ILLINOIS PRESS ASSOCIATION

lished every Thursday afternoon at Barrington, Illinois, and entered ad-class matter at the Barrington postoffice under Act of March 8,

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CONFISCATING PRIVATE PROPERTY

CONFISCATING PRIVATE PROPERTY
Publicly owned light and power plants have been exempted from the federal 3 per cent tax on electricity by congress. Politicians state this is a "wonderful service for the
people," that its in "the interest of the people." What they
should say is that it is in the interest of a few of the people,
at the expense of all the people. It is in the interest of the
few who buy their light and power from municipal enterprises, and in their interest only. It is "special privilege" of
the rankest kind. As an example:

The Los Angeles municipal power bureau will be exemptdefrom paying \$450,000 a year. It is a municipal business
enterprise paid for by all the taxpayers to serve a limited
number of taxpayers light and power in competition with privately-owned highly taxed power plants in the same territory,
which must pay the new 3 per cent tax on top of all other
taxes which municipal plants also escape.

Why should users of municipal electric service be granted special privileges in lower rates because of tax-exemption

ed special privileges in lower rates because of tax-exemption

with should seek at manifest at the control of the

tion and began to hold accountable those who are responsible for increasing tax-exemption, officialism and special privi-lege.—Grant Park Anchor.

SPECTRES ON PARADE

SPECTRES ON PARADE

One reason why there is less appreciation than there should be of the horror of our annual automobile death toll is that the accidents happen far apart geographically, and at intervals throughout the entire year so that the total of a single locality does not particularly disturb us. Again, few motorists, comparatively speaking, see an accident in which someone is killed or seriously injured.

It would be well for the public to put its imagination to work on this situation. Here's one way to do it. Suppose that you, and all the millions of other car-owners, could be seated in a tremendous reviewing stand. Marching by slowly in front of, you are the 35,000 shrouded spectres of persons who were killed by automobiles last year. To each shrouded figure is clinging one or more bereaved relative. The parade would take many hours to pass—a silent, marching line of lives that had been destroyed because some one was careless or reckless or incompetent.

The very uppleasantness of that illustration is what makes it valuable. The fact that only an infinitesimal proportion of the 35,000 victims are killed in your community doesn't make any difference. Nor does the fact that only a comparatively few deaths occur on a given day. Remember that each year sees hundreds of tragedies as horrible as those of the Titanic or the Akron—and they are all unnecessary. Think of that long, horrible parade. And then decide shat kind of a driver you will strive to be in the future.

WE CAN'T HAVE BOTH

WE CANT HAVE BOTH

The greatest obstacle business is struggling against now is taxation. And taxation, as a result, is the principal barrier in the way of achieving the fullest success for the recovery plans that are now in operation.

No business can sepand money it hasn't got. No business can put move men on its pay rolls when it is having a hard time bringing in enough revenue to meet existing demands. No business can expand with profitless balance-sheets.

It's a moot point as to how great an influence taxation was in peolonging and deepening depression. But it was, to say the least, considerable. When the national income touched the lowest point in decades, the cost of government loomed like Everest out of the plains of Tibet.

To regair governmental economy, it is now necessary to curtail or damage necessary governmental functions—it simply means that the waste, inefficiency and duplication of effort that is actually harmful to legitimate governmental work, must be eliminated. In some cases a start has been made, and the taxpayers have been saved millions—as in the post office department, which is breaking even for the first time in many years. But the work has barely begun.

Reasonable taxation is the friend of recovery, of employment and higher wage scales, and individual and corporate prosperity. That must not be forgotten.

An ideal happily married state is one where the wife goes her way and the husband goes hers.

Someone has said that a safe place to stop on an automobile tour, is at the railroad crossings.

WHAT'S GOING ON WASHINGTON

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Church

ST. ANNE nday, Low Mass, 8 a. m.

Sunday, Low Mass, S a. m. and 10 a. m. Week days, Low Mass, 7 a. m. Devotions in honor of the Sacred Heart, first Friday of each mouth Mars at 6 a. m. Confessions, Saturday, S p. m. Baptism by appointment, REV. J. A. DUFFICY, Pastor

1879. P. I. H. SMITTER, Paster.
1879. T. I. H. SMITTER, Paster.
1879. T. H. SMITTER, Paster.
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0.30 a. m. Sunday school. N.

0.40 a. m. Sunday school. N.

10.03 a. m. Worship service. A

10.03 a. m. Worship service. A

cordial invitation in settended to you to come and worship with us. Evident service for all young people.

7.55 p. m. Eyporth Isages. Tweeday, Nov., 7.8 p. m. The First S. Moore, district superintendent, presiding.

ODD THINGS AND/NEW-By Lame Bode



Our Children By Angelo Patri c, Bell Syndicate—WNU Service

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By Angelo Patri

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LIFE'S MERRY-GO-ROUND

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Just one of the many exci WIVES" which is appearing serially in The Review. Th first three installments are r printed on the following pages that you may start reading it now.

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