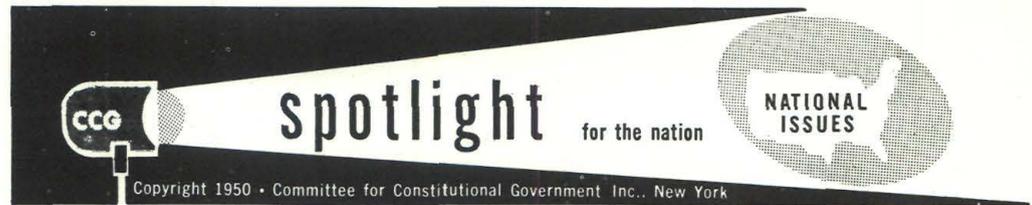


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To all Editors, Columnists, Commentators — for IMMEDIATE RELEASE as feature article, letter-to-editor, or as background material for editorial writers.



CHANGES

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At the start of this century, the average man lived within walking distance or a brief street-car or buggy ride from his place of employment. There was no automobile waiting at the curb for him to drive wherever he wished. Transit systems prospered. The work-day was longer and there simply wasn't time, let alone means, to travel 50 or 100 miles to and from the job, as so many now do.

Seven-tenths of the total working population in 1900 were directly engaged in producing food, clothing, shelter and other essentials required to sustain society. The remaining three-tenths were employed in clerical and financial capacities, or in supplying the various types of services.

Today, as a result of improved technology, only about four-tenths of the work force are necessary to extract, process, fabricate and transport a rich assortment of consumable goods. Our national product for a population some two-and-a-half times larger than in 1900 is approximately six times greater.

The service industries have experienced tremendous growth. The professions have expanded as never before. And there are now an estimated nine million employed by local, state and federal government. But the more significant fact is that inventive, progressive private industry has made it possible for many hundreds of thousands to follow new lines of endeavor that were absent or only sketchily manned 60 years ago.

This newer group of employees includes the technicians and industrial engineers who are refining our economic mechanism. It includes the scientists and research workers who are developing new products everyday. It includes computer program-

mers, quality control analysts, industrial psychologists and a great many others in well-paid positions that were non-existent in 1900.

Most of us can recall when urban and rural America were about evenly balanced in numbers. Today, almost two-thirds of the population live in the city or within its immediate perimeter. Twenty years from now, we are told, the population will total some 250 million and almost three-fourths will live in the city and suburbia. The main concentration is expected to develop in 40 great urban complexes, occupying two per cent of the nation's land area.

That's the outlook. Should it prove correct, surface transportation will undergo further alterations to achieve greater flexibility in distributing goods. There will be many changes, ranging from the political to the economic. And there will be unusual opportunities for those who have perception and the courage to act on their judgment.

Take the case of jet aircraft. How many of us realize that jets represent not only an advance in transportation but an entirely new dimension in transportation? They've made all previous types of airliners obsolete and it's the first time that's happened in the air transport industry. From the moment of introduction, these aircraft reduced the size of this planet by 40 per cent.

Jet transportation obviously can draw the world's communities closer together. This capability, combined with such developments as Telstar communications, would seem to open new avenues for improved understanding between nations and peoples. But working in counter directions, as we well know, are political philosophies that divide mankind into opposing camps.

Communism is not a new political doctrine, born of industrialization. Strip away the trappings and underneath you find Communism is just a revival of the ancient system of political master and political slave, tricked out with technology and Moscow slogans.

Government that respects the rights of individuals — government that derives its power from the consent of the governed — in its brief span, has unloosed the greatest flow of creative energy and per capita wealth the world has ever witnessed.

Thomas Jefferson, with all his brilliance and great confidence in the future of the Republic, thought it would take a thousand years to settle the West. He underestimated what free men can accomplish, given the opportunity to create for themselves with minimum government interference and restrictions.

The restrictions have multiplied in recent years. Some, unfortunately, have had their origin in the excesses of freewheelers who, though few in number and importance, have on occasion distorted the whole business image. And some have had their origin in the zeal of certain types of politicians who assume they know what is best for business, whether business likes it or not.

I would say to these gentlemen — let the fly specks go and acquaint yourselves with the true temper of the nation. When people vote down school bonds, park bonds and other civic improvements, as they've been doing, it bespeaks deep concern with taxes, pork barrel spending, and the public debt of more than \$300 billion.

In traveling around the country the past year, I've talked with many businessmen and I must report their morale has been very low.

They find no cheer in the \$16 billion increase in the level of non-defense expenditures over the last nine fiscal years.

They find no cheer in failure to balance the Federal budget in 26 of the last 32 years.

They find no cheer in the profit squeeze, or the fact that the cost of benefits — fringed and unfringed — now exceeds total corporation profits.

They find no cheer in unrelenting pressure for higher wages and the coming union drive for the 35-hour week.

I have watched unions gather power. I have watched their rise since the days when their program of militancy and more pay was based on genuine deficiencies. I have seen them obtain material benefits for their members. But I have not seen them inspire members to advance and fulfill themselves as human beings.

Man lives by more than bread. He wants dignity, the chance for self-improvement — the opportunity to become more than what he is. Union strength, however, rests on keeping the status of the individual fixed and supposedly secure. The natural urge to grow and develop is stunted by the promise of an easier life by union negotiation. Business has to pay the bill or else pay the consequences for daring to resist the power of monopoly.

In coming years it will be interesting to see the results of building a framework around the aspirations of a great many people. Meanwhile, I have misgivings about a program that makes limitation of opportunity acceptable to any man. And on that score, I repeat Abraham Lincoln's observation that "You cannot build character and courage by taking away initiative and independence."

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