

Fun for the Whole Family

SPARKY WATTS



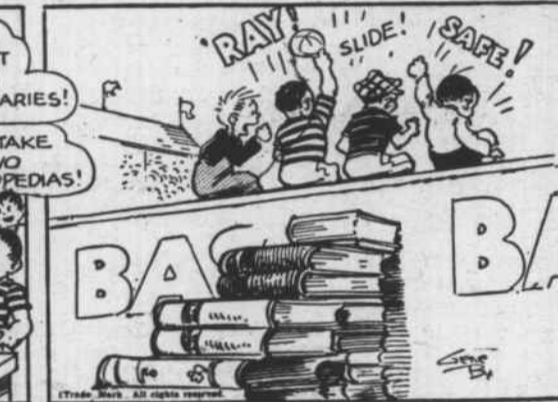
By BOODY ROGERS



VIRGIL

By LEN KLEIS

REG'LAR FELLERS—Elevating Literature



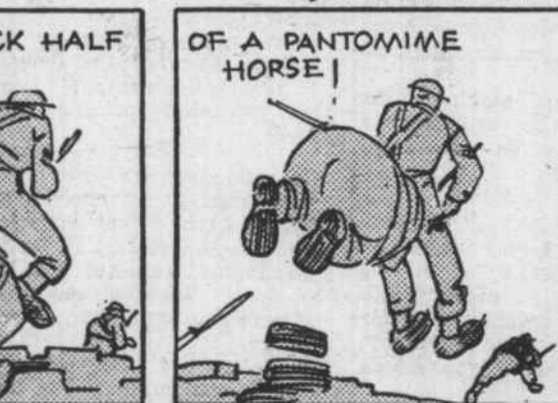
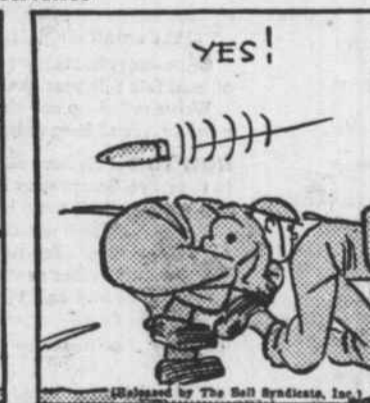
By GENE BYRNES



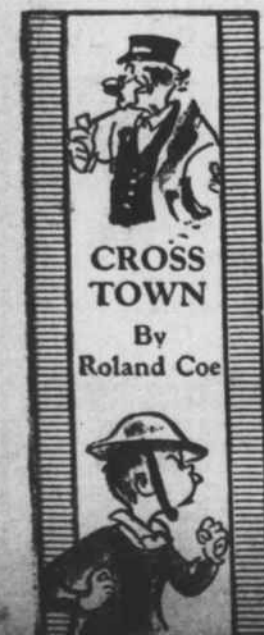
The MIDDLES

By BOB KARP

POP—Prepared for Postwar Activities



By J. MILLAR WATT



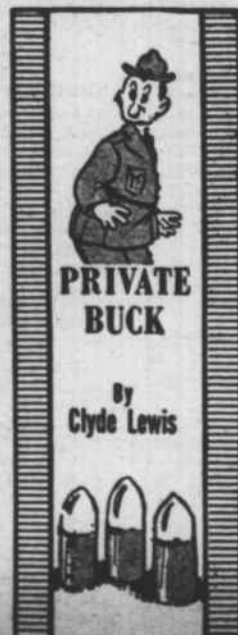
CROSS TOWN

By Roland Coe



PRIVATE BUCK

By Clyde Lewis



"Buck's having a bad time of it again... that pilot eats a whole box of peanut brittle every time he goes up!"

The Home Town Reporter
in WASHINGTON
By Walter Shead
WNU Correspondent

The Once Over
by H.I. Phillips

THOUGHTS ON HORSE RACING
Horse racing is a form of competition between horses to determine what shape the customers are in.

It is a demonstration in durability for all participants except the horses.

It is a type of sport that combines all the features of a subway jam, a food riot, a Christmas shopping rush and a panic in the madhouse.

A man can get the same sensations in any subway station during the rush hour for a nickel. And in addition he won't have to listen to any tips that the local can beat the express if the smart money is up.

Racing is proof of the claim that for a chance to lose \$2 swiftly, a man will undergo all known forms of inconvenience and torture, provided they are endured in an aroma of steamed frankfurters, beer, B.O. and fresh roasted peanuts.

Once horse racing may have been the Sport of Kings. But the proletariat has taken over. If a king gets to his seat today with no ribs broken you know he had the king's horses running interference for him.

Where once a few thousand persons spent leisurely afternoons, tens of thousands today blitz the tracks, panting, peopled and perspiring as they reproduce Custer's Last Fight with the tomahawking done in technicolor.

When pari mutuels stepped into American racing brotherly love, order, dignity, common sense and laws regarding mayhem flew out the window. Window is right!

We used to go to the track now and then for recreation. Now we go a couple of times a season to take off weight, test our stamina, and get a fair idea of what Indian warfare was like.

We used to see a horse occasionally. Now we do well if we see a horse's ears.

Once we watched 'em come down the stretch, neck and neck. Now the best we can do is to get it by loud-speaker while hanging onto our watch, pleading for the women and children first and wondering where our hat went.

Once inside it is every man for himself and no accident or health insurance sold on the grounds.

THE JAP LEADERS TO THEIR EMPEROR

We offer our apologies,
As planes above you swarm,
For putting you upon a spot
And making it so warm;
We're sorry bombers do
Your royal dwelling skirt;
Excuse it, please, if it appears
That we have done you dirt!

We are so very sorry that
You even smell the smoke
And that our busy firemen
The royal grounds must soak;
We abjectly apologize
And shed a bitter tear
That war we planned so far away
Should ever come so near.

It is distressing just to know
That "smoke gets in your eyes"--
And for each whiff of it we are
Glad to apologize;
We're sorry that you had to know
The brutal facts of life;
We hoped to run this conflict as
Our little private strife.

Again we do express our grief;
We're broken hearted, too,
When we see war so near at hand
It's right next door to YOU
We didn't plan our war that way
It fills us with remorse,
So, once more, deep apologies
To you and TO YOUR HORSE!

President Truman's old home at Independence is being painted. All we hope is that, as President, he will get a better paint job than most folks are getting these days. Ye ed had the barn painted twice in the last three years and the first heavy rain washed it off. What are the painters using for paint today? And if so why perpetuate the custom of thinning it out? Good luck, Harry; you'll need it!

"Hotels will not be permitted to collect service charges on long distance phone calls, the U. S. Supreme court announced."—News item.

Wanna bet?

Can You Remember—
Away back when a butcher's wife thought nothing of asking him to bring home a steak?
And when the navy was thought to be the less dangerous branch of the service in wartime.

The Federal Reserve board is against lifting restrictions against time payments in buying new automobiles. It realizes that never in history have Americans been so little apprehensive about going into permanent hock.

Freight Rate Problem

WNU Washington Bureau
621 Union Trust Building.

WHAT the recent ruling of the Interstate Commerce commission, attempting to equalize freight rates in the South and West with the East, will mean to the small town shippers, merchants, manufacturers and farmers in the 15,000 small towns and rural communities, no one here is prepared to predict.

No one believes, for instance, the present temporary rates, even if made permanent, will play any appreciable part in a reduction in the cost of retail business, or in the costs of commodities in the affected areas, except perhaps in some rare specific instances.

The Interstate Commerce commission ruling, made after six years of study, and perhaps with an eye on the Supreme court which has under consideration the Governor Arnall Georgia case, roughly reduces class freight rates from Chicago and Illinois west to the Rocky mountains and south below the Ohio and Potomac rivers and in Virginia south of Richmond, about 10 per cent. East of the Illinois-Indiana line and north of the Ohio and Potomac the class rates are increased 10 per cent. Class freight rates, however, comprise only about 10 per cent of total freight shipments, the other 90 per cent being in commodity or bulk carload lot shipments. The class rates on the Pacific coast are not affected.

But here is some background on freight rates. . . . The trend since 1935 has been upwards. . . . the ICC has refused to lower rates on appeals of shippers even in the height of the depression. . . . railroads applied for a 15 per cent increase in 1940 and in 1942 the ICC handed down a decision giving them about a 6 per cent increase on all rates. . . . then on the instance of OPA this 6 per cent increase was suspended from year to year, the last suspension expiring January 1, 1946, when the case is automatically reopened and railroads will ask the increase be reinstated. . . . and they will have the argument that war shipments are off, reconversion has set in and with reduced tonnage they can't operate in the postwar era with increased costs and loss of business.

But here are some optimistic gleanings from the decision, which may result from this ruling of the commission as aids to small business and to farmers:

1. Decrease in the rates in the West and South will give impetus to establishment of new small business and manufacturing enterprises in those sections which can compete on a more even basis of equality with similar business in the North and East.

2. The new rate reductions may bring about greater decentralization of big business from the North and East to the South and West states.

3. The ruling opens the way for future revision of the variations of the class rates, known as exception and column rates, and those who have studied the situation believe it will mean the end definitely of sectional freight rates.

4. The next freight rate battle may be on the charges of violation of the anti-trust laws, which is the basis of the suit brought by the Georgia governor.

Individual Situations Vary.
The effect of these rate reductions on any one line of business or on any one commodity cannot be forecast in exact terms. Advice from the department of commerce, for instance, is for individuals to study their own situation. . . . where they are buying, from manufacturer, broker or distributor. . . . whether they are buying or shipping from distributor's stocks which would carry the commodity rate, and how they are being billed, whether FOB manufacturer, distributor or broker. . . . and then to change their methods if it will be to their advantage.

In the North and East some harmful results can be foreseen. For instance a small manufacturer of condiments, jellies, etc., in New York state, who ships in minimum packages of 100 pounds or less with a present rate of 55 cents per minimum shipment, will be forced to pay 75 cents under the new rates, or an increase of 20 per cent, which this manufacturer says will put him out of business.

A small manufacturer in Arkansas may, under the new reduced rates, ship to Indianapolis and compete on equal terms with his competitor in Ohio or Michigan, who must pay the increased rates. The farmer who buys a \$10 article from a mail order house, upon which the freight may be \$1, will not feel the effect of the 10-cent decrease or increase in the freight, depending on where he lives, which likely will be absorbed by the manufacturer or some place else along the line. The same thing may be true in lot shipments to the retailers.