President Tigrett Addresses Conference

Mississippi is a rural state and 80 per cent of her people are dependent on farm income, so state leaders headed by Governor Thomas L. Bailey, formerly one of our local attorneys at Meridian, formed the RURAL LIFE COUNCIL to better develop and utilize the vast natural resources of the land.

One of some 25 or 30 scheduled conferences was held at Ellisville, Miss. late last month and President I. B. Tigrett was asked to address the gathering on the part that the railroads play in the development of rural life.

Mr. Tigrett told the group, composed of some 1000 Jones County residents and state industrial and agricultural authorities, that "The patriots of peacetime, who harmonize and build up communities, are just as much creators of courage as those patriots who rise to the heights of bravery on the battlefields."

"Happy is the town blessed with a few great minds and (Continued on Page 2)

Plan to Buy Five New Diesel Units

Plans to buy five new 1000 horsepower Diesel road switching locomotives were announced by GM&O during the month, a formal request for authority to complete the deal having been filed with the Interstate Commerce Commission in Washington.

Another step in our program to completely Dieselize motive power on the Railroad, the purchase of the five locomotives will be financed partly through sale at par of $376,740 of notes which will bear an annual interest rate of 6%. Sale of the notes was made to the National Commercial Bank and Trust Company of Albany, N.Y.

Although the Company still has 132 steam locomotives in service, they will be replaced as rapidly as streamlined, Diesel locomotives can be obtained. The five new switching engines which are to cost a total of $471,000, will bring to 25 the total number of such units in service on the Rebel Route, pioneer in the South in Diesel trains.

(Photos on Page 6)
Meridian Executive Named to Board
Two Others Win Promotions

George Peearo, executive of the Flintkote Company at Meridian, was elected a member of our Board of Directors at the annual Stockholders' meeting held in Mobile on April 9.

Mr. Peearo, well known in business circles, formally took office at the annual meeting of the Board in St. Louis on April 11, at which time the promotion of two GM&O officers was effected.

The promotions were that of Culver White to a Vice-President and D. S. Wright as Assistant General Counsel. Mr. White, who also is a Director, had previously held the title of Assistant to the President. Mr. Wright was formerly General Solicitor.

Personalities at Rural Life Conference

Some of the dignitaries attending the Rural Life Conference at Ellisville are shown in the above photographs. In the top picture, first row, left to right, are: Mississippi State Supt. of Education J. B. Vandiver, B. M. Stevens of Richland, President D. U. Maddox of the Laurel Commercial National Bank, and U. S. Forester Hugh Redding of Jackson. Second row, President J. B. Young of Jones County Junior College; Rev. James W. Sells, Secretary of the Conference; J. C. Kircher, Southern Regional Forester, Atlanta, and A. A. Leggett, Miss. State Forester, Jackson. Back row, Brooks Toler, Masonite Forester, Laurel; John Burkley, Assistant Vice President of Federal Land Bank, New Orleans, and Dr. L. L. Thompson, President of the New Orleans Federal Land Bank.

Bottom picture: General Agent B. D. Casey of Laurel, Development Director S. A. Robert, Division Freight Traffic Manager Leslie Farrell, Meridian, all of GM&O, with Mrs. Robert and Mrs. Casey.

Rural Life Conference

(Continued from Page 1)

a few great hearts: One such citizen will civilize an entire community”, he said.

Referring to the part the GM&O plays in the lives of Mississippians, our President emphasized that GM&O has been a native of Mississippi since 1848 and that from that time until the present has been identified with the progress of the State.

Fifty per cent of Rebel Route mileage is in the State of Mississippi, he said, explaining that we receive less than 30 per cent of our business from the State and pay 60 per cent of all taxes, excluding Federal Taxes, to Mississippi. In closing, he urged everyone to take cognizance of the problems facing the railroads, “not primarily to do justice to the railroads stockholders, “but to protect the welfare of the entire state and nation. Millions of dollars as a subsidy for highways, waterways and airways versus no subsidy at all for the railroads, together with the increasing taxation and increasing expenses, justify fear from the future,” he said.

C. K. Neil, Ellisville farmer, warned that the nation is going to have to assume the responsibility of seeing that the land resources remain. He said that it was impossible to have industry without raw materials and that a high national income was impossible unless the producers of raw materials had a high income, too.

J. C. Kircher, Southern regional forester of Atlanta, stressed the importance of farmers recognizing the importance of wooded land as a source of income. He stated that one-third of the average farmer’s land was wooded and urged cultivation of this land. Forestry is an industry with a $50,000,000 capital investment, he pointed out, with a total area of 15,869,000 acres.

President J. B. Young of Jones County Junior College was host to the conference.
COTTON MAID ...

This striking photograph of the Cotton Maid, Miss Jennie Erle Cox, shown against a typical field of cotton in Mississippi, tells in part the story of the South's No. 1 crop. In small photo at lower right are: GM&O Cashier L. B. McEachin (Miss Cox' cousin), Mrs. Earle Cox, the maid's mother; Chamber of Commerce President C. P. Carroll; Miss Cox; Mayor R. C. Davis, handing Miss Cox the town key; and Mrs. Merle Frasier, the maid's aunt.

LINE TOWN STAGES HOMECOMING CELEBRATION FOR ITS MAID OF COTTON, JENNIE ERLE COX

Upon our line city of West Point, Miss., this year fell the honor of being the home of the Maid of Cotton, most publicized amateur contest winner in America who tours the nation as a representative of the Cotton South.

Chosen for the honor was Miss Jennie Erle Cox, pretty blonde daughter of Mr. and Mrs. Earle M. Cox whose patroial and maternal grandparents were GM&O employees. Miss Cox, with literally a baleful of personality and poise, has been acclaimed in fashion shows and radio appearances in many of the nation's large cities.

Feeling civic pride, West Point arranged a Homecoming for its cotton queen on Mar. 16, when Miss Cox had a break in her nationwide tour which will eventually cover some 30,000 miles. The city's dignitaries, including Mayor R. C. Davis, Chamber of Commerce President C. P. Carroll, Supt. of Schools B. D. McCallister and Hotelman T. F. Wyman (who initiated the plans) got together with the town's business men and planned the celebration.

Director of the National Cotton Council Ed Lipcomb, also a hometown West Point-er, was principal speaker at the event, witnessed by several thousand at the local high school. Miss Cox was dressed, of course, in a cotton white eyelet batiste evening dress.

Johnson Named General Manager Gulf Transport

A. G. Johnson became General Manager of Gulf Transport Company at Mobile on April 1, having been promoted from his former position of Assistant to Vice-President.

Along with the new title, Mr. Johnson assumed new and broader responsibilities with respect to operation of the highway company. His appointment was announced in a joint bulletin issued by Vice-Presidents Brock (Operations) and Tiber (Traffic).

Shops Foreman Dies

News of the death of General Shops Foreman Porter W. McAdams reached us just as we were going to press. Mr. McAdams died suddenly, of a heart attack. Funeral services were set for Mobile.

New Superintendent of Hostess Service

Mrs. Vera Elvert was named to the newly created office of Superintendent of Hostess Service effective April 1, with headquarters in St. Louis.

Mrs. Elvert, who marked 25 years with the company in January, began her service at Trenton, Tenn., but has been stationed at Jackson as a Secretary in the executive offices for the past few years. Altogether, she was stationed at Jackson for 17 years.

Succeeding Acting Chief Hostess Mrs. June Morgan, who resigned, Mrs. Elvert will have supervision over the Rebel Route hostesses who serve on GM&O's five streamliners, and will direct the service in general. Although her office will be in St. Louis, she will make frequent trips over the line.

Roadmaster Nicholls Dies at Tuscaloosa

Roadmaster A. H. Nicholls of Tuscaloosa, who had served our Railroad for more than 40 years at Meridian, Columbus and Tuscaloosa, died on March 23 of a heart ailment. He was 68 years old.

A native of Tuscaloosa, Mr. Nicholls began his career in 1903 as Assistant Resident Engineer at Meridian. At that time he had just completed four years of study at the University of Alabama, where he studied engineering. Promoted to Division Engineer in 1906, he held this title for 12 years, during which time he saw service at Meridian, Columbus and Meridian again. In 1918 he was named Track Supervisor at Tuscaloosa and six years later became Supervisor. He was named Roadmaster in 1926, holding that office until his death.

The Railroad feels a distinct loss in the death of Mr. Nicholls, and he will be missed by his many friends and associates.
The importance of our territory as a dairying and livestock region was emphasized during the month past at two towns served by GM&O. Franklinton, La., was host to the annual meeting of the Louisiana Jersey Cattle Club, which attracted some of the nation’s leading cattlemen. West Point, Miss., was the scene of the annual Northeast Mississippi Livestock Show, which has become one of the leading such events in the South.

'NO UTOPIA THAT LIES BEFORE US'

Editor’s Note. Our attention was called to the following by President Tigrett, who thought it timely and worthwhile.

"There is one thing we shall certainly not do. We shall not bid for votes or popularity by promising what we cannot perform, nor shall we compete with others in electioneering baits and lures. It would be very easy for us all to promise, or even to give each other, presents, bonuses and gratuities in a most enthusiastic manner; but if we woke up in the morning and found that the pound sterling only bought five shillings worth of goods or services, we should have committed a great crime.

"We should have committed the crime of cheating, of cheating soldiers and workers in this country of a nest egg, very often amounting to 200 or 300 pounds, which millions of people acquired by their faithful discharge of duty and their thrift and self-denial during the war..."

"It is no easy cheatjack Utopia of airy phrases that lies before us... If we are to recover from the measureless exertion of the war, it can only be by a large release from the necessary bonds and controls which war conditions have imposed upon us. No restriction upon the well-established liberties that is not proved indispensable to the prosecution of the war and the transition from war to peace can be tolerated.

"Control for control's sake is senseless. Controls under the pretext of war or its aftermath which are, in fact, designed to favor the accomplishment of totalitarian systems, however innocently designed or whatever guise they take, whatever liversies they wear, whatever slogans they mouth, are frauds which should be mercilessly exposed..."

—From a speech by Winston Churchill to the Annual Conference of the Conservative Party.
Better dairying was promoted at both the shows, and in addition to the Northeast Mississippi Livestock show stressed the importance of better breeding of livestock. Ransom Aldrich, President of the Mississippi Farm Bureau Federation, took a leading part in the West Point show, exhibiting his prize Aberdeen Angus bull and telling groups of the value of improved methods in livestock raising.

Officials of the American Jersey Cattle Club told of the increased milk pro-

Check Your Brakes
Before It's Too Late

It's time to check your brakes.

A nation-wide brake emphasis campaign, (April 15-June 1) designed to reduce automobile accidents and traffic violations is being sponsored by the International Association of Chiefs of Police, and participated in by the ODT and National Safety Council, among other groups.

The support of employees of the Railroad who drive automobiles is asked by Commissioner of Public Safety C. R. Bradley of Jackson, Miss., through GM &O General Agent F. S. Dean of the Mississippi capital.

Brakes which do not grip until the pedal is within one inch or less of the floorboard require repair. The legal stopping distance in most states is 30 feet at 20 m.p.h. If your brakes do not pass the check, they should be given immediate attention. MAKE SURE!

SCENES AT DAIRY and LIVESTOCK SHOWS—Photo in center shows the champion cow at the West Point show, being held by little Miss Jean Johnson, daughter of a dairy farmer.

Other Pictures, starting at the extreme left, are: Officials attending the Franklinton show, front row: Wade Garnier, official in the Louisiana Jersey Cattle group; Dr. C. W. Mattingly, New Orleans, President of the Louisiana Cattle Club; Judge J. G. Adams, Asheville, N. C., President of the American Jersey Cattle Club and honor guest of the meeting, and W. A. Wentworth, New York, Vice-President of the Borden Milk Company. Second row, D. T. Simmons, field man for the Cattle Club; J. W. Ridgway, San Antonio, Tex., who classified several Jersey herds near Franklinton, and J. C. Nestbit, Executive Secretary of the American Jersey Cattle Club, New York. Back row, Dr. Staples of the dairying division of Louisiana State University, and the president of the cattle club of Texas.

Second photo from left shows girls handing out milk at the barbecue luncheon held for the Cattle Club at Franklinton High School.

Fourth from left shows some of the officials at the West Point affair, left to right: Bryant Anderson, GM&O Development Director Robert, Farmer Kelly, Lowndes County Agent, Assistant County Agent Wooten, and an Army officer who was a spectator. The prize animal shown is the property of Mr. Aldrich.

Photo at extreme right pictures an overall view of the Fairgrounds at West Point on the day of the show.

Also at the show at West Point was Teddy, grand champion Hereford bull, now on a tour of the country under sponsorship of Firestone Tire and Rubber Co.

duction that can be obtained by owning registered Jersey herds, at the Franklinton show. Louisiana, incidentally, has made greater strides in production of Jersey milk in the past year than any other state, it was said.

In shows such as these two, youngsters are interested in raising livestock. The shows were well attended by members of 4-H clubs and Future Farmers of America.

Courtesy Emphasized
At Parley

Indicative of what the people who serve the public on the railroads are doing to try to keep service at pre-war levels was the Courtesy Program held recently by the St. Louis Local Passenger Committee, in which our Division Passenger Agent at St. Louis, Dan Barnard, had a part. Elmer Wheeler, noted author and lecturer on sales psychology, was the principal speaker, telling the group that courtesy in treatment of people now will pay huge post war dividends.

Section Foreman Passes

Section Foreman H. V. Glass, 59 years old, who had been in ill health for several months, died recently at Gorda, where he had been stationed for many years. Mr. Glass had been employed by the Railroad since 1914 and had served as Section Foreman since 1918.
The OBSERVATION CAR
SEEN AND HEARD ALONG THE LINE . . .

CONGRATULATIONS—Our good wishes go out to newlyweds
Mr. and Mrs. L. T. Norris, even though we are a bit tardy. Mrs.
Norris (nee Carolyn Dale) is in the Comptometer Bureau, you know.
Another wedding of prominence of recent date (March 31) was that
of Miss Mildred Grubb, Secretary to Assistant Comptroller, who
journeyed to Scott Field, Ill., to become Mrs. E. T. Corcoran, wife of
Sergeant Corcoran. Good luck, Mildred, and we hate to lose you.
Still another altar trip during the month was that of Miss Helen
Thompson of the Receipts Dept., who became Mrs. Gordon Hinds-
man, at the Dauphin Way Methodist Church.

GM&O Director J. Finley McRae, President of the Mer-
chants National Bank of Mobile, was elected to the Presidency
of the Rotary Club in Mobile during the month. Mr. McRae
long prominent in civic affairs, succeeds a fellow citizen
equally long prominent in civic undertakings, Fred Arm.

LINE NOTES—Mrs. E. M. Dawe took over as Agent at Shannon,
Miss., recently, and Mrs. L. E. Duncan became Agent at Verona, Miss.
For Gulf Transport Company, Mrs. Maida Harrell was named Ticket
Agent at Chester, Ill., and f.r.s. H. F. Graham was installed as Ticket
Agent at the Camp Shelby, Miss. Separation Center.

TIME MARCHES ON—With the old clock in the depot at Mande-
ville, La., which has been in use there since 1904, when the Shore
Line Branch was called the East Louisiana Railroad. Trainmaster
E. R. Sumrall says the pendulum is wood and that the antiquated
timepiece is a museum piece.

SPORTS FLASH—Our Little Rebel looked like a world’s cham-
nionship baseball special recently when it pulled out of Cairo, Ill.
Breaking camp at their Cairo spring training site, a number of St.
Louis Cardinal players boarded our red and silver streamliner to
make the return trip to St. Louis. And the party included Sports
Editor Martin J. Haley of the St. Louis Globe Democrat, who kindly
publicized in his news story the fact that the Cardinal squad used
the G&M, and Sports Photographer Marion Cavagnaro of the St.
Louis Star Times. P. S. The Rebel slid into home plate right on
time. Coach Mike Gonzales was high in his praise of our train.

ADVERSITY—When bad luck strikes, it strikes hard, it seems.
Such was the case for Editor J. L. Cole of the Franklinton, La.,
Era-Leader recently. Working overtime to publish a special edition
of his weekly for a state-wide cattle meeting in his town, his entire
newspaper plant was destroyed by fire on the Saturday before publi-
cation of the paper, and on the following Thursday someone stole his
automobile. Undismayed, however, Mr. Cole went to work even
harder and with the help of a fellow newspaper publisher, Lester
Williams of Tylerstown, Miss., got his special edition out on time. It
was a commendable job, and he was given special recognition at the
cattle meeting.
End o’ Line for Engineer Alec Clutts

After 44 years of railroading, some 39 of them piloting a locomotive on our Railroad, Engineer Alec Clutts of Meridian reached the end of the line recently.

Although he broke into service on the northern division of the line, Engineer Clutts had been on the Mobile division since 1911, when heavy traffic made his transfer necessary. He was known for helping the young men in train service along, frequently offering advice or words of encouragement, according to his superior officers.

“His friendly attitude and courteous treatment of all his fellow workers has won for him a place of gratitude and good will in the hearts of all who have had the pleasure of working with him,” says Road Foreman of Engines J. N. Sanders.

Mr. Clutts began as Fireman on the M&O in 1901, and was promoted to Engineer in 1905.

Condolences In Wheeler Death

Many expressions of sympathy have come forth regarding the death of District Storekeeper G. W. Wheeler, who died January 29 following a short illness.

Mr. Wheeler, whose service with the Company dated back to 1912, had been District Storekeeper at Frascati Yards in Mobile since January 1, 1941, and prior to that had worked at Whistler. He leaves a widow, one daughter and two grandsons, to whom the News offers its condolences.

New Board Member (Continued from Page 2)

All officers of the Company were re-elected at the St. Louis meeting, and routine business matters were discussed.

Mr. White has been associated with the Company since 1937 in a legal and advisory capacity. A graduate of the University of Alabama Law School, he is a native Mobilian.

Mr. Wright came to the Railroad in 1929 from Greenwood, Miss., where he was a practicing attorney. He is a native of Grenada, Miss., and holds literary and law degrees from the University of Mississippi.

STORY OF THE DIESELS—The Little Rebel pulls into the Bogalusa station, at left, as one of GM&O’s Diesel switchers stands just across the tracks ready to go to work. Note the contrast of the switcher with the cinder pit. Such pits will become extinct with an all-Dieselized motive program.
Lost on Sub
Seaman First Class Joseph H. Northam, former Switchman at Meridian, was reported lost recently when the submarine Albacore was sunk by enemy action in Philippine waters. Seaman Northam, 23, volunteered for submarine service after completing boot training. He is survived by his widow and a four-year-old daughter Jennie Bell.

Patriotism!
Mrs. Dave Stewart, wife of our Freight Claim Agent, has joined the WAC and is in training at Fort Des Moines, Ia., studying to be a Hospital Technician. Mrs. Stewart has answered the Country's most urgent call, volunteering to help take care of returning wounded veterans.

Commendation
Captain Warren C. Stephens, Medical Corps, U. S. Army, now on overseas assignment, has been highly commended for his work at a field hospital. Captain Stephens, a former GM&O physician at Mobile, has been in the Army for several years, and all his friends back home are pleased to hear of his good work.

J. E. Gaither, Jr., former Pipefitter Apprentice at Iselin Shops in Jackson, Tenn., is reported to be a prisoner of war in Germany. Gaither was inducted in the Navy on August 28, 1942. Details as to how he fell into the hands of the enemy have not been made public.

The Air Medal was presented to Mrs. M. C. Doolittle in Louisville, Miss., recently on behalf of the war deeds of her son, Sergeant James M. Doolittle, a prisoner of war in Germany.

Sergeant Doolittle, son of our Terminal Trainmaster at Louisville, was taken prisoner about a year ago. It may well be that he will soon be liberated by the advancing Allied armies.

Could there be any coincidence in the fact that young Robert E. DeNeefe (yes, the son of our Vice-President and Comptroller who controls GM&O's money bag) enlisted in the Army recently and was promptly sent to Fort Knox, Ky., where just about all the U. S. gold is stored? Of course, there's an Army camp at Fort Knox, too.

From Stock Clerk to War Hero Is GM&O Boy's Story

From handling stock in the GM&O Stores Department at Jackson, Tenn., to piloting a Liberator bomber with the 15th Army Air Force in Italy may seem like a big jump for a Rebel Route boy, but his exploits in the air even surpass his rapid rise.

First Lieutenant Roy L. Ferguson joined the Army in 1941, won his wings and commission on March 4, 1944. Less than a year later, he had won the Distinguished Flying Cross for "extraordinary achievement in aerial flight."

En route to a target over Germany in which the flight leader was forced to discontinue, Roy took the lead and, despite the fact that at one time all four engine cut out on him and his plane began losing altitude fast, he managed to cut them back in and return to his home base. Prior to this, Roy had been awarded the Air Medal with two bronze clusters.

Lieutenant Ferguson's latest exploit was a mission over vital German railroad yards in which four fuel lines in the bomb bay were cut by flak. An engineer plugged the lines, but the gauges were rendered useless. Courageously, he decided to take a chance on getting back to base rather than to crash land. His daring paid off, the ship barely making it back safely.

Weyman Elmo Jobe, former Messenger at Corinth, Miss., who was reported as missing in action in December, is now reported to be a prisoner of war in Germany, according to information received by Superintendent W. H. Fortlines.

Former Iselin Shops Employee Killed
A War Department telegram reading, "Killed in action in Germany," came during the month to Jesse E. Minton of Iselin Shops, Jackson, Tenn. It referred to his son, Private James A. Minton, his son and former Carman Apprentice at our Jackson shops.

Private Minton, who had been in the Army two years, met death on Mar. 10, serving with an engineer combat battalion in Germany, according to word received by the elder Mr. Minton, who is employed as Carman Helper at Iselin. Young Minton had been overseas since January of 1944, going first to England and later to the Continent. His brother, E. L. Minton, who was a Machinist Apprentice at Iselin, is in the Navy.

In a letter to Mrs. Minton, Private Maton’s mother, the commanding officer of the unit in which the youth served said that Private Minton was a “soldier of the highest caliber and of excellent character.” On behalf of the Army, the officer expressed sympathy in Minton’s loss. The News, likewise, offers its condolences to the youth’s family.

Killed In Action
Just as we were going to press, we received the news that another GM&O employee had been killed in action.

It was the news that Pleasant B. Kelley, former Painter Apprentice at Bogalusa, had fallen in action in the Luzon campaign. Kelley entered the Army on July 29, 1943. His untimely death came on January 31, according to our information.

Staff Sergeant Andrew E. Jones of Pontotoc, Miss., a former employe of GM&O, is reported to be a prisoner of war in Germany, according to word received by Superintendent W. R. Moore at New Albany, Miss. Sergeant Jones was inducted into the air forces on August 23, 1943.
GOING AWAY PRESENT—When A. H. Proudfoot retired recently, fellow employees in the Receipts Dept. presented him with a cash present as a token of their fellowship. Several of the employees who worked closely with Mr. Proudfoot made formal presentation of the gift. Shown in the photo are, from the left, Mr. Proudfoot, D. A. Dickey, W. P. Foley, C. C. Griffith, E. M. Cox (hanging the gift to Mr. Proudfoot), W. M. Lilley and A. J. Terrell, all of the Rates Division of the Receipts Dept.

General Foreman Wright Of Tuscaloosa Retires

General Foreman W. H. Wright of Tuscaloosa laid aside his duties as chief of our Mechanical forces in the Alabama city on March 31, retiring to a more restful life after upwards of 34 years of service.

Mr. Wright, who held the position of General Foreman since July of 1924, was employed by the Railroad on January 1, 1910, and served continuously up to April 1. He worked for the Line in 1899 for a short time, also.

Succeeding to the position of General Foreman is Henry P. Stevens, who has been with the Company for many years.

The Mail Train

THE MAIL TRAIN

‘Courtesy Was Superb’ . . .

Sirs:

I just wish to write you a short note thanking you for your kindness and thoughtfulness in your action on the ticket which I forwarded to you for refund some weeks ago.

The treatment that was shown me while traveling on your road has not been equaled anywhere on any railroad in the country and I dare say that I have traveled a good many of them. The courtesy and efficiency

Byers To Retire

Cashier D. C. Byers of Bogalusa, who was stricken ill several weeks ago and has been unable to resume his regular duties because of doctor’s orders, has decided to retire.

Beginning his service with the New Orleans Great Northern Railroad on April 1, 1911, Mr. Byers became a member of the Rebel Route family when the NOGN was merged with our Line in 1929. Prior to the consolidation in 1910, Mr. Byers was associated with the Superintendent’s office in Boga-

From a Legislator

Sirs:

Kindly send the Rebel Route News to Tamms, Ill. I have been receiving it thru the Cairo postoffice.

I enjoy reading the GM&O news. Thanking you in advance for same, I remain

Yours respectfully,
John E. Miller,
State Representative,
Tamms, Ill.

$6,000!

According to latest official figures, in order to put one person to work, $6,000 has to be invested in plant, machines, and materials so that worker will have the stuff with which to “go into production.” Where does that money come from? It has to come from somewhere.

Well, for the most part that money comes from profits—profits which men have made in that same business or in some other business—and which they now invest in more factories, more machines, more materials to provide more jobs for more people to turn out more stuff to pay more wages and pay additional profits.

Sounds like the proverbial “vicious cycle” doesn’t it? Yet that’s the way business works—and the faster that cycle goes—the more jobs, pay, profits, goods and prosperity there are for more people.

Still, there are those—who insist that we must place greater limits on business profits—tax ‘em away—legislate ‘em out of existence—don’t let bosses grow rich on the sweat of labor—etc., etc., etc.

But we’ve just seen that it costs money to create jobs—and the greatest source of this money is profits—and that if profits are cut to the bone there won’t be money to invest in new jobs, nor will folks with funds care to risk them in helping create new businesses and new jobs when the reward for their financial risk-taking is scaled down to almost nothing at all.