



"HE'LL sell us the car for 600 dollars, but he wants 1,200 dollars for the furniture"

power schemes they wanted by their own unaided, inter-State efforts, rather than by handing the problem to experts from Washington, and having it done for them. It was another side to their democracy, and this opposition to control by one huge authority (as one to control the Missouri Valley would have to be, for the Missouri runs through several States) even came from those who would most benefit from the plan—even from University graduates, engineers, and the like, to whom it would give jobs.

Attitude of Farmers

The attitude of farmers towards these irrigation schemes in general was like the attitude of most farmers to most farming innovations—if it meant more profit they were for it.

These river control authorities on the model of TVA did much useful work in the way of flood control, Mr. Lamont added. Other State agencies such as the Bureau of Reclamation and the U.S. Army Engineering Corps (which did an immense amount of work) also added a big quota to the total of Federal-controlled work.

America was a difficult country to get to know because of its very bigness, Mr. Lamont concluded, and it was particularly difficult to judge issues such as TVA because of the mass of subtle and not-so-subtle propaganda from both sides. His own view about TVA, however—apart from MVA, which would be so much bigger—was that it had done a remarkable job. He had even heard a Republican say: "My grandfather was a Republican, my father was a Republican, and so am I, but that man Roosevelt surely did at least one good job—he started TVA."

Irrigation did remarkable things to arid land in the West, Mr. Lamont thought. Land which ran about one sheep to five or six acres, or one cattle beast to 25 or 30, changed to such an

extent that it became used for different purposes altogether. In parts of California, where it was a simple job—the actual irrigation coming just from damming the drains when the water was needed, you could drive for miles along a road and pass nothing but asparagus farms, or acre on acre of lettuces.

"Arid land was often excellent land, with fine chemical properties once the water got to it," Mr. Lamont said. Some of the western lands—in Colorado, for instance—was very similar to our own Central Otago land, and the result of irrigation was remarkable.

Without irrigation much of the land could never be used for fattening. That was one difference in New Zealand and American methods. In America, to fatten stock, fattening paddocks of lush grass were not kept. In the west there was not the lush grass. What was done was to put the cattle in a yard piled high with stacked food for them. The cattle were brought in from the range, fed on all this winter feed, fattened and sold. It meant an immense amount of crop-growing.

Anti-Trust Laws

Though he had not gone to America to study such questions, Mr. Lamont found some strong evidence of support for anti-trust laws. He quoted two examples. In one State a private railroad also had control of a bus-service. That gave it a monopoly of transport in an area.

Someone took the appropriate steps to have the matter tested under the anti-trust laws, and the result was that the company was told by the Supreme Court that it would have to sell one or the other—the railroad or the bus-service. It could not hold both.

Similarly, the Pullman Company had been told by a Court order that it could not have the sole rights of manufacture and of leasing all railway sleeping cars. It could have one or the other, but not both.



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