MANY HEADSTONES

For every driver who travels persistently over 70, there is a headstone in some city's graveyard.

GROWTH HORMONES

Eruption of teeth through the gums is caused in part by the growth hormone and thyroid hormone, scientists have found.

UP CURRENTS
BY ROGER Q. WILLIAMS

It's anybody's guess where aviation will go this year.

In 1903 it was the Wright Brothers' ambition to break the shackles that held man's feet to the ground in controlled flight that could land him back at his starting place.

In 1910 when the Aviation Section of the Signal Corps bought their first airplane its mission was to be "The Eyes of the Army."

In 1917 aviation's job was to carry personnel aloft for observation and military information about the enemy.

In 1920 aviation was the plaything of a group of daring barnstormers who risked their necks in the "fight to fly" and scared hell out of a lot of people by their recklessness and crackups.

In 1929 the airplane had proven its point to shrink distances and conquer the great oceans.

In 1935 its destiny was shaping to carry people and commodities from one place to another faster than ground travel with the hope that speed would offset the added expense.

In 1945 it delivered the atomic bomb to the Nipponese to help end World War Two.

In 1947 it will go no place fast unless the public learns the truth; the aviation industry awakens from its optimistic ego; regulation of aircraft is divided between the Federal and State governments and air travel nosedives out of the luxury class to become an economical utility and necessity in price competition with surface transportation.

Some important things must be done before anyone can safely say: "Aviation is here to stay." For instance, the Federal government must relinquish control and regulation of private aircraft to the 48 states just as they do the automobile that everybody drives. This will leave the Federal government with the responsibilities of the common air carriers in Interstate and International, but not intrastate, just as they now control and regulate the railroads and steamship lines. The Federal government has no right nor justification for meddling in the lives of private citizens.

The major airlines, both domestic and foreign, are a proven convenience and necessity, therefore their future is assured if they can hold the public's confidence by reducing drastically the mounting toll of unnecessary crashes and mid-air collisions.

Those engaged in catering to the private flyer will face disaster, financial ruin and bankruptcy until they get wise that the public wants non-spinnable and non-stallable aircraft that will run on the ground and fly in the air at a cost comparable to the family auto. This is the only way that aviation will drop from the $5000 a year income to the $2000 bracket and not pinch the family pocketbook. Just ask the fellow who now finds flying a financial hardship and you will get an answer that will astound you as to the present-day cost of flying.

One other important point that never makes sense to me is that we have taught millions of people to steer cars with their hands, yet when you take up flying one is badly befuddled trying to steer with a cumbersome and utterly confusing rudder bar for the feet.

Wake up aviation before the depression heads this way and beats you to the draw—then it will be too late.
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Gains Revealed In 1946 Report By Bankamerica

Bank of America's year-end statement of condition, released this week, revealed an increase in surplus of $12,500,000 to a new total of $110,000,000.

At December 31, 1946, deposits totaled $5,415,849,000, an increase of $76,542,000 during the year. U.S. War Loan deposits, included in this total, amounted to $62,800,000 as compared with $439,000,000 a year ago. Net increase in deposits, exclusive of war loan, was $452,742,000 for the year.

Total resources were $5,765,525,000, a gain of $139,462,000 during the year. Loans and discounts outstanding at the year end aggregated $1,722,743,000, an increase of $704,002,000 over a year ago.

Dividends paid increased $3,454,487, or more than 25 percent, in 1946, and amounted to $17,063,043. There were no known losses in the bank at the year end and all preferred stock was eliminated during the year, L. M. Giannini, president, pointed out.

Earnings for the year were $58,290,000. From this total $13,696,000 was deducted for the above, reserving $2,995,000 reserved for depreciation of bank premises and other real estate and amortization of bond premiums, and $1,032,000 was set up in reserves and applied to the revaluation of assets and absorption of losses other than loans. A profit-sharing bonus of $1,864,000, representing 10 percent of earnings, was set aside for employees, an increase of $443,000 over last year.

Hofmann, Heifetz, Melchior Named As Radio Soloists

Continuing to bring to all America the truly great musical artists of the world, the Bell Telephone System will present on the first Telephone Hour programs of 1947 four outstanding concert artists, A. B. Smith, Torrance manager of the Southern California Telephone Company, announced.

The four guest artists for January on the regular Monday night program broadcast over all NBC stations at 9 p.m., are Marian Anderson, Josef Hofmann, Jascha Heifetz and Lauritz Melchior.

Donald Voorhees and the 57-piece Bell Symphonic orchestra, as their part in the programs will accompany the guest artists.

Miss Anderson was heard on Jan. 6. Dr. Hofmann, internationally famous pianist, returns for another appearance next Monday.

Mr. Heifetz, famed violinist, has arranged a brilliant program for presentation on Jan. 20. The beloved star of screen, radio and the concert stage, Lauritz Melchior, will be featured on the program of Jan. 27.