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ARTHUR EDWARD POWELL Editor and Proprietor

OUR WAY OF LIFE

EDITORIALS

Writing in Fortune a short time ago, Wendell Willkie said: "This effort to separate 'business' from the ordinary life of the people and to set it in a distinct and inferior category represents a profoundly false conception of our economic system. There are about 10,000,000 private enterprises in the U.S., which employ about 34,000,000 people, who in turn support many millions of other peo ple. Business is a part of life and a way of life. By it we earn our bread, build our homes, care for our children, find expression for ourselves. Every one of us lives directly or indirectly by business. . . . It is business, in the broadest sense of the wordincluding industry and technology, and including the modern farm. which is a business enterprise--that has made the American people so

For a long time, we, the people who live by business, have sat supinely by while the public servants who manage our governmental affairs denounced business, reviled business fought business, and attempted to destroy private business at every opportunity. The result was the greatest and longest business depression in our history.

it imperative that we embark on an unprecedented program of defense rearmament. Do we turn to politicians in this emergency? No! We turn to business; to industry, to the great factories of America. The principal members of the prepared ness board lately appointed by the President are business men. And that is as it should be. Even as industry must provide us with the tools of peace, so must it provide us with the weapons of defense.

It has taken the direst of crises to reawaken us to the role that private industry plays in our lives. Let us not forget it again.

POLITICAL PRODIGALITY MUST STOP

If we Americans have been suffering from any illusions regarding the cost of an adequate national defense structure, they would be shattered by now. The billion dollars or so requested in the President's recent special message to Congress was but a small drop in a very big bucket. Congress has already raised that amount to more than \$5,000,000,000 for defense purposes-and that sum. gigantic as it is, marks only the beginning.

Some of the leading columnists have beer, criticizing high government officials for failing to frankly inform the people as to just what sacrifices are now necessary. And that indictment seems justified from a completely non-partisan point of view. Defense appropriations have been requested on a piece-meal basis. No reliable estimate of the total cost has been issued by any responsible government source. And no definite plan has been presented to the people who must pay the bill.

In the opinion of Senator Byrd of Virginia, who has proven himself a cool head when it comes to fiscal matters, reasonable rearmament for this country will cost, not five or six

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OKAY, BUT LET'S CONVOY IT THIS TIME!



Talburt, in the Washington Daily News.

ner, free from waste and too much politics.

to raise the debt limit. It will be competition with private business, necessary to greatly increase present must be stopped.

billion, but as much as \$20,000,000, taxes, and perhaps to create new The question before us now is taxes. And finally, it will be necesnot whether we shall rearm to the sary to cut the cost of government to limit. All are agreed that must be the bone. Every nickel spent now The question is how to pay for an unnecessary or avoidable purfor it in a logical, business-like man- pose should be regarded as criminal waste. Excessive relief appropriations, excessive farm aid appropria-To that question, there are three tions, the luxury of political spending related answers. It will be necessary of money to put government into

er political prodigality when the na- activities of local government. And tion needs the weapons that can make the only possible solutions seems to us secure against invasion.

EYE OPENERS

zed electric power seem doomed to bill-by adding dollars to the tax staggering disillusionment-the bills tre coming in.

The floodgates of the Federal treasury were opened wide to pay for unnecessary government hydro-electric projects. The strongest kind of

And what has happened? Down in the Southeast, where the TVA has almost entirely supplanted the private tricity has cost billions of dollars, electric industry in a whole state, the and produced nothing the people did reductions effected in electric rates not already have except greater have been small-despite TVA's immense advantage of tax-subsidies, public job holders. "No more socialfreedom from standard bookkeeping methods, countless governmental privileges, etc. States and towns in its territory have been suddenly confronted with a gigantic tax problem. TVA has taken millions of dollars worth of property off the tax rolls. So have municipalities using its power, which have absorbed private systems which once paid a substantial part of the cost of operating schools,

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The people are ready to pay the paving streets, maintaining police and available public funds should be debill. But they will not permit furth- fire departments and all the other voted to defense. be to pile new burdens on the remaining taxpayers or raise TVA electric rates and make it pay all taxes Those who had faith in the ex- paid by private companies. TVA, in treme claims of advocates of social- brief, has cut cents from the power

In the Pacific Northwest, there has been an increasing anxiety on the part of thinking citizens lest that area be "TVA-ized." In mid-May, proposals to create people's utility districts to political pressure was brought to distribute power from Bonneville dam bear to promote the building of went down to smashing defeats at the municipal systems to distribute the polls. And there are many sound vast surplus of Federal power paid reasons why that happened-one befor with the money of all the tax- ing that exisiting PUDs have failed in almost every instance to realize the claims of their supporters.

The experiment in socialized elecpublic debts, more taxes and more ism" would be a fine motto for America to adopt now, when all our

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make a deal. If you do not have the necessary amount of cash on hand, come anyway, as we are ready and willing to help you. Our new, low CLOSE-OUT FINANCE RATES will be in effect with the

beginning of this sale, and so by reading between the lines you should be able to draw your own conclusions as to the purpose of this PUBLIC CLOSE-OUT Come early to avoid disappointment. We promise you no delay for deliveries. Select the car of your choice and then back your decision with ACTION and

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ake the necessary down payment. Your trac	(Signed)	AUTO SALES AND LOAN CO.						
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38 Ford Aux. 4 Pass Cpe., Radio, Heater 38 Ford 2 dr. Sdn., Orig. finish, seat covers 38 Willys Custom Sedan, Htr. low mileage 38 Willys Panel Del. 1/2-ton, Orig. finish 37 Chev. 11/2 Ton Truck, Furniture Van	575 49	$ \begin{array}{cccc} 5 & 165 \\ 5 & 135 \\ 5 & 165 \end{array} $	18 18 18 18 18	35 Stude, truck, duals, Brownie amidshift 35 Terraplane Cpe. Electric hand, fast ca 35 Chrysler Sdn., beautiful wine finish. 35 Ford Dlx. Cpe., Reconditioned motor. 35 Graham Sm. Sdn., new rubber, orig. fi	s 443 r 373 493	5 345 5 295 5 395 5 245	115 100 135 85 85	15 15 15 15 15
 37 Chrysler Royal Sdn., Htr., Good Tires 37 Hudson 6 Custm Sdn. Rad. Htr. new tire 37 Plymouth Sedan, 4-Speed Transmission 37 Studebaker Sdn. Overdrive, Orig. Fin. 37 Pontiac Sedan, Htr. New tires, New Fin 	575 495 495 206 625 54	$ \begin{array}{ccc} & 165 \\ & 100 \\ & 185 \end{array} $	18 18 18 18 18	34 Stude. 6 Sdn., the reliable car	- 493 - 393	385 385 345	95 135 100 115 60	12 12 12 12 12
37 Studebaker Sdn. O.D. Super Recond. 37 Terraplane Sdn. Htr., Orig. Finish 37 Oldsmobile 6 Sdn. Htr. Rad. good rub. 37 Willys Sdn. 4-dr. cheap transportation 37 Ford Pickup, good tires, new finish	645 543 585 493 645 543 295 156 425 343	5 165 5 165 75	18 18 18 18 18	34 Ford Tudor, todays best buy, hurry 34 Terrapiane Cpe, orig. fin, very cheap 34 Ford Dlx. Cpe., new finish, recond 35 Ford Truck 1½ ton, duals, wood rack 36 Ford Dlx. Cpe., tan orig. finish	245 245 k 245	5 145 5 195 5 185	55 50 65 65 65	12 12 12 12 12
37 Studebaker pk-up, hi. box, hyd. brakes 37 Willys Sdn. Hfr. Good condition 36 Ford Sedan, Sup. Recon. Orig. finish 36 Ford Pickup, new fires, stake rack 38 Ford Truck, Recond. dual wheels	475 393 345 263 425 363 395 293 475 393	90 5 125 5 100	18 18 15 15 15	33 Nash Sdn. new upholstery, runs fine 33 Plymouth Sdn. new tires, good finisl 33 Buick Sdn. super recond. new finish 33 DeSoto Custom Sdn. orig. finish, radio 32 Packard 4-door Sdn. orig. fin. new tire	345	245 265 245	65 85 90 85 65	12 12 12 12 12
36 International Truck, duals, good tires 36 Zephyr Sedan, priced for quick sale 36 Plymouth Del. Sdn. Htr. Orig. finish 36 Terraplane Cstm Sdn. Perfect good tires 36 Ford Trg. Sdn., new rubber, very clean	595 456 545 443 445 383 395 283 425 343	5 150 5 130 5 95	15 15 15 15 15	32 Dodge Sedan, a popular car 31 Studebaker Sdn. good transportation. 31 Studebaker Cpe, leath, upholst, sm. 8 31 DeVaux Sdn., Continental motor 30 Buick Sdn. runs fine, Buick buyers hur	95	75 85 40	45 37.50 42.50 25 15	6 6 3 Cash
36 Plymouth Dix Cch., new tires, seat cov. 36 Pontiac Sdn. Htr., Original finish 36 Terraplane Sdn., new tires, orig fin 36 Willys Coupe. Goodrich Super Tires 36 Willys Sdn, new finish, low mileage	435 363 425 343 435 343 295 216 275 195	115 115 70	15 15 15 15 15	30 Buick Sdn. try it, you'll buy it	195	60 95 45 95	30 35 25 35 36	3626
35 Chevrolet 1½ ton truck, new rubber 35 Chevrolet 1½ ton truck, dual, good tires 35 International Truck,C40 cab and chassis 35 International Truck, C40, new tires 35 Studebaker Truck, cab and chassis	445 356 395 325 325 225 425 365 315 165 COPYWRIG	110 75 125 82.50		30 Studebaker Sdn. Seat covers 29 Auburn Sdn. Todays best buy 29 Chev. Roadster, runs fine 29 Ford Sdn. Seat covers. orig. finish 29 Hudson Sdn. Custom 4-door AS, 1 30 ALL RIGHTS RESERVED	135 95 95	65 45 40 85	32.50 25 25 35 25	3 4 3

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