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No Apology Needed

There has been so much criticism of business men for so many years that many business men are beginning to lose faith in themselves, and the institutions they represent. Some of them avoid the use of such terms as capitalism, free enterprise, private initiative and individualism, in the belief that the public is skeptical of the whole private enterprise system. But if that belief is true, then the public is skepform of government. One cannot live without the other. And if the public must be cajoled by indirection into free enterprise, the outlook for maintenance of represen tative government is dark.

Free enterprise is not a luxury; it is a necessity. Our metal and coal mines, oil wells, power plants, railroad manufacturing and distribution industries are private enterprises. They employ milions of independent American citizens who can tell their bosses or their President in Washington where to get off, any time they wish The ycould not have this privilege under any other system. As the New York Times points out: 'Men cannot lose their economic liberties with out losing their other liberties. When they depend on the state for their jobs, they dare not exercise freelytheir nominal liberties of speech and thought, no matter how firmly safeguarded the latter might still remain in theory or on paper."

Private enterprise clearly has given this nation more than material comfort in the form of autos, radios, telephones and thousands of oth er conveniences. It has preserved the freedom in practice that the Constitution preserves in form. The oft heard threat that private enterprise had better do this or that—or else, is not a threat against the business man. It is a threat against the basic liberties of every man, woman and child in Am erica. The business man should make no apologies for private enterprise. None are needed.

Rules For Defeat

The following quotation from a shipyard worker's letter was recently published in the United StatesNews "When a man hires out to a shipyard, he should be allowed to use all of his skill in any trade he knows anything about, so long as it can be used to the advantage of our war effort and can be used in building ships. As for myself and many more shipfitters and helpers, I can weld, burn, layout and chip, but I am allowed to shipfit only, and often times I have to wait for 2 or 3 hours on a welder or burner or chipper.

"The average shipfitter works about 5 hours per day and gets paid for 10. Just stop and think how many man-hours are lost in a single day in all our shipyards. It is enough to build a U. S. destroyer and it is because our union does not see fit to allow a welder or burner or chipper to use his trade, unless he is working at it. I could put in a full 10-hour day, if I was allowed to do this work."

Under such a system, thou sands of willing American workmen are forced to hamper war production because of shortsighted application of peacetime union rules. Men at the front are dying as a result. Undoubtedly many of them were members of the very unions whose actions delayed supplies they needed. How can legitimate unionism continue to countenance this kind of abuse of its power?

Cause For Pride

One of the most fantastic stories of the war has not been told and will not be told until the guns are still. That is the story of air transport. Much of the fighting now taking place in far-away cor ners of the globe, in steaming jungles and on minute islands, primarily is to determine who shall control the strategic air routes of the future. Fortunately for this country, the commercial airlines had progressed far ahead of any other nation, and with the arrival of hostilities were in a position to render invaluable service.

It is largely airplane pilots who, in close cooperation with the Air Transport Com mand of the Army under the leadership of Major Harold Lee George, are blazing trail over the seven seas and all the continentsThe pilots and the managements back of them who built the airlines, can rest assured that the dangers and tribulations they suffered in pioneering air operations were not in vain. As the U. S. News observes: "The number of planes leaving each day for Alaska, for England, for South America, for Africa, for India, for China and for Australia is a military secret But it is no secret that the schedule calls for hundreds of flights every day,and that the number is growing swift ly. It is no secret that the fleet of hundreds of cargo planes in service this year is expected to grow into thousands by the end of another year."

Those who feel that the airlines should be militarized for the duration, are losing their American perspective. If the airlines had failed to measure up to the task imposed on them, such a position might be justified. But they have not failed. We are fighting this war to save private enterprise, not to destroy it. Every pilot who wears the uniform of a commercial airline can be doubly proud. He is carrying on a military mission against the enemy, and as a civilian he is helping mghtily to preserve a nucleus from which the airlines can expand in the peace to come, over the entire world, bringing to all peoples a good example of what the free institutions of America can do.

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NOT TOO HOT NOT TOO COLD

High-School Girl's Hardluck

Every day over the radio and in the newspapers we hear the cry for more women in war plants. Yet when a 17-year-old high-school graduate applies for a job she is turned down. What is a high-school graduate supposed to do, lay around for a year and forget all she has learned?

In the course of a year a typist will lose her speed and will not be able to secure a job even then. What is wrong with young women?

Aren't they as efficient as the older ones? Of course they are, because they are eager to please and, therefore, will work hard to make good.

I think, if the need for women in industry is so great, the young women should be given a chance. After all, a 17-year-old girl is as intelligent as a 19 or 20 year-old boy, and they are going to be drafted to help their country. Why can't the young women?

How Soon Before the Final Blow?

"I say unto you take no thought for the morrow . . .sufficient unto the day is the veil thereof. Let the morrow take thought for the things of itself."

Particularly applicable are those holy words to demands that the Allied Nations state their war aims. Mischievous are such demands; worse than mischievous. For dissension would arise, engender distrust and hamper cooperation in prosecuting the war. At this time there should be only one war aim; namely, to win the war.

For although recent operations have been in our favor, the Nazis have had only one major reverse—in Russia. . . . . As Winston Churchill said, Hitler still has tremendous strength, millions of slaves to work and starve for him, millions of soldiers hardened in battle, vast stores of munitions, heavy artillery and a powerful air force.

To that add the military might of Japan, doubled by an unquenchable spirit which leads Japanese soldiers to die willingly in the service of even if the Nazis should collapse their Emperor. Let us realize that unexpectedly we will still have a full-size war on our hands. . . . . .

This is no time to talk as though victory has been won—it is far from won. This is a time to concentrate every ounce of our energy upon one thing;namely upon winning the war The enemy is reelinf; let us knock him out before he can recuperate. Concentrate on that; drive every oth er thought from our minds. Thus we can save our country and ourselves.

Mitten, Rugs,Shawls

If the trickle of oil shrinks much more this winter, we men might adopt the London Times' suggestion and get back into mittens, rugs, and shawls. They're three of the most practical garments ever devised for banking men's inner fires and making the most of them. A bit Pickwickian, perhaps, and leaning to the picturesque, but altogether comfortable.

Even a thin man in long underwear, with mittens, rug and shawl—and, if circulation is poor, earmuffs and stout wool cap—can sit every comfortably through a chilly evening with little more than a lump of coal going in the gate for appearance sake.

He will, to be sure, have a little difficulty at first turning the pages of his book; but is is surprising how soon necessity overcomes such slight inconveniences. A little patch of chamois skin, for example, stitched to the tip of the right mitten works wonders in turning pages. A push, a pat. and its done.

We would suggest fastening the shawl at the neck with a large safety pin, otherwise it will have a tendency to fall away in a manner becoming enough to ladies at the movies but unsatisfactory to the serious sitter at home.

The rug can be thrown lightly across the knees, but this allows drafts to creep in and play upon the legs from behind. A better way is to sit firmly on the rug and fold it around as many times as it will go, the way Abraham Lincoln did throughout the Civil War, and Gladstone did in his long conferences with the Queen. It, too, can be pinned like a horse blanket and shed suddenly by standing up if anyone comes to the door.

These sensible garments may, as we say, appear rather outlandish to a generation which has got itself into the habit of dressing mostly for show. But this is no time for such misleading appearances, especially if—though we heitate to say it—worst comes to worsted.

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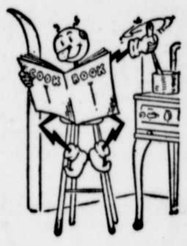

ANSWER — Rotate the use of the surface units as you would the spare tire of your car. This will prolong the life of the unit commonly used. Surveys show that the left front unit is used 90% of the time where only one unit is needed.

This suggestion is from a series of FREE Folders on Use and Care of Electrical Appliances. Ask for them at our Office or drop a penny postcard to Box 391, Salisbury, Maryland.

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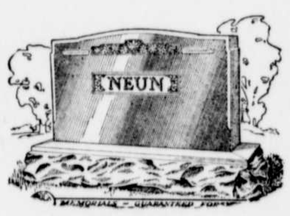

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