

The SNAPSHOT GUILD

LABOR DAY



Shoot holiday fun "on the wing." Don't let subjects pose—and you will get gay, lively snapshots.

LABOR DAY week-end is the last big outdoor holiday of summer. For most of us, it means a trip, a week-end camp, or other special jaunt—and plenty of pictures, to remind us of summer fun during the coming winter months.

Is your camera ready? And have you made your Labor Day plans with a view to picture chances? That's always a good idea when you're planning an excursion—keep the camera in mind, and select a tour route, or holiday spot, that you know is full of picture opportunities.

The more fun and activity you can pack into the week-end, the more snapshot chances you'll have. Wherever something is going on, your camera should be ready for action. A roasting-ear picnic, an amusement-park tour, a fishing trip, a mountain hike—all these are chuck-full of picture material if you just keep your eyes open and your camera ready.

On a picnic, picture your crowd setting the table and eating—don't wait until they get through. At the pool, or the beach, picture them swimming and diving, or enjoying some other beach sport—not posed on shore.

Watch your exposures, and keep them "in step" with the prevailing light. Along shady streams, there is very little light, so you must use a large lens opening and a slow shutter speed. But on the beach, or when



fishing offshore, light is bright and intense—and exposures of 1/50 second at f.11, f.16, and sometimes even f.22 are correct.

When in doubt about exposure, err on the "full" side. Correct exposure is best, but an overexposed film will usually yield a better print than an underexposed film. Good modern films, especially the "chrome" type, have enough latitude to take care of reasonable errors in judging exposure.

So, here's luck. It looks like a great week-end, and I hope you keep your camera as busy as mine will be.

John van Gulder

BRIDGE BREAKFAST

Mrs. W. E. Ferron entertained with a delightful bridge breakfast Thursday morning.

The guests were Mesdames Arden Lusch, Lou Woltishek, F. A. Francis, R. J. Stephens, Hale B. Slavin, Jake Beckley, Frank Garside, Jack Hemphill, H. P. Marble, A. C. Gran, E. Winter, O. C. Bogggs, James

Squires, Arta Stephens, G. Tapscott, and the hostess Mrs. W. E. Ferron.

FRANKLIN'S FALLACY

The worst thing that can be said of the Roosevelt administration is that it has encouraged large numbers of the American people to believe that they can grow richer by working less.—New York Times.

The Blight of Government

By GUS W. DYER

Professor of Economics and Sociology, Vanderbilt University

The American constitutional theory is that it is not a proper function of government to direct the economic processes of business. The direction of business is fundamentally an economic function, and can be performed successfully only by specialists in the field of business. But it is a proper and an essential function of government to regulate business. Regulation is a judicial function and properly belongs to



ing the economic processes of the railroad business. Fixing wages, hours of labor and general conditions of service are purely economic functions, and are outside of constitutional judicial regulation. But these and many other economic functions have been taken away from the owners of the railroads and assumed by the government.

When the railroads were prosperous in 1916, they paid 157 million dollars in taxes, and the average amount paid to employes was \$892 a year. Under governmental direction, with practically one-third of the railroads in bankruptcy, they are required by the government to pay over 325 million dollars a year in taxes, and the average wages of employes have been raised to \$1780 a year.

Under governmental direction a large number of locomotive engineers make their monthly mileage by working from ten to twenty days, for which they receive from \$250 to \$350 a month. An engineer on a Southern road takes a train 85 miles in two hours and twenty-six minutes. This is counted as a day's work. An engineer on a Western road takes a train 76 miles in one hour and 54 minutes. He is on duty less than three hours, but is paid for a full day's work. On an Eastern road a conductor is on duty nine hours and ten minutes a day for 13 days in the month. This is considered a month's work for which the conductor receives \$296.92. The brakeman on this run also works 13 days in the month for which he is paid \$213.66.

On June 1, 1938, ninety-seven railroads were in bankruptcy. In the first three months of 1938, railroads operating over 87 per cent of the total railroad mileage did not earn enough to pay the interest and rents for leased roads, and the deficit of all the railroads taken together was \$106,000,000. Yet the railroads under governmental direction are forced to pay the highest wages in their history, and carry a tax burden of over 328 million dollars a year. Railroad employes are a power in politics!

Great is the government as a business director!

government.

Under the philosophy of freedom as expressed in the Constitution, it is the function and duty of the government to regulate all activities in human society—in the interest of freedom, justice and fair play. It is the duty of the government to regulate the practice of medicine, the practice of law, marriage and divorce, social institutions and even religious institutions as well as business in the interest of equal rights to all and special privileges to none. But it is not a proper function of government to direct the activities of men "in the pursuit of happiness" in any field.

Under constitutional regulation business in this country has made marvelous progress. Who can point to a single example of real progress in business under governmental direction?

Under governmental regulation, the railroads in this country were successful and prosperous. Under governmental direction the railroads are in a desperate condition today.

In 1916, the railroads were prosperous and had made the whole country prosperous. It was about this time that the government abandoned its constitutional function of regulation and assumed the function of direct-

THE AWFUL PRICE YOU PAY FOR BEING NERVOUS

Check Below And See If You Have Any Of The Signs

Quivering nerves can make you old and haggard looking, cranky and hard to live with—can keep you awake nights and rob you of good health, good times and jobs.

Don't let yourself "go" like that. Start taking a good, reliable tonic—one made especially for women. And could you ask for anything whose benefits have been better proved than world-famous Lydia E. Pinkham's Vegetable Compound?

Let the wholesome herbs and roots of Pinkham's Compound help Nature calm your shrieking nerves, tone up your system, and help lessen distress from female functional disorders.

Make a note NOW to get a bottle of this time-proven Pinkham's Compound TODAY



without fail from your druggist. Over a million women have written in letters reporting wonderful benefits.

For the past 60 years Lydia E. Pinkham's Vegetable Compound has helped grateful women go "smiling thru" trying ordeals. Why not let it help YOU?

Help Kidneys Don't Take Drastic Drugs

Your Kidneys contain 9 million tiny tubes or filters which may be endangered by neglect or drastic, irritating drugs. Be careful. If functional disorders of the Kidneys or Bladder make you suffer from Getting Up Nights, Nervousness, Leg Pains, Circles Under Eyes, Dizziness, Backache, Swollen Joints, Excess Acidity, or Burning Passages, don't rely on ordinary medicines. Fight such troubles with the doctor's prescription Cystex. Cystex starts working in 3 hours and must prove entirely satisfactory in 1 week, and be exactly the medicine you need or money back is guaranteed. Telephone your druggist for Cystex (Siss-tex) today. The guarantee protects you. Copr. 1937 The Knorr Co.

Scott Starts Prison Term

Edward W. Scott, convicted of second degree murder for the shooting of Larry Saunders in North Las Vegas on June 27th, was sentenced by District Judge Orr to a term of from ten to twenty years in the state prison.

The prison car arrived Tuesday to take Scott to Carson City.