constitution, it might be well to recall these words, uttered in 1878 by the great British statesman, William Gladstone: "The American Constitution is, so far as I can see, the most wonderful work ever struck off at a given time by the brain and purpose of man."

Some things are timeless. Among those things are freedom—freedom of action within the law, freedom of expression, freedom of speech. The Constitution has nothing to do with booms or depressions—nothing to do with partisan politics. It simply guarantees us those essential liberties for which we have fought for thousands of years. Look abroad, at Germany, Russia, Italy Poland—do we have to follow their example and make freedom an impotent word, and liberty a crime against the state? Then save the Constitution from being weakened or destroyed.

A SORRY SWAP

The city of Portland, Oregon, for years enjoyed about the best electrical service in the United States, at one of the very lowest rates. Its two electric companies have been pioneers in the development of the city, and have contributed many millions of dollars in taxes to the support of state, county, school district and municipal governments.

The power bill of the average Portland citizen is probably the least of his worries—if he were given power for nothing, it would hardly be noticeable in his family budget. In spite of this, however, there is perennial political agitation for the city to go into the power business.

In other words, municipal ownership advocates who wish to put power into politics in Portland, would load an already heavily tax-burdened people with millions of bonded indebtedness for the city to buy a power plant—and for what? Not for better service—for the present service is probably not excelled anywhere.

Not for honestly lowered rates—for the rates now are below practically any community in the country, and out of revenues from rates the company pays nearly 20 cents out of every gross dollar earned, in taxes.

It is hard to conceive why any person who has the best interest of a city like Portland at heart, would want to load it with an enormous bonded debt to buy a system to furnish the citizens with a service which they already have and which could not be improved or cheapened unless the general taxpayer was robbed to compensate for rate reductions which might be given to privileged users who would be charged less than the fair sum necessary to render them the service on a profitable basis.

The situation in Portland reminds one of the dog with the bone who, looking at his shadow in the water, saw another dog with a bone, and dropped his own to grab the other. He made a sorry swap.

DEMOCRACY AND THE FARMER
In a recent address, Fred S. Sexner, President of the Dairymen's League Cooperative Association of New York, said: "Neither Fascism, Nazism, or dictatorship is the solution to the problem of industry or agriculture. If farm organizations are to be preserved, democracy must be preserved. There are no independent farm organizations in the regulated society of Germany. Italy or Russia. Nazism, Fascism and Communism cannot live with farm organizations and in the conflict farm organizations die a violent death where one of these forms of govern-

WE DRIVERS

A Series of Brief Discussions on Driving, Dedicated to the Safety, Comfort and Pleasure of the Motoring Public. Prepared by General Motors



No. 1—CURVES AND TURNS

NO MATTER how expert we may be as drivers, we are all apt to fall into habits of driving that don't quite measure up to what we really know is right.

For instance, we all know that we ought to be careful about passing cars, especially when another car is approaching from the opposite direction.

And yet there possibly isn't one of us who hasn't, at one time or another, moved over in the road to pass a car, and then wondered if we would get around in time.

Now here's an interesting thing about that. When we try to pass a car that's going forty miles an hour, it's just the same as if we tried to pass a standing string of cars 126 feet long. In other words, it's like passing eight cars parked bumper-to-bumper in the road. If we try to pass one going sixty, it's like trying to pass a line of more than sixteen cars standing in the road, and sixteen cars in a row will reach half a block. This is probably a new idea to most of us. If we kept it in mind, we would never pass a car unless we were sure that there were no oncoming cars for a good long distance ahead.

But turning aside to pass is not the particular kind of turning that we are interested in discussing here. What we are now concerned with is taking curves and corners. From these discussions we will find that time to time in these discussions we will find that the same old laws of Nature will be involved. Foremost among them will be the laws of momentum, and momentum plays the major part in going around curves. Because momentum not only wants to keep us going, but going in the same direction. When it is trying to make us go straight instead of curving our course, it operates under an assumed name, if you please. For then we call it "centrifugal force."

Now of course we all know what centrifugal force is. We feel it when we go around curves. Highways and railroads are banked at curves to offset centrifugal force. Aviators bank their planes at turns by tipping them with the controls. But even though we all know about centrifugal force, few of us realize how powerful it is, and how much greater it gets the faster we go.

A 3000-pound car making a turn of 500-foot radius, has to overcome a centrifugal force of only about 156 pounds at 20 miles an hour. But at 30 miles an hour, that force has grown to 360 pounds, and at 40 it is nine times as great as at 20. . . . For fourteen hundred pounds trying its best to push us off the road! The only thing that keeps us on the road in the first place is the friction between our tires and the road. The minute the centrifugal force gets stronger than the force of that friction, off the road we go.

The trouble is that we often don't realize how fast we're going. On road trips, for instance, after we have driven at a certain speed for a long time, it seems a small matter to increase our speed a few miles an hour. Then after a while we may do the same thing again. In other words, we keep putting forward our basis of comparison till by-and-by we have lost our usual sense of how fast we are going. Then, the first thing we know, we are face-to-face with a turn or even half way around it and we feel Old Man Centrifugal Force trying to push us off the road.

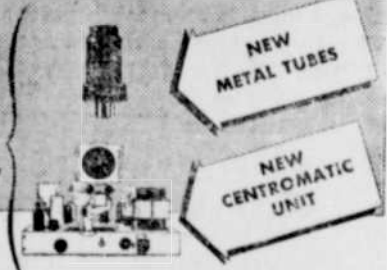
So what do we do? We clamp down the brakes. It's the only thing we can do when we find we're going too fast. But just the same, approaching that corner too fast has kept us from taking it as we should have liked to. For if conditions permit, it is often desirable to increase speed as we go around a curve. As long as our rear wheels are not being retarded, but are actually pushing us around the curve, our steering is effective and our car is under control.

The long and short of it is that we can't take liberties with the laws of momentum and centrifugal force. Man's speed laws may not always be observed, but Nature's speed laws always are!

of paternalistic or dictatorial governments. The best farm cooperatives are an example of that far-sighted individualism. They represent the collective efforts of a large number of individuals, all interested in the same problems, who have banded together to work for a common cause through their own efforts, money and abilities. If there

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are profits, they divide them; if there are losses they must always absorb them. And their success, as Mr. Sexauer has discovered from his wide experience, is dependent on the maintenance of democratic government.

LET'S QUIT KILLING

The automobile death rate can be reduced. And the reckless and inconsiderate drivers, who are responsible for some 36,000 deaths a year in this country, can be curbed.

A number of cities have proven this. One of them is Portland, Oregon, which has been carrying on a "Let's Quit Killing" campaign that has produced fine results in a relatively brief length of time. Where the national automobile death toll during the first ten months of this year, was at the highest point on record, traffic fatalities in Portland declined about 25 per cent.

The "Let's Quit Killing" program can be carried on by any community. The campaign in Portland has been led by a newspaper, working with safety authorities and the automobile association. Pamphlets, such as the sensational "—And Sudden Death", have been widely distributed. Cartoons and statistical material have brought the horrors of automobile accidents home to thousands of citizens. And the local judiciary has cooperated by levying sizable fines and prison sentences against violators of the traffic laws.

The automobile, properly handled, is one of the most useful and pleasurable servants of man. The same automobile, improperly handled, is one of the most lethal of weapons. In the "control" of a drunken, irresponsible, congenitally reckless or incompetent driver it is as dangerous as a machine gun in the hands of a maniac.

The automobile in its brief history, has killed more people in this country than all wars in which we have engaged. It is increasing the massacre every year. What are you, as a citizen and an automobile driver, going to do to stop this carnage?

Legal Notices

4-348b
NOTICE FOR PUBLICATION
Department of the Interior
U. S. Land Office at Roseburg, Oregon, August 12, 1935

NOTICE is hereby given that Thomas D. Riley, of Eagle Point, Oregon, who, on Feb. 14th, 1931, made Homestead Entry, Serial No. 019467, for Lot 4, Section 9, Township 36 S. Range 1 W. Willamette Meridian, has filed notice of intention to make Final Three Year Proof to establish claim to the land above described, before G. R. Carter, Clerk of County Court, at Medford, Oregon, on the 31st day of December, 1935.

Claimant names as witnesses: Ernest E. Dahack, Peter F. Young, Paul Reynolds, Frank Shroud, all of Eagle Point, Oregon.
GEORGE FINLEY, Register.
24—Nov. 28, Dec. 5, 12, 19, 26

NOTICE OF SHERIFF'S SALE
BY VIRTUE OF an attachment execution filed out of and under the seal of the Circuit Court of the State of Oregon in and for the County of Jackson, to me directed and dated on the 19th day of November, 1935, in a certain action therein wherein Lillian E. Evans as Plaintiff recovered a judgment against Frederick M. Kincaid, one of the defendants, for the sum of Five Thousand Four Hundred Seventy-eight and 47/100 (\$5478.47) Dollars, together with interest thereon at the rate of seven per cent per annum from the 26th day of September, 1931, and the further sum of Twenty-five and 95/100 (\$25.95) Dollars, costs and disbursements, which judgment was enrolled and docketed in the Clerk's office of said Court in said County on the 24th day of October, 1935.

NOTICE IS HEREBY GIVEN, that, pursuant to the terms of said execution, I will, on the 4th day of January, 1936 at the hour of 10 o'clock, A. M., at the front door of the County Court House, in the City of Medford, Jackson County, Oregon, offer for sale and will sell at public auction for cash to the highest bidder, subject to redemption as provided by law, for the purpose of satisfying said judgment, together with the costs of this sale, to the extent that the amount received at said sale will satisfy the same, all of the right, title and interest, that the said defendant, Frederick M. Kincaid, had on the 26th day of July, 1935, or at any time thereafter, or now has, in and to the following described real estate, situated in Jackson County, Oregon, to-wit:

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M. The Southwest quarter (SW 1/4) of Section 15, in Township 35 South, Range 3 East of the W. M.
The Southwest quarter (SW 1/4) of the Southeast quarter (SE 1/4) of Section 15, in Township 35 South, Range 3 East of the W. M.
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