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ARTHUR EDWARD POWELL
Editor and Proprietor

EDITORIALS

ONE WAY "YARDSTICK"

In a speech made on December 8, United States Senator Jos. C. O'Mahoney of Wyoming, said: "An unrestrained bureaucracy subject to strong central leadership would be an easy avenue to state socialism of either the Nazi or the Communist variety."

He then pointed out that the record shows that between January 7, 1941, and April 12, 1942, 500 executive orders were issued—"They were not written in the halls of Congress on the responsibility of men chosen by the public and known to the public, they were written in private by anonymous experts. They were not subject to public hearing, nor were they analyzed in public debate. They did not become known to the public until issued, and then they were effective . . . The doctrine of arbitrary state supremacy over the individual is held by both National Socialists and by Communists."

A hearing is now being held in Little Rock, Arkansas, by the Federal Power Commission, instituted on its own motion, to investigate the rates of an en-company power pool.

This pool was voluntarily formed by ten power companies of the Southwest to pool power resources for the expressed purpose of furnishing power to a war industry, that is, a new aluminum plant of the Defense Plant Corporation located at Lake Catherine, Arkansas.

When the hearing started, the ten companies involved wished to compare their rates with the government-financed Ark-La Electric Cooperative, Inc., which furnishes about half as much power to the government aluminum plant as does the private power pool; also with the government-owned TVA and Bonneville rates. The Commission examiner ruled this was "irrelevant" on the ground that the hearing was to check the private company rates only.

Apparently the wording of the hearing order was prepared very carefully so that all comparison of private rates with the tax-exempt government plants could be excluded.

This is an amazing situation when the original excuse for building government power plants was to furnish

a "yardstick" for measuring the fairness of private electric rates. Now, when the private industry wants to see the yardstick as a basis of comparison, it is blocked on the grounds of "irrelevance."

The implications involved in a hearing, which, by technicalities, can prevent the public from getting the complete picture, are inconceivable.

The Arkansas case is a current illustration of the importance of Senator O'Mahoney's warning.

NEWSPAPER PUBLISHER SPEAKS PLAINLY

At a time when the functions of government and the powers of its boards and bureaus are growing so rapidly that no man knows how great they are, and when they are actually usurping the functions of the courts, Arthur Hays Sulzberger, publisher of the New York Times, told 200 Detroit automotive and advertising executives that the press of America and industry must guard the fundamentals of our system of free enterprise against encroachments of government. Mr. Sulzberger said:

"I cannot over-emphasize the power and authority piling up in Washington. I would be derelict if I were not to point out that there are those in my opinion who seek to use the smokescreen of America's foreign wars to promote and forward their American revolution."

"We of the press must be alert to protect the fundamentals of our system of free enterprise, and you must be doing some more egg hatching. You must be preparing to show the people of this country what industry can and will do for each man, woman and child in the community when our major task is completed, far away as that goal still is."

The men of industry must keep ahead of the procession in helping prepare a sound plan, said Mr. Sulzberger: "Let us paint it in all the colors of our genius—new houses, new cars, new education, new opportunity of every kind."

"That's what democracy offers when we, the people, do it. And to do all that, we need a free press."

In other words, industry must go on the offensive. It has the brains and it has the capital. Management and labor must work together as never before.

Our people have everything to gain from a free enterprise system. They have everything to lose by the extension of state socialism. We have but to look around the world to prove this point to ourselves.

Real statesmanship, industrial and labor leadership, and an informed public must cooperate to see that the United States remains the land of individual opportunity.

Mr. and Mrs. T. Furry and daughter Phyllis left for Dunsmuir where Phyllis is visiting her sister Mrs. June Blair. Mr. and Mrs. Furry continued on to southern California where they will visit relatives.

It's A Fact

Factual data taken from The Readers Digest of Feb. 1942.

The Bismark, she was unsinkable so thought her crew of young sailors and Cadets. It's A Fact.

This is a story of what keeps men steady and courageous and what unnerves them when the great supreme moment overtakes them. On the night of May 22, 1941, the German Battleship, Bismark, accompanied by another battleship, the Prince Eugene, left the Norwegian coast headed for a spot between Iceland and Greenland. It now not doubted they were out searching for the great English battleship (battle cruiser) Hood, one of England's mightiest ships of the sea. At dawn on the 24th she was sighted and at the same time the Hood saw her pursuers. In keeping with the early tradition of the British Navy, the Hood opened fire first. The Bismark answered with every thing she had. But at the third salvo from the Bismark, a cloud of black smoke billowed up from the foredeck of the Hood, she buckled then broke in two and sank.

To every nook and corner of the Bismark, the news spread quickly, cheer upon cheer broke forth. The whole fight and the sinking of the Hood had been photographed by moving pictures which soon would be displayed in every German theatre to show the people how Germany had destroyed the Hood and deprived Great Britain of her old title the "Queen of the Seas." The damages to the Bismark had been slight. Her escorting ship the Eugene was again making her way to some French seaport to hide away from the English Navy that was certain to seek out both herself and the Bismark. The Captain commanding the Bismark urged that she seek refuge in some Nazi controlled seaport but her Admiral a direct hireling of the Hitler regime said no, he was going after bigger game. He said the Bismark could meet any foreign battleship singly or in any number and sink them one by one. "The Bismark was unsinkable" She was destined to drive the British war power from the seas. Her Captain knew better. But the Admiral being superior officer, the Captain had to obey. So they did not sail away to a port of safety. No, Sir! The Bismark was indestructible. Her tonnage was unknown but is estimated at 50,000. Her speed 33 knots, faster than any British or Warship afloat—most of the crew aboard were young and in addition were some 500 naval cadets. It was just as they had anticipated, an indisputable victory for the German Bismark. The young crew and especially the cadets trained from youth in Hitlerism believed without question the invincibility of the German war machine and in Germany. The mightiest nation in the world and about to control the world.

But joy was not to be untempered. Soon a plane was heard. It was an American Catalina, scouting plane. It soared over head then disappeared. It had spotted the Bismark. Later other appeared, just watching. The crew was dubious. They felt that arms were reaching out for them. It was believed that the British navy would concentrate every available unit to hunt them down. The next day, buzzing over them like a swarm of bees, came a squadron of the Royal Navy's swordfish flying boats. One after another they swooped close to the water, released their torpedoes and banked away. The ship was jolted from end to end. A compartment had been penetrated and filled with water. As darkness settled down that evening another squadron of Swordfish scored three hits, the third had struck the steering gear, jamming the rudders, and the Bismark now could only travel

in circles. An hour after midnight British destroyers came out of the dark, they circled the Bismark like a pack of dogs around a wounded bear. More compartments were it and flooded. Next morning on the horizon appeared the heavy-weights of the British fleet, the Rodney and the George V. They opened with their "16" guns at eleven miles, then moved in to half that range. The Bismark rocked and shuddered. The break finally came when a shell wrecked the control station. The British battleships moved in within two miles. Every shell made its mark with methodical precision. Now beam, slowly the bow tilted up and the Bismark was almost over on her side beneath the waters.

The rescued Germans were haggard and hollow-eyed. Even days later after they had rested and been given restoratives they were still dazed. They hardly spoke, even to each other. It was more than physical shock that they had suffered. There had been shattered the faith on which their lives had been built—the belief in their own invincibility.

—D. D. Davis

Inspectors Told of Need for More Food

Field men engaged in foods and dairies inspection work for the state department of agriculture were warned at a year-end general meeting in Salem to do everything possible to assist vital food production. The meeting was called for a general roundtable on division problems preparatory to opening the work for 1943.

"The demand for sanitation and rigid cleanup of products and plants is not nearly so great as it was six months ago, for today the stress is on food production," A. W. Metzger, division chief, told the 20 men from the field. "Our department does not want to retard food production. As a result, in borderline cases, we must temper our actions to present conditions during the year."

This does not mean, of course, that necessary law enforcement will be sidestepped. The public will continue to have full protection against food-stuffs of any kind that are unfit for human consumption.

Department men are urged also to help the food situation by raising at home as much food as possible.

Warning Given on Use of Old Cars

With many older cars pressed into service to provide essential transportation in war time, the state traffic safety division today issued a reminder to Oregon motorists to guard against carbon monoxide gas during the winter months.

This gas is presented in many cars, but normally not in dangerous quantities, it was said. However, in older cars where exhaust pipes or mufflers may be leaky, or heaters may be defective, it may accumulate in quantities sufficient to cause death.

ties, it was said. However, in older cars where exhaust pipes or mufflers may be leaky, or heaters may be defective, it may accumulate in quantities sufficient to cause death.

To avoid this possibility, the safety division urged drivers to keep car windows open sufficient for adequate ventilation, even on cold days. There is another important reason for avoiding the urge to keep car windows open sufficient for adequate ventilation, even on cold days. There is another important reason for avoiding the urge to keep car windows tightly rolled up in cold weather, the division said. Drivers may fail to hear the whistle of approaching trains at grade crossings under such conditions.

Carbon monoxide gas has no odor and thus gives no warning of its presence. Victims should be given plenty of fresh air immediately and advanced cases require resuscitation. Carbon monoxide drives oxygen from the blood, thus causing asphyxiation.

Pat Graham, commander of Post No. 8, D.A.V., was a caller in Central Point Tuesday afternoon.

FIVE YEARS AGO THIS WEEK

The Sugar Pine Co. is building a dry kiln at the mill.

Mrs. Castor and son Orville returned Sunday from a trip to as far south as Old Mexico, visiting friends and relatives all along the along the route.

Scoutmaster Dale Smith returned Friday from several days spent with the scouts at their winter camp at C C C government camp at Crater Lake. From all reports it was a jolly bunch and all had a good time.

Miss Francis Faber and Richard Jewett returned Sunday to the Willamette University at Salem. Donald Richardson to the University of Oregon at Eugene, Roberta Pankey to Portland where she is taking a business course, Libby Jane Hamilton and Carol Furry to the Ashland Normal.

Everett Faber, Lieutenant-governor-elect of the Kiwanis for this district, returned home from Eugene Sunday where he presided over the district conference.

Mrs. Mary Coker spent New Year's and Sunday with her sister Mrs. Lettie Gregory and daughter Miss Lytle.

So what—Mr. and Mrs. Amick spent the holiday at the summer home this winter.

TEN YEARS AGO

Employment in the new county court is one of the major problems confronting the court. The court has shown by words an inclination to meet the issue squarely "with the most good for the most people" as he chief object.

"Try at home first" campaign started in the Central Point American.

The Past Noble Grand club met with Mrs. Bette Pankey the following guests being present: Mesdames Mary Hays, Catherine Merritt, Emma Gleason, Minnie Buckles and Iva Copinger.

Some of the business houses are being used simply as service stations, people stop, warm their fingers and toes, use the phone, get a drink visit the rest room and then drive on to Medford to do their shopping—contributed.

Bobby Hoagland spent the week in Medford visiting his mother Mrs. L. M. Bodin.

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