

THE CENTRAL POINT AMERICAN

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ARTHUR EDWARD POWELL
Editor and Proprietor

EDITORIALS

80-20-80

In a recent study of American highways, with particular attention paid to the relation of roads to safe driving, the magazine Fortune said: "The cold fact is that traffic today is a combination of an eighty-mile-an-hour car in the hands of a twenty-mile-an-hour driver struggling to adjust itself to a thirty-mile-an-hour road."

There is little we can do about the car in this case—its speeds will continue to increase, and the automotive engineers have done wonders in improving the "safety factor", brakes, lights, steering mechanisms and the body construction approach perfection.

There is something we can do about the highway, as the Fortune article shows. It says that half of the roads of the country are obsolete. It points out that engineers have devised the model highway of the future—a road with over-and-under passes at intersections, with a wide dividing band down the center to prevent head-on crashes, and with separate lanes for slow and fast traffic. Such highways will be built—but their cost is gigantic, technical problems are involved, and it will be many years before the mileage of such super highways will amount to much in relation to the total mileage of all roads.

So in the meantime, about all we can do about automobile accident problem is to "work on" the twenty-mile-an-hour driver with his twenty-mile-an-hour car. We must revise and make more stringent our licensing laws—it is an undeniable fact a very high percentage of present drivers are incapable of operating

their vehicles safely under modern traffic and road conditions. We must keep our traffic laws up-to-date—and we must enforce them without fear or favor. We must improve the personnel of highway patrols and, in many states, greatly increase the number of men on the force. The best highway patrolman alive cannot prevent accidents nor apprehend many reckless motorists if he has hundreds of miles or road to cover. The human element is responsible for the great majority of accidents. We must make it impossible for the twenty-mile-an-hour driver to operate his car at eighty on a thirty-mile-an-hour highway.

WHAT GOOD'S A CONSTITUTION?

"No one can think clearly or sensibly about this vast and burning topic without in the first instance making up his mind upon the fundamental issue. Does he value the State above the citizen, or the citizen above the State? Does a government exist for the individual, or do individuals exist for the government?"

"I hold that governments are meant to be, and must remain, the servants of the citizens; that states and federations only come into existence and can only be justified by preserving the 'life, liberty, and the pursuit of happiness' in the homes and families of individuals.

"I judge the civilization of any community by simple tests. What is the degree of freedom possessed by the citizen? Can he speak and act freely under well-established, well-known laws? Can he criticize the executive government? Can he sue the state if it has infringed upon his rights? Are there also great processes for changing the law to meet new conditions?"

"Judging by these standards, Great Britain and the United States can claim to be in the forefront of civilized communities.

"The founders (of the United States) * * * were as well acquainted with the follies and intolerance of parliaments as with the oppression of princes. 'To control the powers and conduct of the legislature,' said a leading member of the Convention of 1787, 'by an overruling Constitution was an improvement in the science and practice of government reserved to the American states.'

"All the great names of American history can be invoked behind this principle. Why should it be considered obsolete?"

"In the shelter of the Constitution nature has been conquered, a mighty

continent has been brought under the sway of man, and an economic entity established, unrivaled in the whole history of the globe.—Winston Churchill, English statesman, writing in Collier's Weekly.

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
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(See Answer Next Week)

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Answer to Last Week's Cartoon.
The fallacy probably arose from the account of Samson and his hair. Body hair, of lack of it, is caused by functioning of the adrenal glands. 1—Psychoanalysis and Love by Andre Tridon. 2—Popular Fancies, A. S. E. Ackerman, Third Edition, page 97.

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