

Rich Uncle?

5-8-59

AFTER Cousin Timothy read that the federal government is planning to auction \$5 billion worth of its IOUs, he wrote that he is watching for results. If it works, he may try to auction off a few IOUs of his own. He admits that he's insolvent but not as far in the red as Uncle Sam.

Baffled

THE puzzled look on the faces of Russian citizens we see in newspaper photographs is now explained. A Kansas meteorologist says that long range weather forecasts made in the Soviet Union are "probably no better and possibly not as good" as the long range weather forecasts being made in the United States.

Limiting Factors

IN explaining how a man has to earn \$12,113 today to buy as much as he could with an income of \$5,000 in 1939, a commentator lists two causes: taxes and inflation. He might add that most families now also have longer want lists.

Hard to Hit

THE Oklahoma legislature has set May 22 as a "target date" for sine die adjournment. As hardly anybody expects the body to have completed its deliberations and actions by that date, it's a sort of moving target.

Hurry, Hurry, Hurry! 5-11-59

WE'RE getting in a bigger hurry all the time. In announcing jet plane travel for Oklahoma City within a year, an airlines official says that passengers not only are demanding more speed; they also want non-stop service to wherever they're going. The faster, we can travel, the more impatient we become over a few minutes delay. A plane that's 15 to 20 minutes late upsets the patience of many passengers, even though they may be arriving hours or even days head of other means of travel. With faster jet planes, the public may become even less tolerant of delays, demanding more on-the-dot scheduling.

It wasn't always so. People didn't worry too much a few years back if a train was a few hours late, and few people schedule their automobile trips by the clock. The old-fashioned man who didn't have time to wait for the wagon simply bought himself a fast horse. The slower the conveyance, the greater the tolerance of delays.

OKLAHOMA CITY is fortunately situated for jet service, because the long range planes will limit stops even more than the present airliners do. And since Oklahoma City has voted bonds to improve and expand its airport facilities to accommodate jet planes, this may become one of the major jet stops both on east-west and north-south runs. Passengers may have to come here by old-style planes that will travel only 200 or 300 miles an hour in order to get on the jets to New York or the west coast. But if they're as fidgety and impatient as is indicated, Oklahoma City will have to do something to attract their attention or many of them won't even realize they're in a metropolis that has a lot to offer besides a modern airport.

Cities Put in Their Oar

OFFICIALS of about 75 Oklahoma cities and towns are putting in their bid for state aid on city streets. Such a request for state aid is not unusual, nor is it necessarily more illogical than other demands made upon the state government for funds.

The complaint is that highways passing through the cities and towns bring in heavy traffic that wears out the paving, leaving the cities with no way to finance the repairs. We do not doubt the lack of finances, but there is just one item of inconsistency in the argument for state aid on city streets. The additional business a through highway is supposed to bring to the city should, by logic, increase other sources of revenue to the extent that the maintenance costs would be met. Perhaps the cities have no plan for capitalizing on their respective shares of the increased business done.

For years, state and federal highway planners have been trying to reroute thoroughfares to bypass the congested areas of cities and towns. This has been accomplished to some extent, but often expressions of opposition have been heard on the grounds that loss of the highway routing down Main street will strangle commerce and dry up trade.

IN the early days of highway building, when automobiles needed to be checked and refueled at frequent intervals, there was good reason to pass through business districts. Now, as cars will travel 200 to 300 miles without a stop, many motorists can reach their destinations and return without intermediate stops except for signals designed to impede the rapid movement of highway traffic through the towns. The complaint for state funds may prove to be an effective argument for more by-passes.

For some time, the city officials have been seeking to develop a potent organization with an influential voice in state political affairs, and the timing of their request may have more effect in this direction than it will yield in direct road repair dollars. It is being voiced when the governor is asking that funds allocated to county commissioners be transferred to a centralized state agency for road-building. The commissioners, of course, are mobilizing all possible strength to oppose the move, and faced with possible defeat, the governor is looking for friends to aid his cause. If they can achieve a position to throw effective influence to either side, the city officials might gain some of the political stature that many of them would like to have.

Dairying Is Big Business

WHY did Oklahoma's milk production dip to a record low in 1958? There's one simple reason. Farmers couldn't make as much money milking cows as they could at other occupations. Low prices weren't a factor, because the price was highest since 1952 and the Oklahoma market runs well above that in other states regularly. In fact, other states ship dairy products into Oklahoma. The big item is cost of production.

Twenty to 30 years ago most of the milk produced in Oklahoma was from herds of 10 to 20 cows. They were cared for and milked by family labor, usually in whatever type of barn the farmer had or could build cheaply. Because refrigeration facilities were limited, much of the milk was sold as sour cream and hundreds of cream buying stations were located throughout the state. When Oklahoma had its largest farm milk production, much of it didn't meet today's standards of sanitation and quality. Much of the milk was produced on farms that went into and out of the dairy business as the seasons changed, and the average production per cow was low.

THAT kind of operation won't pay in today's milk market. In fact, many of the old fashioned dairies couldn't find a market for their milk—if they still existed. Bulk tank production is rapidly replacing the milk can. The installation costs money but it is much better from the standpoints of sanitation, quality, convenience and labor-saving. It requires a good milking parlor, adequate refrigeration, sanitary conditions, dairy workers with know-how, and buildings that can be kept neat, clean and comfortable. Poor-producing cows won't pay for that kind of installation. Neither will a herd of a dozen or so. It takes 40 or 50 cows, at least, to produce enough milk to bring in the cash needed for such an investment and the labor to operate it. And the cows must be good enough to return a profit above their feed costs to justify a place in these herds.

Many would-be dairymen don't have the cash to finance such layout, probably because they haven't proved they're good enough dairymen to run one if they had it. Like just about every other type of business, the dairy business has become one with a premium of highly-skilled managerial personnel. The dairyman no longer can run a little place with \$5,000 to \$10,000 invested in cows and equipment. He must have a spread with \$25,000 to \$100,000 tied up, and that size business demands good management if it stays in business.

EVER since some long-dead evolutionist advanced the theory that man descended—or perhaps ascended—from apes, there has been a search for what was once called "the missing link." The search has taken on some interesting aspects but to date there has been no solid proof of more than the most general relationship between the two species. The fact that one sometimes looks or acts like the other is not regarded as conclusive.

The currently mysterious "Yeti" or "abominable snowman" of the high mountains of Asia has added to the suspense and glamour of the belief. Russian reports offer the latest gossip to the effect that Chinese peasants captured one, taught him to work and then killed him. This has been the trouble all along. Nobody has been able to bring forth what the "who-dun-its" call the "corpus delicti." Where's the body? Even well organized and adequately financed expeditions have not been able to bring forth either live evidence, embalmed remains or authenticated photographic evidence that the alleged monster actually exists any place except in the folk tales of an isolated people.

The "Yeti" makes good conversational material, however, and interesting subject for writers who may prefer their interviews be conducted somewhat remotely. Perhaps it's best that it remain that way. The way the human race has been going lately, it would be a sad thing to discover that the hairy creature actually is a relative.

Soil as a Resource

THIS week has been designated as an eight-day period when the National Association of Soil Conservation districts and various national church organizations pay particular attention to soil as a God-given resource. Sunday was observed as Rural Life Sunday in many churches throughout Oklahoma and the nation.

In calling attention to the observance, Secretary of Agriculture Ezra T. Benson emphasized how much each person depends upon the soil for food, clothing and raw materials for other necessities and luxuries. While the farmers and ranchers in more than 2,800 soil conservation districts have the specific responsibility for preserving the soil while entrusted with its care, they are asking others to join with them in recognizing their stewardship and responsibility. Many nations have not given adequate attention to the need for maintaining a productive agriculture by keeping the soil in a good condition. As a result, they either have passed out of existence or are in an impoverished condition today.

Oklahoma has long been conscious of the ravages of erosion, not only upon the land but upon the people who live on the land. Although much conservation has been and is being accomplished, conservationists feel more strongly than ever that efforts must be increased to save enough good soil for our children's well-being and prosperity.