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EDITORIALS

ON BEAVER DAM-BUILDING

State and federal conservation agencies are taking advantage of beaver talents, according to the National Geographic Society. Conservationists have relocated beaver colonies in areas where beaver-size dams are needed to aid in flood control, and in the preservation of natural resources. The beavers have responded in admirable fashion.

Two of them built a dam eighteen feet long and six feet wide in Massachusetts recently, where such a dam was needed, and did it in three weeks. In New York engineers reached a site where they were to construct a flood-control bridge and found that a colony of beavers had already done the job, and a good one at that.

The success of the beavers has been so marked that they are now being dropped in boxes which open upon ground contact in some western states. If the beavers do not perform as expected they are removed. Thus, in a recent Oregon project, four beavers had to be removed because of a failure to follow engineering plans. They were guilty of changing the dam site. But where they succeed they do the job inexpensively and efficiently and are being more and more widely used for government dam-building.

The efficient, inexpensive service rendered by the beavers of the nation is an example which could well be followed in various government circles. The only regret is that beavers are not available for government tasks other than cut-rate dam-building.

RUBBER ROADS

About thirteen years ago, near Amsterdam, Holland, a rubber road was constructed. This road was used by the Nazis in invading The Netherlands and, also, by the Allies in driving the Nazis out. While other roads in Holland were worn out by the wear and tear of this

military traffic, the rubber Amsterdam road is still in excellent condition.

Since the Amsterdam experiment, highway engineers in America have built highways out of a mixture of natural rubber and asphalt. Roads containing natural rubber powder have been laid in Virginia, Texas, Ohio, Canada and Newfoundland. In these roads, the mixture of rubber powder and asphalt has been varied so that the results can be studied with varying specification.

Car-stopping tests in Virginia indicate that cars stop much more quickly when brakes are applied on a rubber road. Some engineers feel that the rubber-asphalt mix has a tendency to resist the formation of surface ice. Rubber roads seem to come through extremes of warm weather and cold weather in better shape than other type of roads. The effect of traffic shock and vibration is apparently reduced materially.

Rubber roads may point the way to saving both dollars and lives on the highways of this nation. Certainly, there will be great savings in maintaining this type highway. Every citizen who has taken a long trip recently realizes that many traffic tie-ups are due to the necessity of repair work on the highways.

We watch with interest the development of rubber roads as an answer to our maintenance problem, through inclined to minimize the life-saving quality of these roads. Experience in most states indicates that the large number of highway accidents are due principally to the

man behind the wheel. This is the answer to saving lives on the highway.

Economic Highlights

This year, the American people will feel the full weight of the tax bill passed during the last session of Congress. The new and higher levies applied to individual incomes only for the last two months of 1951. In 1952, of course, they will be in effect for the entire twelvemonth. It is probable that the President will ask that taxes, both individual and corporate, be increased once more—though it is highly unlikely that the present Congress will go along with that, save in the event of a major war.

The burden of taxation has increased at a very swift rate in this country. According to a new booklet on the tax problem issued by the Chamber of Commerce of the United States, the cost of government required only 7 per cent of the national income in 1890. When World War I broke out, the figure was still about the same. By 1940, it had jumped to 22 per cent. And now government is taking something like one-third of the income of the people.

As the Chamber's booklet says, "For a long time the 'ability to pay' theory has dominated tax discussions. This theory has merit, but unfortunately people have been led to believe that all government expenditures can be paid for by taxes on the 'rich' . . . The popular case

for welfare state expenditures is that they will redistribute income from rich to poor. This would indeed be a simple solution to the world's social and economic ills, if only it were true. But even if steeply progressive taxes had no undesirable economic effects, this would be impossible. There simply are not enough rich people!"

It is clear, whether we like it or not, that any additional tax increases must fall primarily upon people of very modest means—for the reason that they have most of the money. According to Secretary Snyder, almost 75 per cent of all personal income available for additional taxation is actually in the lowest income bracket—under \$2,000. By contrast in the over-\$50,000 bracket, the income available for additional taxation amounts to less than one-third of one per cent of the total!

Fast as individual income tax rates have risen, corporation rates have risen even faster. The corporation rate was held to a ceiling of 42 per cent in World War II. Now it is 52 per cent. Very steep excess

profits taxes come on top of this. The total corporation tax runs as high as 70 per cent. There is not much room for further boosts here if an incentive-economy is to be maintained in this country, and enterprise is to be encouraged to progress.

This illustrates, in capsule form, the tremendous magnitude of the tax problem. The heart of that problem was described in these words by Senator George: "There have been frequent discussions of what the total tax 'take' may be without doing injury to our economy. There is no fixed limit; the limit is to be found only when the tax 'take' destroys the incentive of the people and when it leads to

every conceivable effort to evade and to wasteful practices by the taxpayers themselves."

TREE CAUSES DEATH—

Mexico City—As Manuel Arellano, 17, was carrying his Christmas tree home, its tip touched a low electric wire and the resulting electric shock killed him.

MAN WEDS "SISTER."

North Bergen, N.J.—George Harold Wickham, 58, and Miss Isabel Wickham, 51, whom his parents adopted more than 40 years ago, were recently married. The couple, who admit they've been in love for 30 years, have lived in the same house since Miss Wickham was adopted.

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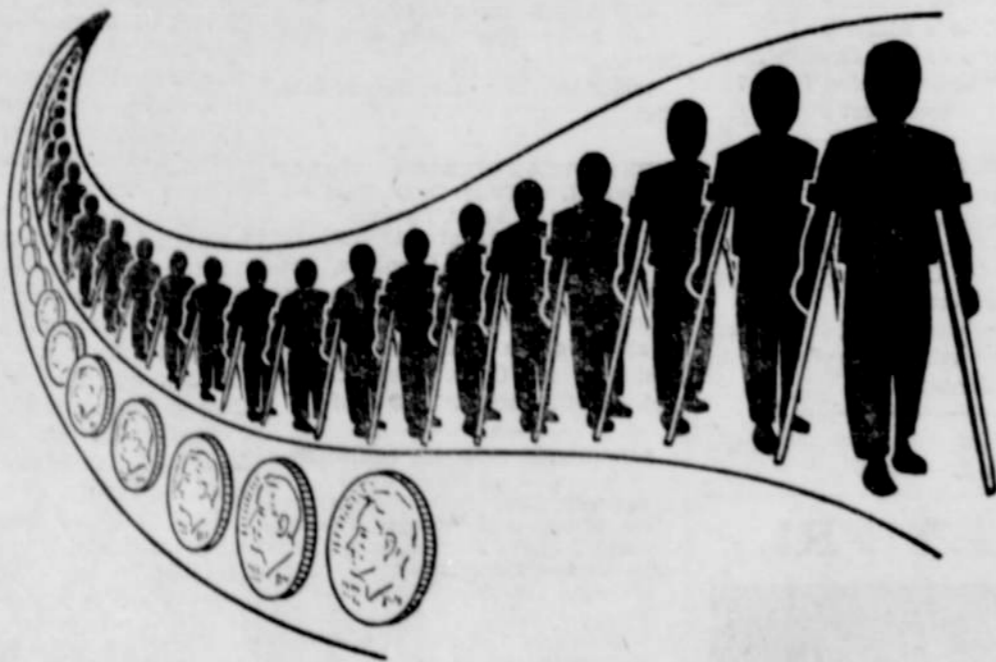
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The March of Polio is OUT-PACING THE MARCH OF DIMES



March of Dimes incurred \$5,000,000 debt aiding 67,800 Polio patients in 1951. This included 45,000 cases carried over from previous years.

Despite yearly increases in March of Dimes receipts, the rising tide of polio has forced the National Foundation into debt each of the past four years. The debt in 1951 was approximately \$5,000,000. The financial crisis faced by the March of Dimes has been brought about not only by increased incidence but also by increased costs and increased numbers of carry-over cases requiring aid long after they have been stricken. The March of Dimes aided 45,000 such cases last year, in addition to the four out of five new patients needing and receiving March of Dimes assistance.



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