Keep Up Fight on Power Trust

President Against Compromising With Private Interests; Navy Wants Blimps

By EARL GODWIN

WASHINGTON.—Those who know what's going on in Washington immediately recognized in one sentence in the President's inaugural address a signal to stop compromising with the private power interests and go straight to a policy of complete utilization of available water power for public use. That sentence was the one in which the President described the nation, faced with a decision, hearing three voices—one of them the voice of comfort, which advised tarrying awhile.

Just prior to the inaugural ceremonies Dr. Arthur Morgan of the Tennessee Valley authority, one of the great anti-power trust idealists, apparently listened to the voice of comfort—because he counselled the government to stop fighting the private power interests and begin to compromise with them in the matter of distribution of power. The Tennessee Valley's great use of the Tennessee river as a power producer under government control has been the so called power trust's greatest nightmare. There is no doubt it has tamed some of the most ferocious of the private power magnates. It has made for lower rates in many sections, and has built up a standard of government control of a natural resource which is about to be copied in other sections of the country where there is vast water power to be utilized for electricity, flood control, irrigation, drouth prevention and relief, etc.

Dr. Morgan's plea for a cessation of hostilities against the private power interests did not find favor with David A. Lilienthal, director of TVA's electrical program, and the affair caused the thing that Roosevelt hates—a split in the ranks. It came just before the President took office for the second time; and was the immediate cause of the appointment of a board of five thorough-going New Dealers to determine a national power policy that will stick and be utilized wherever the government takes over a water power area—such as Bonneville dam on the Columbia river. As it is to be a New Deal policy it is going to be an extremely liberal one—with a plan for the widest possible use of power resources for continued public use at the lowest possible rates.

These power commissioners include the three toughest musketeers that any power magnate ever had to face—Secretary Ickes of the Department of the Interior; Morris L. Cooke, rural electrification administrator; and Frank McNinch, chairman of the federal power commission. There are two others—not so widely known—but in this trio the President has chosen the three completely unrelenting proponents of the public's rights in the domain of natural resources and power. They are depended on to produce a formula which the government will follow in the matter of using streams for public power. Not by any means to determine a set of rates, but to establish a policy which will give the public the widest possible use of power resources.

* * *

LIGHTER-THAN-AIR CRAFT.

There is a silvery, cigar-shaped airship which sails 'round and 'round and 'round the city of Washington to show congressmen and naval officers that a rigid, dirigible lighter-than-air ship is a safe and practicable craft. It has been sailing around Washington with ceaseless persistence ever since the disastrous crack-up of the "Akron".

I well remember the determination in President Roosevelt's voice as he told the newspaper correspondents the day of the last dirigible disaster: "This government is through spending millions of dollars on these lighter-than-air craft." They cost us about eight million dollars apiece, and it is a sad but nevertheless true commentary on the navy that those gallant gentlemen in blue have never really learned the art of skipping through the clouds the way the Germans have—notably Hugo Eckener, the bluff commander of the latest German sky-ship, the Von Hindenburg.

Of course there is this to be said for the Germans: they have built and had experience with 130 huge dirigible balloons, while we have had only three. The Germans seem to prove that they have the infinite capacity for the unceasing painstaking care necessary to run these ships safely and avoid the disastrous storms, and to have every pin point on the ship in perfect work-in order.

Captain Eckener came to Washington on his first flight in the Von Hindenburg and had a talk with the President. He did not divulge what was discussed, but I have since learned that he wanted the President to permit him to carry mail between this country and Germany. The President is reported to have told him to wait until he had run the Von Hindenburg for a year or so, and had established himself on a sure-fire schedule without disasters, and then come in again.

Meanwhile the silvery blimp I spoke of continues on its way 'round and 'round Washington, taking congressmen and others for skyrides to indoctrinate official Washington with the knowledge of how safe and easy a dirigible balloon may be when managed properly. There is a restive feeling among business men who could build one of these ships. Washington is conscious of pressure being applied to resume interest in these big lighter-than-air craft. The navy will not admit it is licked by any means, and Rear Admiral Arthur B. Cook, chief of the bureau of aeronautics of the navy, asks the President to let him buy or build two big airships, one about a quarter as large as the Von Hindenburg, which is approximately 900 feet long and holds 7,000,000 cubic feet of gas.

The matter is of extreme importance to the Post Office department, which is straining at the leash in an effort to hurry up a regular established transatlantic airmail service. The Hindenburg now crosses the ocean in thirty-six hours or less, and is promising to beat that time by several hours. It will beat the fastest steamer by days, and if the element of chance disaster is largely removed by skill in handling as well as in building, this generation of Americans is soon going to see a letter mailed in New York on Saturday night delivered in London on Monday morning.

* * *

THREE-CORNERED FIGHT

There's a three-cornered fight going on among—well, you'd hardly guess—but it's the house and senate against each other, and both against Roosevelt when it comes to reorganization of the government. Instead of taking the President's plans for a thorough-going shake-up of the bureaus and departments, congress has now settled down into the old - time inter - chamber jealousies, and unless the head man cracks the whip (which is a distasteful idea to him) there may be disastrous delay in bringing the government's administrative management into enactment.

Here's what happened: Senator Harry Byrd of Virginia, a Democrat who has been off the New Deal reservation ever since the New Deal started, promised in the senate before the political campaign got so hot, to make a thorough investigation of government expenses. The senate appointed a committee with Byrd at its head, and authorized the expenditure of money to make an investigation and report on wastefulness and overlapping bureaus. So also the house of representatives. Head watchdog of the Treasury in the house is the chairman of the appropriations committee—James Buchanan, a congressman of long service from Texas. Long service on the money spending committee has made a thorough-going "no" man out of him. Instead of becoming lush and generous with millions at his command, Buchanan grows tighter and tighter as the passing years see larger and larger governmental demands. The house gave its economy hero authorization to form a committee and bring in its own report on how to save money.

Thers was a great hullabaloo over these determinations; so much congressional noise that few people attended to the bare statement from the White House that the President had appointed a committee to bring in a plan of economy in management. But the President's committee, of which I have previously written, went straight to work.

Senator Byrd's committee of senators took the senate money and went out and hired the Brookings institute, a well known organization established for economic research, to make a study and report. The house committee just forgot the whole business, and the only thing it produced at all was a sort of skim-milk rewrite of some sort of the stuff the senate had already found out.

The President's committee of practical gentlemen caught everybody off first base by coming in with a complete report which was given national publicity.

* * *

A HUMAN DRAMA

When the last act is written in the story which tells the fate of the government's vast control over navigable streams and flood control projects, the human drama will have been supplied by the contrasting figures of Newton D. Baker, former secretary of war in the Wilson cabinet, and Huston Thompson, former assistant attorney general in the Wilson administration, also a member of the first federal trade commission of the Wilson era. Once those two men stood side by side defending the government's policy of control over navigable streams—so that private power interests could not destroy portions of a navigable river for the sake of a power dam.

Today, with the government's right over those streams at stake in a water power case in federal court at Roanoke, Virginia, we find Newton Baker representing the Appalachian Power Co., attacking the constitutionality of the federal water power act. Opposing him is Huston Thompson, counsel for the government—facing the man who crusaded more than any other man of his day in the fight for governmental control of streams.

© Western Newspaper Union.

Silver Spring

Those who poured were Mrs. M. K. Armstrong, Mrs. Charles W. Hopkins, Mrs. I. M. Shumate and Mrs. McCullough. Assisting in the dining room were Mrs. Paul Miller, Mrs. Karl Jarrell, Mrs. Daniel M. Gearhart and Mrs. Samuel K. Wade.

Mrs. William W. Dudley entertained at bridge Friday night at her home in North Woodside.

Mrs. Frank L. Proctor was hostess at luncheon Tuesday at her home in Silver Spring.

Mrs. Frederick Buddecke of Woodside entertained at bridge Thursday.

Louis Roleau, Jr., and Charles Prather have returned to Randolph-Mason Academy at Front Royal, Va., after spending several days at their home in Silver Spring.

Mrs. John Maddox of Silver Spring entertained at a bingo party Wednesday night.

Thurmont

Mrs. D. Z. Winger, of Thurmont, left Thursday to join her husband and Mr. Winger's sister, Miss Effie Winger, in Lakeland, Fla.

Mr. and Mrs. H. D. Beachley entertained at their home Miss Mary Beachley and Miss Emma Gross, of Jefferson, Md., and Mrs. Eda Beachley Clipp, of the Frederick County City Hospital.

Mr. Thomas T. Forrest and Miss Marian L. Brown, of this vicinity, were married here January 25.

"Crusted Port" Wine

When argol, a crude variety of cream of tartar, forms a crust in the interior of wine vats and wine bottles the term "crusted port" is applied to the wine.

Barnum's Home

Barnum's home at Bridgeport, Connecticut, was called Iranistan and was modeled after the Brighton residence of King George IV of England.

NATIONAL RADIO SERVICE
W. L. CAREY, RADIOTRICIAN
MEMBER INSTITUTE OF RADIO SERVICEMEN
MINIMUM SERVICE $1.00 Day, Night, Holidays
PERSONAL SERVICE OUR ONLY PRODUCT
29 SYCAMORE AVENUE
Takoma Park-North Washington
We Specialize in Suburban Calls — Will Go Anywhere
Shepherd 2519

Wm. Reuben Pumphrey
The Only W. R. Pumphrey
Oldest Member of the Original Firm
FUNERAL DIRECTOR
COLONIAL FUNERAL HOMES
Rockville and Bethesda
PHONE ROCKVILLE 2-1-0 — PRIVATE AMBULANCE — PHONE WISCONSIN 2200

STAR MARKET
MEMBER UNITED FOOD STORES, INC.
9 HOWARD STREET — KENSINGTON, MD.
Phone Us Monday
Phone Us Tuesday
Phone Us Wednesday
Phone Us Thursday
Phone Us Friday
Phone Us Saturday
Our truck passes your door daily.
Phone Kensington 27--398 Now

Drive And Ride The 1937 Ford
Safety Of Steel From Pedal To Wheel
Northwest Motor Co.
6720 Wisconsin Ave.
Bethesda, Md.
Ford
Telephone Wisconsin 3934

371