

THE CENTRAL POINT AMERICAN

Re-established, September 13, 1928.
Devoted to the best interests of Central Point and vicinity.
Entered as second class matter at the post office, Central Point, Oregon, under the Act of March 3, 1879.

SUBSCRIPTION RATES:
Six Months \$1.00
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Office—Second Street, off Main.
ARTHUR EDWARD POWELL
Editor and Proprietor

EDITORIALS

A CURB

(From 'The Lynchburg, Va., News')
The Constitution, says Stanley Reed, solicitor general of the United States, "is a living, vital institution whose function is to guide and not to curb necessary governmental processes."

Just what does Mr. Reed mean by that? Can he mean that when certain governmental processes are regarded by the majority in power as necessary, the Constitution should not be permitted to stand in the way no matter what its word? What else can be meant by speaking of the Constitution as a living, vital institution that was not intended to curb "necessary governmental processes"? And what are necessary governmental processes? Who determines that? The majority in Congress? The Executive? There is none other to make the decision in a democracy. But if a temporary majority can do what it regards necessary without regard to the curbs of the Constitution, what good is a Constitution?

Mr. Reed is wrong. The Constitution is a curb. Every Constitution is a curb. That's what a Constitution is for. A Constitution is designed to define and to limit the powers of government and to say what a government can and cannot do. And its greatest function is to prevent the government from doing that which it should not do. Its greatest function is to curb those who would act arbitrarily. It is to curb those who would act with tyranny. It is to curb those who would limit freedom. It is to curb those who would deny inherent rights. It is to curb and to check at the start those who, under plea of necessity, would take action that is violative of the principles of democracy and of human freedom. The Constitution a guide? It is a guide in the sense that it guides officials of

the government and legislators away from the road to tyranny and it is a curb when officials and legislators refuse to be guided.

STOP ROAD CARNAGE

"The future of the casualty and surety business," wrote Henry Swift Ives, Special Counsel for the Association of Casualty and Surety Executives, "does not lie wholly in indemnifying victims of misfortune; rather it lies in the prevention of misfortune itself."

For many years the casualty industry has worked to prevent accidents to workers, and that work has saved thousands of lives and an untold sum of money. In practically every industrial field, accidents have grown fewer and less severe—and the surveys and recommendations made by the casualty experts have been of immense aid. There has been a decrease in losses from burglary and bank robbery, due largely to the industry's work in fighting the criminal and promulgating proposals for strengthening the law and enforcement agencies. . . . The "fake accident racketeer," who robs the pockets of every policy-holder, has been given especially aggressive attention and hundreds of such criminals have been arrested, convicted and punished.

The most difficult field in which to attain results has been that of automobile accidents. Each year witnesses more deaths and injuries, and greater property loss. In spite of the most intensive work on the part of insurance companies and other private and public institutions, the reckless, the incompetent and the congenitally dangerous driver has not been curbed.

Here is where the general public must assist if progress is to be made. It must demand up-to-date traffic laws, rigorously and impartially enforced. It must demand the outlawing of the decrepit and dangerous vehicle. It must demand strict licensing laws for drivers. And it must demand that those drivers who refuse to operate cars carefully, or are unable to, be barred from the public highways.

We must do this in the interest of our lives, our health, our pocket-books.

THINGS ONE REMEMBERS

By R. M. Hofer

Some twenty years ago it became "good politics" to agitate for a return to the government of the land grants given to the pioneer railroads in southern Oregon counties, on the ground that the railroads had not sold the land as originally contemplated.

The fact that most of the land consisted of mountains and that there

were probably no buyers, seemed to have little consideration. And the fact that the railroads had been paying heavy taxes on the land for fifty years seemed to be not worth mentioning. So the Federal government revoked the grant and took back the title.

And then came the jolt. Counties which had collected nearly half a million a year in taxes from the railroads, found themselves without these sorely needed receipts.

Such a howl went up that an Oregon senator finally got an appropriation of \$5,000,000 to repay the counties for taxes lost between 1916 and 1926. After 1926 the controller-general held that payments could come only from revenue collected from the sale of land grant timber and this has made up only about half the sums lost in taxes to the counties.

A lot of people have never understood just why the government should have paid \$5,000,000 in lieu of taxes lost from land taken over by the government. Government property is uniformly tax exempt on the theory of "public benefits."

As from 50 to 60 per cent of most western states are in government reserves, held for the benefit of future generations, the government would have to pay millions annually to the counties in which these reserves are located if it adopted the same policy it did toward the Oregon counties in which railroad grants were revoked.

It is an inescapable fact that you can't have your tax cake and eat it, too. Hundreds of communities are going to learn this when the government's socialistic power development program is completed, to the destruction of highly-taxed, private electric properties. And there is no great "public benefit" involved in this issue as there is in conserving irreplaceable natural resources for all the people, which is a true function of government.

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Legal Notices

Equity No. 6500-E
SUMMONS
IN THE CIRCUIT COURT OF THE STATE OF OREGON, FOR JACKSON COUNTY.
GLADYS MOSES—Plaintiff
vs
B. L. MOSES—Defendant

To B. L. Moses, the above named DEFENDANT.

IN THE NAME OF THE STATE OF OREGON, you are hereby required to appear and answer the complaint filed against you in the above entitled court and cause within four weeks from the date of the first publication of this Summons upon you, and if you fail so to appear and answer said complaint, plaintiff will apply to the Court for the relief prayed for in her said complaint, to-wit:

For the dissolution of the marriage contract now and heretofore existing between plaintiff and defendant; for the custody of the minor child of said marriage, Ray Moses, and for the return of her maiden name.

This summons is served upon you by order of the Hon. H. D. Norton, Judge of the above entitled court, made and entered August 12th, 1936.

Date of the first publication being August 13th, 1936.

W. G. TRILL
Attorney for Plaintiff
Post Office Address:
Suite 12 Palm Bldg.
Medford, Oregon
41—Aug. 13, 20, 27, Sept. 3.

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(See Answer Next Week)

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