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Editor and Proprietor

EDITORIALS

"NEW LOOK" FOR HIGHWAYS— BUT WATCH THE DESIGNERS

The fashion designers of New York and Paris have bedecked the distaff side of our population with longer skirts that the are said to give them (the girls, that is) a "new look." And if there is any truth to the rumors we hear from the very chic fashion circles of Fifth Avenue and the Rue de la Paix, the men are eventually going to get a "new look" in clothes, too.

Well, there are a lot of "new looks" in the offing for a lot of things and one of the important ones is apt to be in our highways. We use the word "apt" advisedly and with considerable reservation because many things can happen between the time the motorist-taxpayers hand over their gasoline and other automotive taxes to the tax collector and the time they are "invested" for them by the authorities.

After years of war service during

which they received little in the way of repair, our highways rightfully deserve a "new look" and there is no earthly reason why they shouldn't have it. Gasoline tax collections have reached unprecedented heights, motor vehicle registrations have made an expectedly early comeback after a natural wartime slump, and road fund prosperity reigns throughout the land. With this healthy condition, highway requirements can be bountifully fulfilled without a single new tax or a single increase in an old one being levied against highway users.

Motor vehicle owners have paid dearly for roads and they should have them. But there is a caution which they should heed. They should look below the surface of present highway plans before accepting them as the gospel truth on what is best for the highway system. For in many of these plans one finds clever designs to advance the sale of more and more road contracts at a cost of more and more money to the taxpayers—contracts that in many cases do not

render a fair return on road investments.

Cunningly conceived, these tactics usually take the form of propagandizing highway users into believing that they need more highways than they actually do. After this belief is established, they are then sold the idea of submitting to higher automotive tax rates which add another weight to the already heavy burden they are carrying.

It simply boils down to a singularly crafty means of hoodwinking taxpayers into thinking that higher taxes are needed to finance roads. In this way, those who reap the money benefits from road-building may selfishly go on building roads limitlessly and extravagantly with little thought of giving taxpayers a fair return on their highway tax dollars.

To those who would give their highways a "new look" at a cost they can truly afford to pay, there is this word of warning: don't be misled.

Know what's behind highway plans and, above all, keep an eye on the designers who make the plans. It is your right and duty.

AMERICAN BUSINESS

Wage control as well as price control still has the jitters.

Rent control seems likely to be continued through the coming year. New anti-trust laws will attempt to shape plans to divide up scarce materials but not to fix prices.

All forms of transportation except the shipping industry have been given green lights so far as Government regulations are concerned.

FISH IS "TURKEY" AT CHRISTMAS

Christmas may mean a turkey dinner with all the trimmings to most Americans, but to many of those whose recent ancestry goes back to foreign lands, fish is "turkey."

in churches and lodges or in private homes by persons of Norwegian, Swedish, or Danish descent.

In Scandinavian communities throughout the United States, the proper celebration of the Christmas and New Year holidays includes the serving of "lutefish" in large quantities. Lutefish—or call it "Lutefisk" or Norwegian turkey—is served as the main dish at community suppers

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