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Editor and Proprietor



EDITORIALS

M-10001

Recently a blunt-nosed train looking much like a rocket on wheels, rolled into the Grand Central Station in New York. Bearing the name, "M-10001", it brought with it, in the words of the New York Herald Tribune, "the railroad's answer to aviation." Only 57 hours before, it had left Los Angeles—a continent away. Counting all stops, it averaged almost a mile a minute on the run—and those aboard spent but two business days in transit.

M-10001 is a new development by the Union Pacific Railroad, which has pioneered so many phases of transport in the past. Stream-lined to the highest practical degree, and built of aluminum the train represents the ultimate in comfort, speed and efficiency. It marks a new forward step in the long march of development of surface transportation.

It is a far cry from the day when the golden spike was driven, marking the completion of the first transcontinental railroad, and a wheezy locomotive moved forward to the shouts of jubilation, thousands, to the day when the M-10001 pulled triumphantly into New York. The best in railroad travel of that time was much inferior to the worst of the present. Yet, as time is measured, the spike was driven only yesterday—almost all of the major progress in railroad transport has taken place within living memory. The American railroads have shown a spirit of aggressiveness and the "will to achieve" that constitutes one of the most dramatic and inspiring pages in our industrial annals.

To quote the Herald Tribune again, "It is hard to doubt that passenger travel on the railroads is entering a new period." When the M-10001 crossed the United States, clipping off a mile every sixty seconds, it made transportation history.

DO WE NEED MORE POWER?

The Federal government is carrying on a number of major hydroelectric developments in various sections of the country. Proponents paint pictures of the progress that will come to these areas through an abundant power supply. An interesting commentary on that is provided by the National Coal Association, which has issued a survey, from which following figures are taken, showing just how much the areas involved need more power, whether from public or private plants.

At Boulder Dam, the capacity of existing plants is 43 per cent in excess of market demand. When the Federal project begins operating, excess capacity will be 64 per cent.

In the Bonneville area, existing plants can produce 36 per cent more power than they can sell. Federal capacity will bring the excess to 53 per cent.

In the Tennessee Valley, scene of the famous Muscle Shoals development, existing capacity is 55 percent over demand. Federal power will raise this to 72 per cent.

At the Grand Coulee, capacity is now 37 per cent over the need. The new public plant will up this figure to 77 per cent.

In the Loup River region, existing plants can provide 45 per cent more power than is wanted. Federal capacity will jump the excess to 47 per cent.

A similar situation exists in the other areas of Federal hydro projects, such as Fort Jeck and Caspar Alcoa.

Here are the facts—they require no argument. Close to a billion dollars is being spent for something we don't need and apparently can't use—at the expense of private industry, investors and workers employed in private endeavor.

OUR LIBERTIES AT STAKE

In one of his books, the late ex-President Wilson said: "I do not

want to live under a philanthropy. I do not want to be taken care of by the government. . . . I want only to have right and justice prevail so far as I am concerned. Give me right and justice and I will undertake to take care of myself. I will not live under trustees if I can help it. I do not care how wise, how patriotic, the trustees may be. I have never heard of any group of men in whose hands I am willing to trust the liberties of the American people."

Woodrow Wilson, before he became President, was a distinguished educator and historian, and in that statement he ably reflects the true American spirit—the spirit that won our independence, wrote our Constitution, and gave us democratic government. That spirit is the direct antithesis of paternalism. Its base is in the solid rock of individual self-reliance. Its image is the typical American who, like the War President, wants no one to determine his destinies, and wants only, under fair conditions, to carve out his own future.

If we, as a people, lose that spirit, the word Democracy will ring hollowly indeed. The nation abounds with those who would have us accept paternalism, fascism, communism—one form or another of dictatorship. They would have us surrender our liberties to a group of public trustees. And by doing that we would, in the fine words of the old saying, be trading our inheritance for a mess of pottage.

THEY DON'T MIX

Whether you are a "wet" or a "dry", this fact will interest you: Repeal of prohibition has resulted in a tremendous increase in drunken driving, according to reports of police bureaus, safety departments and similar organizations. No one knows whether this is due to people drinking more now than during the prohibition era—but it is a fact that more people are taking drinks and then getting behind the wheels of their cars.

A driver does not even have to be noticeably drunk to be dangerous. Investigations show that very moderate doses of alcohol produce the following effects on the average driver: Slower reactions, less uniformity in response, a narrowing of the field of attention, a rise in self-assurance which breeds recklessness and a general decline in mechanical efficiency. The change occurring may be relatively slight—but when the driver is in sole charge of a hurtling mass of metal, it becomes important indeed. A man who shows few signs of his drinking and is a pleasant and rational companion may become a menace to the public in his car.

The "wets" of the country should take the lead in discouraging the drunken driver. He is one of the worst dangers to the cause they espouse—"alcohol on the highway" is certain to be used as a potent argument for prohibition. Today, with liquor legally on sale in the bulk of states, legislation to curb drunken driving should be made even stiffer than in the past—and should be enforced to the letter. Alcohol and gasoline don't mix.

ARE THEY PUBLIC ENEMIES?

In an article in a recent issue of the Stockton, California, Record, Arthur J. Pillsbury, former chairman of the state Industrial Accident Commission, wrote: "A notion has gotten abroad in the public that public utility power companies are public enemies. I sometimes wonder how this came about. . . . They bring us light and heat to every nook and cranny of our homes so incomparably preferable to anything we ever had before. . . . Why should we turn against those who enable us to warm our houses and cook our food without soot and ashes, and light our pathways and homes as if noontide?"

Mr. Pillsbury might also have said that these much-damned power companies of which he speaks, have given us their incomparable service at a cost that amounts to a minute portion of the average family budget. Most home owners spend more for tobacco than for electricity. They spend more for entertainment, for beverages, and for other less necessary commodities than they do for gas and light. Yet power has literally revolutionized the American home in a few decades. The back-breaking toll, the waste, the constant drudgery that was an essential part of homekeeping forty years ago, is almost unknown nowadays in this country.

The best answer to those who wish to wreck the private power industry and replace it with politically-controlled government-owned systems, lies in the fact that no other nation has achieved the electrical development that we have, or enjoys service as good and as cheap. In European countries where power development has been primarily a government function, service is often poor, rates are usually high, and only a relatively small percentage of

homes even have service. This is truth—and all the political ballyhoo in the world can't hide it.

HOW MUCH ARE YOUR TAXES?

If you have an annual income of \$2,080 or less, how much of it goes for taxes?

There's a good chance that you will say "none," inasmuch as your income is below the level reached by the income tax, and you may have little or no property on which taxes must be paid.

But, according to an article by Royal F. Munger in the Chicago Daily News, your taxes come to some \$480 a year. One hundred and twenty of this represents taxes included in your rent—the landlord pays them and passes the cost on to you. Ninety-six dollars is included in the price of your family's food—the farmer, the processor, the distributor and retailer pay them, and they become part of the cost of everything in the grocery store. Twenty-four dollars is included in the clothing, furniture and similar items you and your dependents purchase—here, again, manufacturers, middlemen and retailers are all heavily taxed and must pass their taxes on to the public.

This totals \$240. Finally, says Mr. Munger, other indirect tax burdens that affect the cost of living are estimated to take \$240 more out of your family's \$2,080 annual income. On a percentage basis, as a result, you pay almost twenty percent of all you earn to government.

Too many people have accepted the fanciful theory that the rich pay all the taxes while the rest of us get the benefits for nothing. No one escapes taxes—no one ever will. And the average man, with a small or medium-sized income would gain most from retrenchment in tax levies, regardless of the guise under which they may be labelled.

RESEARCH & THE DAIRY FARMER

Scientific research is putting on increased pressure to help drive depression from the dairy farm. It is being applied to the dairy farmer's major problem—overproduction. It is developing new uses for milk and its products. Such new uses opened new markets for milk in the past and will open many additional new markets in the future. More than 100 new uses for milk and milk products have been developed in the last 75 years. The most significant developments are now coming from the laboratories of the leading processors and distributors of milk.

It was scientific research that made it possible for the farmer's product to be sold in evaporated form, in condensed form, in powdered form and to be marketed as malted and as acidophilus milk. Each one of these new forms, when it was first developed, meant a substantial new market.

There was a time when research was largely dependent upon individual effort. In 1856 an inventor, Gall Borden, worked almost single-handed to develop a process for the condensing of fluid milk—the first method of preserving the product.

Today, however, when milk production has grown to tremendous proportions, it is no longer the work of one or two individuals to develop new products. Often the completion of a single piece of research takes years of time and the combined efforts of many people, with the fin-

ancial backing and collective facilities of large companies.

The 1932 production figure of powdered skim milk was approximately seven times the volume for 1922 while during the same period there was an increase of about four times in the production of casein. One of the most recent uses developed for powdered milk is a fish food which has been rendered insoluble in water. The importance of this development may be judged by the fact that 60,000,000 domestically raised gold fish are sold in the United States annually and that about one family in every 17 has an aquarium.

The large number of industrial uses for casein have been the result of intensive research. Casein glue is one of the strongest adhesives known to science today. Casein is likewise used by the automobile industry, in the making of leather and of oil cloth, and solidified casein is made into buttons, beads, combs, cigarette holders, fountain pen barrels, pipe stems, radio parts, etc.

Milk sugar, or lactose, promises increased sales in the future. Truly, research men are allies of the farmer. Science and humanity benefit from their efforts but the farmer benefits most of all since ev-

ery new use for milk means a larger potential market for what he has to sell.

"Our obligation to our country today cannot be met if we allow the burdens of the present to build up and then tear down the efforts of tomorrow to promote and restore economic prosperity."—Fred H. Clausen, President, Van Brunt Manufacturing Company.



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