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Editorial and Business Office,

Airplane, Passenger, Freight

The airplane of the near future will certainly revolutionize passenger traffic. Air travel to San Francisco, or to London or Paris, will become so reasonable in price and so short in time, that people will actually fly to such places—from New York for instance—just to spend two or three days on business or for a rest. Trips to the Orient; trips even around the world will become as simple and inexpensive as a present day rail run to the health-giving shores of Florida.

The airplanes of a few years hence will carry maybe three, four or five hundred passengers. They will doubtless carry all "through mail," and any light or medium light express or freight which must be delivered quickly. But for the airplane to carry the great mass of heavy freight which today is shipped by rail or sea, or even by truck, would never be economical so long as planes are run by gasoline and moved by propellors. Some day our present system of aerodynamics may be discarded for entirely different methods of heavier than air flight; but until that time comes the railroads are going to carry the coal, the oil, the lumber, the bricks and the heavy machinery. And railroads make their "big money" hauling heavy freight, and this applies to the great portion of the shipping industry.

There is little doubt but that the airplane will eventually acquire most of the long-distance passenger traffic. Juan T. Trippe, president of Pan American Airways, has just announced that his company started a program a year ago for the construction of 50 great Clippers which will carry 153 passengers apiece from New York to London in ten hours at a cost of $100 per passenger. When these—and even larger ships are in the sky—who will want to pay $200 to $500 for a cabin on a luxury line steamship for a five-day trip to Europe and maybe a little seasickness thrown in for extra? Who will want to travel overland by rail at a tenth of the speed and at greater expense?

But as the airplane takes these passengers from rail and ship it will likewise start new communities in undreamed of paradises in the hinterlands of Africa and of Brazil, and the roads and rails will follow.

It was once believed that the railroads would put an end to the canal boat and even the coastwise shipping along our shores. But all they have done is to increase the business of these slower systems of transportation by always opening up new countries. Man and freight will always seek the most economical means of transportation. Where the "old fashioned" canal boat is available, and when time is a small factor, the railroad can't even compete.

And so with air travel as we know it today or as we can visualize it for the future: it will always cost many times more to haul freight through the air than by rail or by ship, and the Brotherhood of Locomotive Engineers doesn't have to worry much about jobs for its members during the lifetime of any of those at present living.

Consumer Police

It looks as though every consumer will have to serve as a voluntary policeman if we hope to keep food prices from getting out of hand.

The Office of Price Administration has admitted that it is having real difficulty in keeping prices under control. It can dictate ceiling prices, concoct punishments for those who violate its regulations and bring a few people into court.

But to watch price activities among millions of retailers, wholesalers and producers is a task which would require a police force the size of our army. Realizing that it cannot hope to enforce its regulations through paid enforcement agents, the only solution seems to be to put enforcement in the hands of the people.

The OPA, therefore, probably will soon make a strong plea to the people asking them not only to avoid patronizing black markets but to report all ceiling violations to local ration boards. Loss of ration coupons is tantamount to putting a store or a company out of business. If dealers in food realized that they might be cut off from supplies if they violated ceiling prices there would be few who would take the chance.

After The War

There has been so much talk lately about post-war planning that the subject has become boring. Yet no down-to-earth, practical scheme for continuing our present prosperity after the war seems to have been worked out.

It may be the nature of most of us to shy away from such a complicated subject, but the solution is as important as the winning of the war.

Since post-war planning depends on so many unknown quantities, the average man is apt to feel that there isn't much he can do about it.

Next—





The local business man, the farmer, the factory worker and the housewife all will play a part in bringing about depression or a record prosperity. For that reason, even though some of the theoretic plans may be hard to follow, we should all keep our interest alive in post-war planning and watch for the little things we can do to insure future prosperity.

markets, the failure of rationing, a drastic shortage of food next winter, partial paralysis of war production due to widespread strikes, and a breakdown of transportation in the eastern states.

Most any minor official you talk to in Washington is eager to warn anyone who will listen of impending tragedy of one kind or another on our civilian front. The interesting thing about all of these rumors is that they all contain ingredients of truth — they are all based on things which could happen unless something was done to prevent their happening.

There is no question that the OPA is going through a crisis, but there is every reason to think that it will come out of it with a better system for controlling prices and rationing.

There is no doubt that black markets are flourishing today, and it is probable that they will grow bigger before they can be stamped out—but, even if it requires punishment of the most drastic sort, they will undoubtedly be curbed before they are able to get enough control to cause starvation.

Rationing will have its ups and downs, but the people are, in general, co-operating splendidly with the rationing program and there is no reason to suppose that it will be allowed to get out of hand.

The possibility of a major food shortage will be evident for a couple more months, until we can get actual figures on farm production probabilities. So far, poor weather, plus floods in the Middle West, emphasize the chances of a poor year, but the department of agriculture still hopes for record production in 1943 and believes the poor start in some sections can be overcome.

The flurry of strikes in war production industry has inspired all kinds of wild rumors and does indicate a dangerous situation which requires drastic treatment — but with public opinion, including the opinion of most war workers themselves, so dead set against strikes, any general "revolt" of workers is apt to be against strike instigators rather than against the government.

Our government has the power to control war workers, to enforce rationing, and to issue whatever orders are necessary to keep the war program functioning. In some cases its hesitancy to take action which the people consider necessary may be due to political considerations — but more often it is probably due to the hope of avoiding Hitleristic, dictatorial methods wherever possible. It may prove necessary for the administration to use the biggest club it can find to control some war situations and it may be necessary for Congress to construct a new set of clubs with long, sharp spikes in them. But so long as there continues to be a possibility of working out our problems by democratic methods most administrators and legislators will strive to keep those methods operating for the duration. There are, of course, some members of the government who are all for a complete war dictatorship — but even they realize that the people wouldn't stand for it unless it became the only way out.

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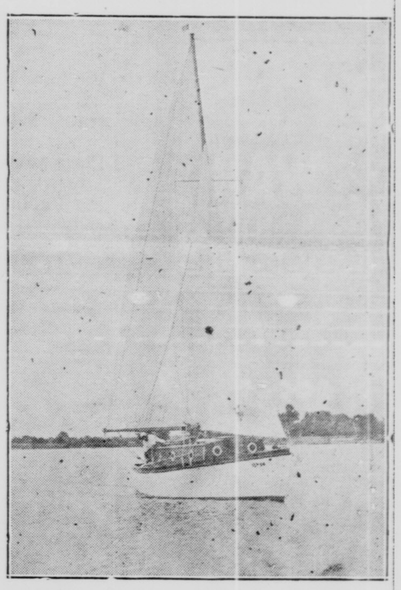
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