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ARTHUR EDWARD POWELL
Editor and Proprietor

EDITORIALS

WHAT IS CAPITALISM?

The head of one of America's largest banks recently had this to say concerning capitalism: "Business must have capital. What is capital? Savings. Whose savings? The people's, yours, your friends, your neighbors."

"Everyone who saves something from his earnings and puts that money to work, or has it put to work for him, is a capitalist."

"That is the American way, the way in which America has been built. Capitalism is democracy—at work."

That's simple, and it's sound. Capitalism is a term too often used to mislead the uninformed and create political discord. The truth is that capital is the collective invested savings of millions of people—the man with a hundred dollars, the woman with five hundred.

That's what the capital in the nation's banks consist of. The average bank deposit is small. But put millions of those accounts together and you get real money—the money that goes to build homes, to start businesses, to expand industries, to make jobs, and to do the thousand and one things necessary to keep American industry expanding and employing labor.

The nation's bankers are simply the custodians of this capital. They don't own it. They are hired managers, responsible to their depositors and controlled by the strictest kind of laws. It's their job to put it to work where it is safe—and where it will be employed in building up the wealth and the resources and the economic and social values of America. The great majority of American families are capitalists. Their future security depends on invested savings in industries, in life insurance, in land, etc. Any political trend which weakens our private enterprise system, strikes at individual savings—capital.

INDUSTRY CAN DO THE JOB

In commenting editorially on the results of the election, the New Republic, a liberal weekly which has been and is a strong supporter of the Administration, said: "It surely cannot be said that the people who voted for Mr. Roosevelt gave him a referendum mandate for every one of a whole series of specific domestic policies, or that those who voted against him were all opposed to each one of those policies. If anything like this were true, the hope for American unity in these times would be dim, for . . . it would be dangerous for slightly more than half the people to try to govern the other part in a way that the latter bitterly resented."

Few voters were 100 per cent in favor of everything for which either of the candidates stood. Neither of them represented perfection. It was a choice between two men who were largely in agreement on some of our most pressing problems. It is unquestionably true that millions of citizens found it extremely difficult to make their choice, and that, in making it, they still found much that was good in the candidate they voted against.

In almost all quarters, there is the feeling that, for the time being at least, the more extreme of our recent governmental "reforms" must be shelved. There is the feeling that a real military defense can be achieved only by aggressive, productive, private industry, working with friendly and understanding govern-

ment officials, and under a friendly and understanding government policy.

It is most significant that in picking a defense commission, the President found it necessary and desirable to call to the White House business men who are producers rather than theorists—men who know how our factories work, and whose lives have been spent in industry. Go down the roster of the men who are most prominent in the preparedness picture, and you will find that almost every one of them got his training in private enterprise.

Private enterprise can do today's job. And it can do a far better job under the American system, free from political competition and bureaucratic domination, than under any other system ever seen in the world. Never forget—government is not a creator. All our great industries—electric power, railroads, steel, etc.—were built by free men, working in a free economy. They gave us a standard of living unparalleled on earth. Now they can give us military security.

Old Gym to Be Ready By First of January

The reconstruction work on the old gymnasium is continuing at a rapid pace. Present expectations are that the gym will be ready for use by the first of January.

Due to the many changes in the plans, the building will be much different from what it was prior to its burning of October 1, 1940. The bleachers at the south end have been omitted. In their place will be a play room which will be used for games such as pingpong. The bleachers on the west side have also been omitted and a window has been inserted where the old double doors on the west side were. The seldom used door in the north end will be repaired and used as an emergency exit.

The steam heating system will be retained and more radiators will be added if necessary. The building will be completely celled. The lights in this building will be recessed as they are in the new gymnasium.

The reconstructed building will be used as a practice basketball floor and as a play shed for the grade school.

—Central Pointer

Safety Suggestions On Oregon Highways

Recent serious accidents on heavily traveled highways have emphasized the need for observing certain safety when driving upon multiple-lane roads during periods of traffic congestion, according to the public safety department of the Oregon State Motor Association.

"Much of the danger on such highways arises from the practice of weaving from one traffic lane to another," the motorists organization stated.

"When a motorist gets into a traffic lane he should remain in that lane and not try to enter another until absolutely certain he can do so without danger to himself or other drivers."

"Too often motorists assume that merely by holding out an arm and signalling their intention they are permitted immediately thereafter to swing out of line. This is distinctly not the law. They must first make sure that there is an opportunity to change lanes safely, then give the signal, and not until then may they legally proceed into the other lane."

"Whenever speed is combined with traffic congestion a particularly diffi-

cult situation is created. One of the most serious hazards on a heavily traveled, high-speed highway is the pile-up type of accident. This usually occurs when two cars collide and block one or more traffic lanes. Other cars traveling at fairly high speeds are following so closely that they can not avoid running into the collided cars."

"The only protection against a pile-up accident is not to follow the car ahead too closely. A good rule is to allow three car lengths at 25 miles per hour and add a car length for each 5 miles of increase in speed."

"Summing it up, two important rules are: Don't cut in; keep a safe distance between your car and the one ahead."

COMMUNICATED

Powers, Oregon
Nov. 30, 1940.

Dear Editor:

We, the undersigned residents of Powers, saw a steelhead caught by Mike Snyder which weighed correctly 16 pounds and 4 ounces:

Bill Brown, Bill Peppes, Ken R. Rolfe, J. M. May.

Mike is well known here having attended school at Antioch and Central Point. He left here four years ago last April.

Mike told me that the fish was a very game fish and put up a big fight that last 45 minutes before he successfully landed it.

Fred H. Virtue.

Letters from England

(Continued from Page One)

Unfortunately Joe was out in the yard and saw them drop, and as he had sand and a shovel handy, soon had them out. One or two roofs were damaged at houses around here but nothing much. All were repaired before dinner next day.

Some of the American Red Cross ambulances must be stationed at Eaton Hall which the Duke of Westminster has again lent as a military hospital, as I often see them buzzing up and down when I am going to town. It is a very heartening sight and brings it home that you on the other side are thinking about us. Liverpool had its 202nd raid last week. It has been most heavily bombed. Twenty-six churches have been demolished or badly damaged and the church authorities are wondering where the money is coming from to rebuild. Still a way will be found. I am making my Christmas pudding and mince meat next week but shall only make half the quantity I have done previously as the government has asked us to just make sufficient for Christmas and not "ad lib" as we used to do and then there will be enough for every one.

I have all the fruits, suets, etc. ready. The only thing I had difficulty with was raisins, but eventually I found a shop which had some. I haven't the lemons yet as they are 6½d (13c) or that next Monday they would be government controlled at

2d (4c) each so that is why I am waiting till next week. Onions too are to be controlled at 4d per pound. They have been more than (9c) a pound. Somebody is going to catch cold as farmers have been offered 80 Pounds (\$400) a ton for them.

Poor Greece has been invaded. How long she can resist? We don't know but even now what neutrals there are left in the Balkans, don't seem to have learned that their only hope is in banding together and resisting together. So now there will be another National Anthem to add on Sunday.

If we hold out, and we can and will, until the spring and America sends all the planes we are promised and our air training here bears fruit, then we'll see things, our men will knock hell out of Germany. They would now if they were allowed but are going for the first things first. It makes us mad when we think of the opportunities that were lost while we were trying to fight a "gentleman's war". Neither Hitler or Mussolini ever went to Eton or Harrow so what was the good of treating them as if they did.

I sent your dollars to the Spitfire fund with very much thanks. Dollars are doubly precious as they can be used to buy war materials back

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