

THE BARRINGTON REVIEW
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THE SAFETY MOVEMENT GOES FORWARD

A striking and unusual experiment in the interest of safety will be undertaken at New York university, beginning July 1. A national center of safety education will be established, under a special grant of funds from the national conservation bureau of the Association and Casualty and Surety executives, and will become part of the university's division of general education.

According to announcement, the new project, which is the first of its kind in this country, will provide a comprehensive program of information, instruction and research in matters connected with accident control. As part of the program, a maximum of 18 research fellowships in safety education, with stipends ranging from \$400 to \$1200, will be offered for graduate students enrolled in the school of education during the 1938-1939 academic year.

The motives underlying the new center were explained by the bureau, which pointed out that the stock casualty companies have been active since 1922 in the child safety education movement. It is now felt that a major part of the promotional phase of this movement has been completed and that the kind of aid required by educators has changed. Safety work is well established in the nation's schools, with the result that the primary need is for persons adequately trained to teach safe practices both to young people and to teachers' colleges. And although the center has been planned principally for the education of teachers, the work will be conducted over a wider front in order to serve all types of personnel concerned with safe living.

This is a logical, necessary step in the evolution of the directed safety movement. It would seem inevitable that the work undertaken will be reflected in materially reduced accident tolls in the future. The child who is taught proper safety procedure by a qualified instructor becomes a safe-living adult.

THEORETICAL REGULATION IGNORES RED LIGHTS

The fruits of a transportation policy which has consistently refused the railroads rates sufficient to meet the cost of operation and return even a nominal profit, are being harvested now. And they are bitter indeed.

Thus, in a recent address, R. V. Fletcher of the Association of American Railroads, pointed to the necessity for reducing expenses, and said: "To this end, every possible economy is being practiced, and every known device resorted to, to increase efficiency. But in a crisis such as the present one, these methods will not meet the situation. Disagreeable as is the effort to reduce the wage scale, there is no alternative. Preliminary steps are being taken to reduce the wage base by 16 per cent. The leaders of railroad labor have stated their purpose to resist to the last, every effort in this direction. It seems doubtful, however, if the welfare of the rank and file of railroad labor will be benefited by maintaining the present unprecedented wage scale, the highest in the history of the industry. The increase of last summer and autumn has proven of doubtful value. The increase in expenses, the unsatisfactory rate levels and the fall-off in business have made it impossible for the roads to retain on their rolls many thousands of men who are now out of employment. In fact, a high wage in times like these is of benefit only to those at the top of the seniority roster."

Certainly the railroads do not want to be forced to reduce wages—it must result in a great deal of litigation and argument, and finally be decided by long mediation proceedings. But what else can be done? The cost of labor is a tremendously important factor in total operating expense. All other expenses have been pared to the bone—and revenues are still dangerously low, and are tending lower. The small rate increase recently granted—averaging 5.3 per cent, as against the 15 per cent requested by the lines—is but a drop in the bucket.

There is, of course, one way out—and that is for congress to take steps that would result in the railroads being granted adequate rates. Unless that is done, the hard facts indicate that wage reductions are inescapable. This is part of the price we must pay for our "depression making" system of railroad regulation.

MORALS OF GOVERNMENT AT STAKE

The investigation of the Tennessee valley authority is at last under way. In the opening sessions, a number of exceedingly grave charges affecting directors, policies and activities of the authority were made. In the course of the investigation, which will take a substantial length of time to complete, all parties involved will be heard, and will be given every opportunity to present their side.

The important thing is to make this investigation thorough and impartial. Charges and countercharges must be weighed, not in the light of politics or of partisan considerations, but in the light of truth.

The senators and representatives on the investigating board are charged with a grave responsibility. Few investigations in our congressional history have been as important. Far more is involved in this question than whether money was wasted or spent wisely, or whether the TVA has been administered efficiently or inefficiently. The morals of government are inextricably involved in the TVA. And also involved is a great question of government policy that cannot help but affect every taxpayer, every worker, every investor, and every private enterprise in this country.

THE POCKETBOOK of KNOWLEDGE

Illustrated page with various facts and statistics, including 'WHERE THE WAR BETWEEN THE STATES FOUGHT', 'VINEGAR WAS USED AS AN ANTISEPTIC IN ANCIENT TIMES', and 'THE UNITED STATES WAS THE FIRST COUNTRY TO USE TELEPHONE TO CALL 7 PERSONS'.

This WEEK in WASHINGTON

By RALPH E. CHURCH Representative, 19th Congressional District

Washington, D. C., June 25—With no definite opposition and without a record vote, the senate passed a joint resolution to establish a committee to investigate monopolies. It is to be known as the National Economic committee. It is to have \$500,000 to make its study and report. And, under the terms of the resolution as adopted by the senate, the committee will consist of 12 members, 6 from the congress and 6 from the executive branch of the government.

Chicago City Opera Company Announces Programs for Fall

With box office records showing that more than 16,000 people from surrounding cities attended Chicago opera performances during 1937, and that some of these traveled more than 200 miles to hear grand opera, the Chicago City Opera company has announced plans for next fall that will be of interest to opera lovers throughout the middle-west.

Beginning on October 29 with a non-subscription performance of "Tosca," with Helen Jepson, Giovanni Martinelli, and Lawrence Tibbett singing the principal roles, the opera season will continue for seven weeks.

Among the famous artists who will appear in Chicago are Grace Moore, Kirsten Flagstad, Lily Pons, Bruna Castagna, Gertrud Wettengren, Joseph Bentonelli, Charles Haskett, John Charles Thomas, and Alexander Kipnis.

In addition to the standard repertoire, which includes "Louise," "Faust," "Lakme," "Manon," "Mignon," "Madame Butterfly," "Aida," "Barber of Seville," "La Boheme," "La Traviata," "Otello," "Rigoletto," "Tosca," "Lucia di Lammermoor," "Martha," "Walkure," "Madama Butterfly," "Tosca," "Aida," "Lohengrin," "Tristan and Isolde," and "Hansen and Gretel," six revivals are listed in the prospectus.

Littlefield ballet has been engaged. In addition to its appearance with the opera, this Philadelphia dance group will present a series of seven ballet performances in the Civic Opera house under the auspices of the City Opera company.

The Littlefield ballet was the first American ballet to invade Europe. Its 65 dancers are under the direction of Catherine Littlefield, who is premiere danseuse as well as ballet mistress and choreographer. Noted for the quality of its ensemble dancing, the Littlefield company has its own costumes, scenery, and complete settings for its ballets.

Ohio Mined Coal in 1910 Coal was first mined in Ohio in 1810 in Summit county.

Church News

ST. MATTHEW EV. LUTHERAN Coolidge Avenue and Lill Street The Sunday school and congregational picnic which had to be postponed on account of rain will be held on July 3 on the grounds of the Elm town hall in Lake Zurich, one block east of the stop and go light. The service will be held at the picnic grounds at 11 a. m. and Sunday school will be held after services.

SALEM EVANGELICAL No regular church service due to annual camp meeting in Barrington Park.

ST. PAUL EVANGELICAL 9:30 a. m., Church service. Thursday, July 7, 8 p. m., Sunday school teachers' and officers' meeting in church basement.

METHODIST EPISCOPAL 9 a. m., Sunday school. 10:45 a. m., Morning worship. Thursday, 8 p. m., Choir rehearsal.

ST. ANNE Franklin and Elm streets Sunday Masses at 8, 10 and 11 a. m.

DEVIL MASS at 8 a. m. Devotion in Honor of Sacred Heart, first Friday of each month. Communion, 6:30 a. m. Mass at 8 a. m. Confessions, Saturday, 4 to 5 p. m. and 7:30 to 9 p. m.

ST. JAMES Dundee, Illinois 8:00 a. m., Holy Communion. 9:30 a. m., Church school. Morning worship, 10:45 a. m. 8 p. m., Evening service.

SEVENTH DAY ADVENTIST Meets every Saturday morning in First school room of First Baptist church, Grove and Lincoln avenues. 9:45 a. m., Sabbath school. 11:00 a. m., Morning worship. Wednesday, 8 p. m., Mid-Week prayer meeting.

FIRST CONGREGATIONAL Dundee, Illinois Church school: Primary department, 9:45 a. m. Junior and senior departments, 9:45 a. m. 11:00 a. m., Choral Eucharist and sermon.

FIRST CHURCH OF CHRIST, SCIENTIST Main and Wool Streets Sunday school, 9:30 a. m. Sunday, 10:45 a. m. Subday, "God." Golden Text: Psalms 20:5. We will rejoice in thy salvation, and in the name of our God we will set up our banners. In the name of our God we will set up our banners. Wednesday evening testimony meeting, 7 p. m.

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ST. PETER EPISCOPAL CHURCH SUNDAY SCHOOL Of County Line Road, West Every Sunday morning at 9:30 under the direction of The Rev. Albert E. Taylor of St. James' church, Dundee, a church school is held in the Country Day school and is open to children of Episcopal families and all those not having affiliation with other churches.

SALEM EVANGELICAL CHURCH Lincoln St. and Plum Grove Ave. Palestine, Illinois 9:45 a. m., Sunday school. 10:45 a. m., Morning worship. REV. DONALD LANDWER

PROFESSIONAL and BUSINESS Directory

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DR. D. F. BROOKE Physician and Surgeon HOURS 9 to 10 a. m. 2 to 3 p. m. 7 to 8 p. m. Sundays by Appointment Catlow Theatre Building 112 W. Main St. Telephone Barrington 235

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