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Editor and Proprietor

EDITORIALS

FATAL UNFRIENDLINESS

There is an unavoidable relation between government and business. Out of the very nature of their respective functions, they must, therefore, be cooperative, if both are to reach the highest possible service.

Government derives its financial strength from prosperous business. Its attitude, therefore, should be neither predatory nor confiscatory of the sources from which comes its capacity to carry on its duties.

It is more than casually to be regretted that government, as represented by the National Administration, and spokesmen for the world of business, finance and industry, throw bricksbats at each other while all should be concentrating on recovery.

The purpose of this comment is not so much to fix responsibility as to voice regret. The government of the United States belongs to the people of the United States, is supposed to operate for the greatest good of the greatest number, but in so doing there is nothing in the premises which pre-supposes that in the fulfillment of this ideal it is incumbent upon the government to be punitive in its attitude toward any single group.

Business and industry not only support government, but support society as well. The progressiveness of those who compose American industry—workers and managers—have built this country, and are the only hope for reemployment of the idle workers. It is unjust and harmful of the national welfare to insinuate that business men—whether they are manufacturers, tradesmen or financiers—are any more selfish or unpatriotic than any other group, even politicians.

Business is entitled to no special privilege, but neither does it deserve special punishment when it differs with politicians as to what will quickest bring recovery.

PLAIN AMERICANISM

There can be only one capital, Washington or Moscow.

There can be only one atmosphere of government, the clear, pure fresh air of free America, or the foul breath of communistic Russia.

There can be only one flag, the Stars and Stripes, or the flag of the godless Union of the Soviets.

There can be only one national anthem, "The Star Spangled Banner," or "The Internationale."

There can be only one victor. If the Constitution wins, we win.

But if the Constitution—stop, stop there!—the Constitution can't lose.—Alfred E. Smith.

SWEET OR SOUR GRAPES?

Donald Richberg, who once rode the now-dead Blue Eagle, remarks that the zeal of those who seek to defend the Constitution may bring drastic revisions of that basic document.

Which reminds us that last year Richberg argued before the Supreme Court for hours that the NRA was legal. The Court, by a 9 to 0 decision concurred Richberg was wrong.

Richberg predicted chaos would follow NRA's invalidation. Instead, everything got better. Perhaps he now is letting his desires have just a little influence on his pronouncements.

Economic Highlights

Happenings That Affect the Dinner Pails, Dividend Checks and Tax Bills of Every Individual. National and International Problems Inseparable from Local Welfare.

It is a foregone conclusion that there will be a great deal of talk concerning Constitutionalism in the next campaign. But it is a question whether or not the ancient document will be an active issue—that is, whether a definite proposal will be made to change the present division of powers between States and the Federal government.

If some Congressmen have their way, such a proposal will be a part of the Democratic platform.

Democratic Representative Mon-

han of Montana has put forward the most revolutionary plan of all. He would have Congress pass a law forbidding judges to declare any act of Congress unconstitutional. If a judge disobeyed this structure he would, under the terms of the new law, lose his job on the grounds that he had violated the constitutional requirement of "good behavior" on the part of the judiciary.

Democratic Representative Hobbs of Alabama wants a constitutional amendment that would require the Supreme Court to inform Congress whether or not a law was constitutional, if an opinion were requested by the President, or two-thirds of the members of both houses. Point of this amendment would be to eliminate the delay and confusion that now follows the enactment of legislation of dubious legality, such as the AAA and NRA, which were in effect for several years before the high court consigned them to oblivion.

Democratic Representative Keller of Illinois has proposed an amendment which, in 25 words, would practically remake the Constitution. His amendment reads: "The Congress shall have power to make all laws which in its judgment shall be necessary to provide for the general welfare of the people." This would obviously leave the Supreme Court entirely without power to judge a law's legality in the light of other sections of the Constitution—the justices would be confined to interpreting laws only.

Democratic Representative Costigan of Colorado wishes an amendment which would give Congress the authority to regulate working conditions, establish minimum wage standards, regulate production in any industry and prevent unfair practices. This sweeping Congressional power would make possible the re-enactment of a national law of the NRA type.

Democratic Senator Logan of Kentucky favors a similar amendment which would permit Congress to arbitrate labor disputes and to regulate agriculture and industry.

One Republican Senator has also proposed a new amendment, but, curiously enough, this Senator's views are more apt to fit those of the Administration than of the Republicans. He is Senator Norris of Nebraska, who actively supported Mr. Roosevelt, as well as 91 Smith. Senator Norris' amendment would prevent the Supreme Court from holding measures unconstitutional without a majority of more than two-thirds of its members.

None of these proposals seem to have much support at present. But, on the basis that where there is smoke there is fire, they serve to indicate that the Constitution is likely to come into the political limelight. Most observers think that the President does not want to propose Constitutional changes now—men close to him have said he will stick by the Supreme Court's decisions outlawing his pet measures. Even so, many observers are also of the opinion that, unless he is willing to scrap his whole recovery and reform program, he may eventually have to ask for a new amendment that will give the federal power authority the Highest Court has held it does not now possess. And it is not by accident that the principal Republican spokesmen, such as Mr. Hoover, Mr. Borah, and Colonel Knox, are devoting most of their speeches and articles to Constitutionalism.

On June 15, the United States Treasury can be called upon to pay out \$2,500,000,000 in cash. This is the amount of money required to redeem the baby bonds ordered paid to veterans by Congress, over President Roosevelt's brief, aggressive veto message. How many veterans will actually take the cash, and forego the 3 per cent compound interest they will be paid if they hold their bonds until 1945, is a burning question.

A still more burning question is, Where will the money come from?

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A Series of Brief Discussions on Driving, Dedication to the Safety, Comfort and Pleasure of the Motoring Public, Prepared by General Motors

No. 6—POWER AND SPEED

Most of our motor cars will go so much faster than we ever care to drive them, that no doubt people often wonder why so much speed is built into them in the first place. Of course, automobiles aren't built with the idea of pleasing the manufacturer or the engineer or the salesman. They're built to suit the men and women who are going to own and drive them. And there are certain things that people do insist on in their cars.

It happens that some of those things are of such a nature that when the engineers provide them, an ability to go fast just naturally results.

For instance, nearly everybody likes to get going as promptly as possible. Now that's just a matter of the power we have in our engine and how our car is geared.

Then there's the business of hill-climbing. That may not mean as much in some localities as in others, but cars have to be built to suit us whether we live in Maine or Florida, Iowa or California—wherever we may live and wherever we may want to go.

Engineers tell us that they could build a fairly low-powered car that would pull us up the steepest hill. But if they did, they would have to gear it so low that when we got over the top and onto a level stretch, we could only go crawling along at a rate that wouldn't satisfy even the most conservative drivers.

But perhaps the most important reason for having our power what it is in modern cars, is a matter that many of us have never considered. We all know what happens to us, when we, ourselves, are going at high pressure all the time, either physically or mentally. A person can work 12, 14 or 16 hours a day, but we know we get along best when we don't tax our last reserves of energy all the time.

In the same way, anybody who has ever run machinery knows that if you keep it going at full capacity and full speed day-in-and-day-out, you're just multiplying the chances of a breakdown, sooner or later.

And that's how it is with a car. By building in the ability to run at high speed, engineers make it practical to run at reasonable speed. If our car can go seventy, eighty or maybe even more miles an hour, then it won't have to strain to go thirty-five, forty, or somewhat faster if circumstances demand. So we can drive it along at sensible speeds hour after hour, day after day, without over-working it.

When we stop to think about it, lots of things are built with that added safety margin. Elevators in our office buildings could carry far heavier loads than the weight of all the people they can hold. So could modern bridges. The steel girders of our buildings, the rails under our trains—in fact, any number of things we depend on day-by-day—are much stronger than they really have to be. That's all because of extra margin of protection.

So with our cars, what we have to balance is that speed is a natural product of power. We can use that power to go fast, or we can use it to go slow and get better performance as a result. Manufacturers can't decide that. It's all up to us.

Congress passed the bonus but left it up to the executive branch to find the wherewithal.

The President does not want to issue printing-press money. Nor does he want to pay off the bonus by issuing another bond issue. Many think that he will ask Congress to create new taxes to bear the cost. In an election year, new taxes strike fear into the hearts of all officials running for reelection. Some fire-works are to be expected.

A survey made by the American Legion to determine what veterans will do with their new money is interesting. Thirty-four per cent will go for investments and savings or be held in uncashed bonds. Twenty-six per cent of the money will go for homes, farms and equipment, and twenty-three and one-half per cent for old debts. Personal expenditures will take about eleven and one-half per cent, and new automobiles, five per cent.

Washington Snap Shots

Developments in the few weeks since Congress met have convinced Washington generally that there will be a quick end to the "breathing spell" decreed by President Roosevelt last summer to stimulate recovery.

Briefly, talk of a short session is receding and the type of "reform" legislation which aroused fears and naturally delayed re-employment for two years is again creeping to the front.

How many of these bills the President has sanctioned, and how many he will try to push to enactment this session, remains to be seen. Many legislators, however, point to the march of recovery since NRA's banishment last June and say that must



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be considered in relation to new restrictive legislation.

Three measures will give the tip-off on how many new entanglements are to be strung in front of business and recovery. They are the new Wheeler-Rayburn bill, which would vest in the Federal Trade Commission powers so broad that they are almost comparable to those held by illegal NRA; the Walsh bill, to give the government control of wages and hours through the weight of governmental spending; the Ellenbogen bill, which would apply to the textile industry the same cost-raising restrictions enforced under the Guffey Coal act. The Walsh bill slipped through the Senate last year but fell by the wayside when the House awakened belatedly to the enormity of the new power the measure would transfer from the legislative to the executive branch. House hearings have been ordered on the Ellenbogen bill with prospects that the Labor committee will push it if the Administration wants it.

David Lawrence, one of Washington's most able political analysts, describes the new Wheeler-Rayburn bill as giving the Federal Trade Commission "more power than the NRA, more power than the Securities Act, more power than the Copeland food and drug bill, more power than any Federal Trade Commission act or anti-trust law of the past, and more inquisitorial rights over the private affairs of the citizen than anything now on the statute books."

Many Washington observers see clearly in it another design by some of its sponsors to put the Supreme Court "on the spot" again, for upon some points covered in the bill's sweeping phraseology the court has ruled repeatedly in the negative.

Few things are worrying Democratic leaders at the capitol more than the mounting size of the deficit—unless it is the Tammany language used recently by Postmaster

General Farley in virtually accusing all businessmen of being "gangsters." The resignation of Undersecretary-of-the-Treasury Coolidge focused attention sharply on the budget. And the realization came that at the end of this year, on the basis of present indications, the budget will be further out of balance than before. Particularly hard to laugh off was the fact that no economies had taken place in the regular government departments.

There is a broad feeling in Capitol Hill that the country is at last awake to what continuous spending means in taxation next year and few care to go into the campaign on the spendthrift side of this issue.

As one speaker put it, blessed are the little children for they shall inherit the national debt.



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