

WILMETTE LIFE

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THE SYMPHONY CONCERTS

The local committee in charge of the symphony concerts being given on Wednesday evenings at Wilmette amphitheatre, is issuing a statement on another page of this news-magazine, relative to the conditions under which the Illinois Symphony orchestra, a federal music project, is giving the concerts, the last of which will be on August 31.

The committee is fearful that in publicizing the entertainments as "free concerts," the public has been given a wrong impression. While it is true that no admission charge is made, and that anyone who desires may attend without cost, the concerts are not free to the community. The committee contracted to pay the federal music project \$100 for each concert to cover transportation of members of the orchestra and their instruments. In addition to this \$100, the committee is obligated to pay all other incidental expenses, such as loud speaker system, lighting, upkeep and additions to the band shell, extra labor, etc. These incidentals, it is said, will total approximately \$400 for the series. The federal government pays only the salaries of musicians. This money can come only from voluntary contributions from music lovers who have shown such an intense interest in the concerts.

Such contributions are not being received in sufficient amount to defray the obligations, and it is the thought of the committee that this is due to a general belief that the entire cost of the concerts is being borne by the government. It is to correct the misbelief and emphasize the need for funds that the committee is making its statement.

THE WAGE-HOUR ACT

When James L. Donnelly, executive vice-president of Illinois Manufacturers' association, discussed the federal wage and hour act before members of Wilmette Rotary club and its guests, he alluded to it as the most unsound of all the legislation enacted by congress in recent years. One or two points brought out by the speaker seem to bear out the criticism.

The first of these is that any attempt by the federal government to control hours and wages will lead inevitably to similar efforts to regulate costs, prices and production. These, Mr. Donnelly asserted, are inseparable, and the principle is the basis of socialism. The reasoning seems sound. If an administrator is to dictate to a manufacturer how many hours his men shall work, and what their wages are to be, it is logical that his power must be extended to control manufacture, the cost of the manufactured article, and the price at which it is to be sold to the consumer. It would constitute complete annihilation of the profit system upon which this country has operated since its beginning.

The second telling point emphasized by the speaker was that "current examples in Europe demonstrate that when centralized governments undertake to regulate costs, prices and production, employers are prostrated, private initiative is discouraged, the standard of living of workers is depressed and the independence of the working man is destroyed." With the experience

of these European states before them, it is difficult for the average person to understand how American working men could be seduced into supporting the act, or why congressmen and senators should vote to pass it. Perhaps because it was "disguised as a law to control sweat-shop abuses and put an end to child labor," the speaker suggested, and then emphasized a recent survey of 1,572 manufacturers with 2,009,999 employers and only 28 under sixteen years of age. That does not indicate a very serious child labor problem.

A third point brought out by Mr. Donnelly pertained to the effect of the measure on small business men, most important of which is discouragement of initiative. With administration of the act in the hands of an administrator with exceedingly broad powers, who may virtually set up his own laws governing commercial operations; with an army of bureaucrats keeping check on every transaction; with costs and prices established; with workers forced to accept such hours and wages as may be established at the whim of the top administrator, small business men will be put into a straitjacket and become merely distributing agents, without the freedom to conduct their business along lines to which they have been accustomed.

The act, Mr. Donnelly asserted, is a purely political one, hinting that its chief purpose is to make soft spots on the payroll for which the taxpayers will be compelled to pay through the nose.

The conclusion to be drawn from the explanation of the act is that it is just another example of indirect legislation—a law passed, not to accomplish the purported purpose, but to serve as another cog in the American Tammany political machine.

TRAFFIC SAFETY "MUSTS"

"Better law enforcement, plus better driver education, plus better highways, constitute the key to automobile accident prevention, according to the experts," says the "Industrial News Review," "and none of the three ingredients can be left out of this 'safety stew' if we are to get results." It then goes on to say:

"Better law enforcement doesn't mean tough policemen, and traffic judges who decree the maximum punishment on every possible occasion. It does mean modernized traffic codes, 'fix-less' tickets, a higher calibre of motor patrolmen in many instances, and judges and prosecutors who do their duty without fear or favor. It means a type of law enforcement whose principal purpose is not punishment, but accident prevention. Often some sound advice will do more to curb a reckless or thoughtless driver, than a fine.

"Better driver education requires the scientific approach. Drivers must be appealed to on every possible occasion, by the written and spoken word. Messages must be made simple, vivid and memorable. The great majority of drivers involved in accidents can be made into safe car operators. In the case of the small percentage which is congenitally reckless, revocation of licenses seems to be the only cure.

"Better highway construction is where the engineer comes in. When you build a road on which it is impossible to have a major accident, you've solved the traffic problem so far as that road is concerned. And modern planning makes it possible to come remarkably close to that ideal, through the use of under and over passes, traffic lane separation, and approaches which do not permit cars traveling in opposite directions to meet. The highway of the future will not only be faster than that of today, but immeasurably safer.

"Accident prevention involves the long pull. It can't be achieved overnight. But properly directed and continuous campaigns, over a period of time, will turn the trick."

The record of deaths by drowning is crowding the motor deaths onto the back pages. Someone should start a clock or something.

NEWS COMMENT

Been enjoying the symphony concerts at Wilmette amphitheatre? Good. Maybe—we hate to mention it, you know, but can't sidestep a duty—you could spare a couple o' bucks to help pay for them. Yes? Thanks!

In firing managers baseball club owners are wont to give the simple explanation, "It's baseball." Well, it's any other business, too, is it not? If you don't make good you're fired—in baseball, manufacturing, railroading or any other business. With the exception, of course, of politics.

Maybe it's a small thing to worry about, especially during the heat of summer, but Chicago papers keep us constantly aggravated about it and we yearn for relief. What we want to know is this: Is it Soldier Field, Soldier's Field or Soldiers' Field? The papers, publicizing events in the big outdoor stadium, seem to be carrying on a personal feud over the name, each using its favorite nomenclature. We wish some official body would settle the moot question once and for all.

The English liner "Queen Mary" has set a new west bound trans-Atlantic record of 3 days, 20 hours and 2 minutes. The Queen always did set a pretty fast pace.

Upon order of Adolph Hitler the Bible is to be revised and so mutilated as to make it the foundation of the Nazi creed. He may succeed for a time in making his terrified subjects accept the revision as an interpretation of Biblical writings, but not for long. Fortunately Hitler is human, and humans do not live forever. Germany will one day come under sane rulers, and the insanities of Hitler and his kind will be thrown into the discard, the desecrated Bible will be restored to the German people, and the world will forget that Hitler ever lived. Throughout the centuries the Bible has been misinterpreted by persons with evil intent, small minds with large estimates of themselves, usually claiming to act in accordance with a revelation from God, the effort being to show divine authority for purely personal philosophies and beliefs. Usually, too, the attack is directed against the Lord's Prayer, the Golden Rule and the Sermon on the Mount, probably because for most of us all of religion is condensed therein. Words are stricken out and others substituted that will give the texts a different meaning, or serve to sanction some theological principle which the desecrator may entertain. But it just won't work. The supplications of the Lord's prayer will continue to embody every human need. The Golden Rule will still be the guide for human conduct. The Sermon on the Mount will remain the greatest spiritual inspiration ever penned. Hitler or no Hitler.

We've never been convinced that Eddie Cantor is a comedian. Never, that is, until a week ago, when he proved it by attacking Henry Ford. Cantor sniping at the heels of Henry Ford is real comedy, and no mistake. Our advice to Eddie is to get out of the way. Henry might step on him.

Wisconsin farmers are rebelling against the favoritism shown by state and nation to labor. In other words, farmers are waking up to the fact that they have been "sold down the river." A farmer's business is to farm. The business of labor leaders is to live off of the workers. And the farmer's money is as good to them as the carpenter's or the bricklayer's.

A mass meeting was held at Racine, Wis., Tuesday night to discuss the oversupply of cabbages. Oversupply? Why, we haven't a quart of sauerkraut in the house.

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