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ARTHUR EDWARD POWELL
Editor and Proprietor

EDITORIALS

MODERN COAL MINING

Mining coal is not just a question of sending men into a hole in the ground with picks and shovels to dig the black gold out. A correspondent for the Christian Science Monitor, after visiting some of the mines, writes: "A typical modern coal mine, bringing out from 2,500 to 8,000 tons of coal a day, is a huge engineering operation, operated on careful cost accounting and on plans which anticipate operations for as many as, in some cases, 20 years ahead." His story of the coal mines is interesting.

No two mines are alike because of varying geological conditions. The roof of one mine may crack and fall as the coal is withdrawn; that of another may bend and sag. Each requires a different type of operation. Equipment ordered this year and delivered next may not be suitable at time of delivery, "for the mine management must sometimes try to predict the unpredictable and calculate."

Cost of getting the coal out can be seriously affected by the steepness of the grade up which it must be hauled to the surface. A few degrees of upgrade for bringing the coal out may cost \$100,000 a year in extra equipment and power requirements.

Ventilation is another major problem," writes this observer. "A typical modern mine pumps in over 200,000 cubic feet of fresh air a minute."

Safety measures appear everywhere. Except right at the working face, with rock dust is sifted over everything to dilute the coal dust which may be stirred up, down to below the explosion point. Foremen go round tapping roofs in the rooms. Timber-shoring requirements are rigid. Foremen carry safety lamps, variations in the flame of which indicate the methane (swamp-gas) content of the air, oxygen conditions, etc. Printed signs in the lamp-house and illuminated signs along the main line underground urge caution on behalf of the wife and children.

This is a different picture of coal mining than customarily given the public.

THEY KNEW BETTER

In the railroad strike a surprising attitude was taken by the strike leaders. It was the attitude generally assumed by the uninformed irresponsible who call themselves liberals and contend with monotonous stupidity that strikers are the downtrodden thousands while the operators of industry are three or four iron-hearted millionaires. The railroad strikers know better than this. They know that the railroads are owned by hundreds of thousands of persons—among them many railroad workers. They know that railroad managements have a heavy responsibility to these owners.

A member of Congress, Representative Owen Harris has ably summed up the question of railroad ownership. He reminds railroad owners and everyone else that the real owners of transportation today are life insurance policyholders, savings bank depositors, beneficiaries of trust funds, educational and charitable foundations, colleges and hospitals, and hundreds of thousands of relatively small investors.

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When it comes right down to it, there are very few persons who do not have some kind of a stake in the railroads. The acts of the labor union chiefs are very much like those of dictatorial rulers who claim the divine right to expropriate the savings and property of others for use of a chosen few.

WHO IS THE GOVERNMENT?

More and more good honest people are asking who runs our government. They see powerful labor leaders defying the government with impunity.

They see the maritime unions asking that American merchant ships manned by United States sailors be considered "scab" ships so that union members will refuse to unload them.

They see the head of the musicians union, James C. Petrillo, threaten the United States Supreme Court in these words: "If the Supreme Court rules the Lea Bill constitutional, the small stations (radio) won't get any music. . . ." With reference to the possibility of Congress passing a law against the union collecting royalties on phonograph records, Mr. Petrillo said: "If that happens, I would send out a little letter saying A.F.M. men would not be allowed to take part in making transcriptions."

Is it any wonder people ask who is running the government?

Mrs. Sarah Vincent visited at the home of her son Ed Vincent, last week.

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Central Point

The American Way

By George Peck

LIKE SO MANY ROBOTS

One hundred and sixteen years ago, Lord Thomas Babington MacCaulay, English historian, essayist and statesman, tersely summed up his conception of an ideal society. In an article which appeared in the Edinburgh Review in the year 1830, MacCaulay said:

"Our rulers will best promote the improvement of the people by strictly confining themselves to their own legitimate duties; by leaving capital to find its most lucrative course, commodities their fair price, industry and intelligence their natural reward, idleness and folly their natural punishment; by maintaining peace, by defending property, by diminishing the price of law, and by

observing strict economy in every department of the state. Let the government do this—the people will assuredly do the rest."

That MacCaulay statement most aptly describes the kind of government set up here in America by the Founding Fathers. We did pretty well in abiding by this formula for a century and a half. Then, a few years ago something slipped; we began to abandon it—bit by bit.

MacCaulay said, "Our rulers will best promote the improvement of the people by strictly confining themselves to their own legitimate duties." Ask yourself if that is true of our national government today. Honestly will compel you to answer that the Administration and Congress are not confining themselves strictly to the duties as stipulated by our Constitution and the Bill of Rights.

MacCaulay said that government should leave "capital to find its most lucrative course." Most certainly that does not apply today in the United States. On the contrary, the various government bureaus are working day and night to discourage the flow of capital into legitimate enterprise.

MacCaulay said that commodities should be left to find "their fair price." Today, we have chaos caused by OPA not allowing commodities to find "their fair price." We helplessly look on while OPA unsuccessfully tries to flaunt nature and the law of supply and demand, the net result of which is that black markets have been built up in practically every commodity and necessity.

MacCaulay said that industry and intelligence should be left to find

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"their natural reward," and "idleness and folly their natural punishment." Is this true in America today? No! On the one hand, we find a concerted drive on the part of the bureaucrats to destroy all incentive to the individual to exercise initiative and thrift. On the other hand, we find no penalties for idleness and folly—unemployment benefits being paid to idle strikers who foolishly walk off their jobs.

MacCaulay said that government can best serve the people "by observing strict economy in every department of state." Today, to cite just one of the many examples of governmental waste, we have hundreds of thousands of government employees, whose services are not needed, who eat at the public trough, further increasing the burden of the already sorely-tried taxpayers.

MacCaulay were he alive today, would be nonplused at the spectacle of a once free, proud and liberty-loving people abandoning the precepts and ideologies that enabled our forebears to build the greatest and finest human society the world has ever known. Almost would he be inclined to retract, insofar as America is concerned, what he wrote, also in 1830, in his Southey's Colloquies:

"Nothing is so galling to a people, not broken in from the birth, as a

paternal or, in other words, a meddling government which tells them what to read and say and eat and drink and wear."

When will this nation awaken to what is happening to it? Or are we irrevocably resigned to having an all-powerful, paternalistic government regiment us like so many robots?

The Willow Springs monthly recreation party will be held at the school house Saturday evening.



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Clip This Greyhound Schedule for Further References!

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3:35 A.M.

5:20 A.M.

7:10 A.M.

10:45 A.M.

1:20 P.M.

4:15 P.M.

8:05 P.M.

10:25 P.M.

TO GRANTS PASS
9:59 P.M.

TO CRESCENT CITY
9:10 A.M.

Southbound--San Francisco & Los Angeles

LEAVE CENTRAL POINT--

2:02 A.M.

3:52 A.M.

6:49 A.M.

9:33 A.M.

10:45 A.M.

4:43 P.M.

9:20 P.M.

TO MEDFORD
12:49 P.M.—6:15 P.M.

TO DUNSMUIR
7:21 A.M.

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