Editorial Page of The Birmingham Eccentric

responsible

and aggressive Progressive Willingness of Birmingham's City Commission and cooperate in acceptance of an oversal area plan, to handle the future growth of this territory, was manifested Manday night at its meeting. This step is to be commended. The idea of such an oversal plant, sponsored two mouths ago by this newspaper and a number of local critizens, has progressed to a point where it now rests with the public officials themselves to make fand decision on man society, these them will be such as the public officials themselves to make fand decision on man society, these channing by various groups, from the most humble unit of government to meetings iof the "Bir Three", as the latter trio of Churchill, Roosevelt, and Stalin meet in a joint effort to piece the world together in postwar harmony and peace.

Birmingham and vicinity, after this war is finished, will be confronted with unparalleled expansion; thousands of new people will come out here to live; many homes will be built; public utilities must be projected; our schools will need expansion; recreation facilities must be enlarged.

The best method that can be used to alleviate community problems is prevention; that is what good planning assures.

So, on behalf of all the people in this area, we commend our City Commission, our Board of Education, the Bloomfield Hills officials, and Bloomfield. Bloomfield will decire the power of the property of the power of

Press is

democracy's first

of

defense



People's Column

the Press against t of Henry Wallace

loud outbursts—not con the Press—were not be f a payoff to Wallace, bu population to the place h

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In mumber of countries where such service is owned and operated by government, we most aswerdly wish to go on record as being opposed to such a transition in the United States. The immediate service in foreign lands is so slow that the average American would go nuts, just waiting for "central": then, if he wanted service repairs done where the instrument is located, he'd wait plenty long for that, too. Nothing can take the place of private enterprise, decently controlled by government where such control is necessary, as it is in the utility field.

Your Own There is little prospect that human nature will be revolutionized by the great sacrifice of our fighting men or that the world will suddenly be transformed into an earthly paradise when the guns grow cold.

We will face the same, age-old problems of people when peace arrives. As individuals we will sead in much the same way. Only a very few will be moved to unselfish houghts, leading to unselfish lives, by the tragedy of mankind.

It is open to us, as individuals, however, to develop ourselves along lines of our own choosing without waiting for what other people do. Each of us, we presume, holds firm to certain religious principles, but too few of us, so far as we know, worthily represent the great principles by which we claim progress.

ave social security No. W.W.2.

where the second security is a security in the internal review of the security is a security in the internal review of the security is as Bureau. I never hear from m. S. 77-8-20 at the Intampleles as Bureau. I never hear from the security is a security in the security in the security in the security is a security in the security in the security in the security is a security in the security in the security in the security is a security in the security in the security in the security is a security in the security is a security in the secu

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Trucking As an example of a United States take

Barriers

Sate example of a dismitted
United States take a look at
the devious methods many
States follow in their control
States follow in their control
states, used to haul much of the nation's business, are regulated in such manner as to add
needless delay and cost (all eventually paid
by the consumers) in this transportation of
goods over the nation.

For example, be-1

needless delay and cost. (all eventually paid by the consumers) in this transportation of goods over the nation.

For example: load your truck to the legal limit allowed by one State, then find that you can't drive it through, another State, because of difference in size and weight allowances.

Some States impose special taxes against trucks from other States—suggesting, indeed, that there exists within the United States economic harriers comparable to Europe; many such taxes are discriminatory. Such taxes are most levied against passenger cars, as we all know,

Many States require license plates of their own on trucks, as well as passenger buses; even numerous cities within States do this own on trucks, as well as passenger buses; even numerous cities within States do this on buses—revealing that, many tax collection agencies are so greedy for money that they care not where they get it.

These are hut a few of the examples of dismity among our States, as related to inters.

What is the answer?

That lies within the province of each State Legislature. Let's hope that Michigan, which benefits so much from the manufacture and use of trucks, through legislative leadership and action does something to eliminate these varied State barriers to a united use and control of America's great motor transport industry.

It you ask your average G. I. who has been in the Japanese portion of this war what lie thinks of Gen. Douglas MacArthur, he'll probably say: "MacArthur is a brilliant military leader: the boys who follow him know that they are following the hest; the various stories about the General's personal affairs are savarious as the sources that may report them. Personally, we who've served under MacArthur think he is just O. K."

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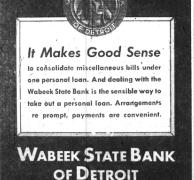
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