

Adult Education

By Samuel Rosinger

Whether the high hopes entertained by the authors of the NRA to swing the country back to normal, or even prosperous conditions will be realized or not, the far-reaching measure has already achieved one result which before the Depression would have been regarded as wildly utopian, namely the reduction of the working hours of millions employed in sundry occupations to six hours a day, or even less. I am convinced that the six hours working day will become the standard generally adopted by commerce and industry, even after the economic emergency will have passed. Reduction in the working hours is the only means whereby technological displacement of man power can be corrected. This synopated working day leaves an over-abundance of leisure at the hands of the masses, and this nation will soon be confronted with a very serious problem as to how to utilize the surplus time at the disposal of millions to good advantage.

Idleness is a debilitating force of the most destructive kind. And, if people will fritter away the added hours of leisure at their command, in inane pleasures and vapid pastime, labor would certainly prove a greater blessing to them than loafing. The de-rail which is seldom used, is consumed by rust, while the rails over which heavy trains roll back and forth shine with the brightness of a mirror. Lack of exertion corrodes ones will power and ambition and unless the masses use their excess time to good advantage, the shortened working day will prove a bane rather than a blessing to them.

Adult education will offer a ready solution to the problem under consideration. No better use could be made of leisure than converting it into learning. Especially in a democracy where not arbitrary authority, but enlightened public opinion ought to shape the principles governing the people, an educated consistency is of paramount importance. Therefore all those who have the welfare of our beloved country at heart and are anxious to preserve this last stronghold of democracy in that spirit of untrammelled freedom in which the heroic fathers conceived it and bequeathed it as an inalienable heritage to their children of untold generations, will put forth strenuous effort to use our splendid school buildings and stately church edifices for the systematic instruction of our adult population in all branches of learning but above all in self government and self discipline and in the prizing of liberty as man's most coveted possession.

ROTARYGRAMS OF BEAUMONT



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Slants at the Meeting

It's easy to be hard but hard to be easy . . . on the programs. It seems my forte (if any) has a reverse english on it in commenting on the weakly buncheons.

That crowd of YMBL's (You must bring likker) didn't pull off anything that could pass over the RKO but it was too good to extend the talents of this scribe hence he is now suffering from a restriction like an overdose of cheese.

The only discordant element in the rendition was the inconsistency of the prologue and the skits. That is, if you can consider Lawrence Galewsky's talk as a prologue. He stressed the self-effacing modesty of this organization in no uncertain terms and then proceeded to enumerate an interminable lists of accomplishments.

Carl Markley got the lion's share of applause in his impersonation of long Paul Millard, the city manager, with the crushed hat.

It's the wish of the bad-ear tribe that the president speak a little louder. The acoustic properties of the Rows Rum conveys sound with as much reluctance as a small boy would nicknacks without detouring them. Maybe he will improve tho, as suggested to the last president when a member complimented him. The member told him he thought he was getting better and if he could be kept in office for about 4 years he would be good.

This is bulletin week so adieu.

—Check.

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—R—

New Rules

The United States' National Recovery Act is a bold stroke. Overnight, it brands as outlaws those parasitic interests which have long fringed legitimate business and numbed the hands of men who would play the game by rules based on fairness to employee, management, and consumer. It stamps with approval the policy of industries and concerns that operate on the principle that business was made to serve man.

Business and professional men who have convictions on the subject of commercial bribery, fair prices, honest products, and living wages for workers, now have their innings. Whether their cause is to be vindicated and a new deal permanently written into economics depends, in large measure, on their response to the challenge. Codes of practice and ethics are to be written by someone. By whom if not them?—The Rotarian.

—R—

An engineer is said to be a man who knows a great deal about a very little, and who goes along knowing more and more about less and less until finally he knows practically everything about nothing; whereas, a salesman on the other hand, is a man who knows a very little about a great deal, and keeps knowing less and less about more and more until finally he knows practically nothing about everything.

—M. O. Whitehead.

For Men Will Fly

Goodwill flights have been made before, but never has there been one that excelled in magnitude and courage and audacity the one which has just made history on Chicago's lake front. There General Balboa and his companions, who brought twenty-four airplanes on a 6,100 mile journey from Italy, have been given the ovation such a feat deserves. They have stirred the imagination of the world and with a flash of the dramatic have tipped in glory the theme of the exposition they honor: A Century of Progress.

Yet even more significant than the eloquence that has greeted them is a statement tucked deep in a news dispatch dictated by the commander.

"My men," he said, "do not represent any particularly exceptional qualities in Italian aviation. They have come from normal personnel circles. I have merely imposed on them a necessary period of preparation at the Ortebello school of aeronautics."

And there you have it. The feat of flying over the Atlantic en masse was not the achievement of super-men. It was the work of ordinary men, trained for their task, inspired by leadership and a desire to demonstrate to a credible world the possibilities of aviation. Similarly, Charles Lindbergh, after his epoch-making flight to Paris, requested that news reporters not nickname him "Lucky." "Why," he told one, "I had the best plane and motor I could get. And I took precautions. So you see getting here wasn't luck at all."

It is the spirit of such men as Balboa and Lindbergh—and a galaxy of others—that is aviation's earnest of increasing service to the race. In many countries, civilian transport is almost a commonplace, while in the United States statistics show more persons injured by mules than airplanes! Transport planes, guided by beacons and radio instruction, now follow routes and schedules almost as definite as those of trains.—The Rotarian.

—R—

ABSENTEES

We have missed the following Rotarians the last two meetings:

L. H. Mabry
Joe Rosenthal
Allen Smart
S. R. Smith
D. S. Wier