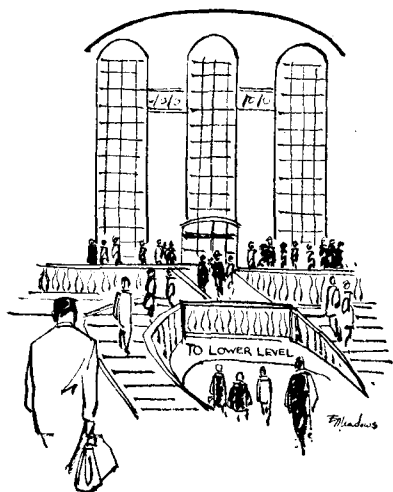


seldom any deaths, whereas in a plane crash few survive as a rule.

Mr. Saunders is excited about combinations of highway, rail, water, and even air transportation. He says enthusiastically: "A transportation company should be able to offer a customer every kind of shipping service. This type of fully integrated transportation company is impossible under present federal policy."

Mr. Saunders and others at the top of the railroad business are often asked why, if European and Japanese trains can be beautifully and rapidly run and draw overflow patronage, can't U.S. railroads do something about the woe-lful state of passenger business. Saunders knows the reasons and some of the answers and patiently goes through them each time. In the first place, almost all European railroads are owned by their federal governments and run at a loss, made up in tax money. No wonder they look so spruce and their equipment so shiny. Another thing, the Japanese worked for ten years before they came up with the present design for the streamlined train that now races from Osaka to Tokyo and back at an average speed of 100 mph. This Japanese line was especially constructed for high-speed passenger service only. It allows no freight on its new roadbed and rails. Consequently, the pantagraph system that brings electric power from an overhead cable into the passing train has a clearance of only about a foot. On the New Haven, Pennsylvania, and other freight-passenger lines in the United States, the pantagraph goes up five feet or more to allow clearance for freight cars. This additional height makes American high-speed travel hazardous without special pantagraphic equipment. During tests on the Pennsy roadbed near Princeton, New Jersey, several pantagraphs actually swayed so much that they went all the way off to the left or right of the train, a dangerous situation.



So little research has been done in designing new, high-speed passenger equipment in the United States in recent years that foreign experts had to be called in by the Penn Central to tell them the latest engineering advances. As a result, the federally financed high-speed runs have been slow in developing and the Budd train is still very much in the experimental stage. With any sort of continuing research along these lines we would by now be having regular high-speed service between New York and Washington. In any case, all of us are now paying for our common neglect of passenger rail service, probably the most efficient short-haul means of getting masses of human beings from one place to another in crowded urban areas. You can quickly and safely transport 1,200 people at a time in one short-haul train. If they drove in to the city, even two to a car, space would have to be found for 750 automobiles in center-city areas already so congested there is simply no room much of the time to park one more car. Moreover, you don't have to park a passenger train. It parks itself, on its own siding, awaiting only the return trip. If enough use could be found for passenger equipment during the day's layover on, say, a commuter line, no railroad in America would try to sabotage and destroy passenger service, which is what has been happening for a generation now and with good sound economic reasoning behind it.

A COUPLE of years ago at a reunion at Roanoke College, where Saunders was graduated in 1930 and is now chairman of the board of trustees, a classmate said to him: "You always were a lucky guy." Saunders replied: "Yes, I suppose I was—but I've also noticed that the harder you work the luckier you get." A year ago in Philadelphia as Saunders received the city's annual Benjamin Franklin Award, the Poor Richard Club summed up the situation pretty well: "When Benjamin Franklin arrived in Philadelphia things began to happen. It's the same with Stuart Saunders." As to a sense of humor, Mr. Saunders told those who gave him the William Penn Award in Philadelphia this past December: "Getting the New Haven Railroad and the William Penn Award in the same week is too much." Now that he has joined J. Irwin Miller, Thomas J. Watson, Jr., Joseph Wilson, David Rockefeller, George Love, Frederick Kappel, Charles Percy, Frank Stanton, Ralph Cordiner, George Romney, Devereux Josephs, Neil McElroy, and Henry Ford II as an SR Businessman of the Year, perhaps the shock of acquiring the New Haven has been dulled, though that would be asking a great deal even of Saunders of the Penn Central.

—RICHARD L. TOBIN.

## Chess Corner—No. 130

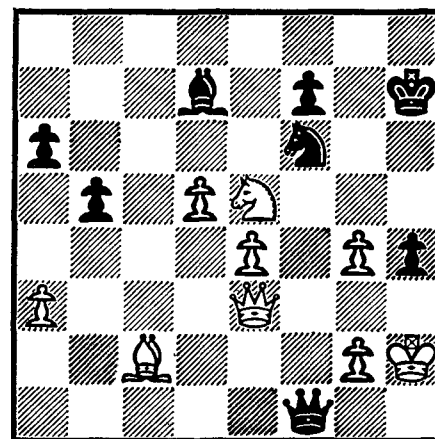
HOW far ahead does the grandmaster see is the perennial query. One move, ten, or myriad numbers? Does he play by intuition or judgment or doctrine on a move-to-move basis?

The story of New York's East-side pride, who bested a world champion, is pertinent. Reporters wished to determine the players' profundity and perspicacity. They were told that the mighty paladin sees ten moves ahead. But the winner boasted he could anticipate but one. And with crystal-clear logic he explained, "it is always the best move."

In the following game between Danish champion Bent Larsen and six-time American champion Sammy Reshevsky, it is the one last move that spells victory.

### NIMZO-INDIAN DEFENSE

Reshevsky White	Larsen Black	Reshevsky White	Larsen Black
1 P-Q4	N-KB3	22 P-QN4	PxP e.p.
2 P-QB4	P-K3	23 NxP	NxN
3 N-QB3	B-N5	24 BxN	Q-K2
4 P-K3	O-O	25 QR-B1	KR-B1
5 B-Q3	P-B4	26 N-N4	BxP
6 N-B3	P-Q4	27 Q-K3	B-Q2
7 O-O	QPxP	28 N-B6	Q-B3
8 BxP	N-B3	29 P-B3	P-KR4
9 P-QR3	B-R4	30 R-B3	P-R5
10 Q-Q3	P-QR3	31 R/1-QB1	P-N4
11 R-Q1	P-QN4	32 N-R7	RxR
12 B-R2	P-B5	33 RxR	N-K1
13 Q-K2	Q-K1	34 N-B6	K-N2
14 P-R3	P-K4	35 R-B2	R-B1
15 P-Q5	N-Q1	36 Q-B3	R-B2
16 P-K4	N-N2	37 K-R1	K-R2
17 B-N1	N-Q2	38 Q-K3	P-N5
18 B-B2	N-Q3	39 PxP	Q-B8ch
19 N-QR2	N-QB4	40 K-R2	N-B3
20 B-Q2	BxB	41 NxP	RxR
21 NxB	B-Q2	42 BxR	....



42 .... Q-R8

Resigns

—AL HOROWITZ.

SR/January 11, 1969

■ A mass-made automobile is started for the first time when it is dropped off the end of the production line. It is driven a few feet to the haulaway truck, and then a few more feet later into the showroom. That's its break-in period. The car may be good or flawed. The customer won't know until he buys it. Mass production means fast production, fast delivery.

We at Porsche build fast cars slowly. It takes the customer more time to get one because we don't take short cuts.

When the final bit of hand assembly has been done on the Porsche engine, it's not quickly bolted into a car. First, it's hooked to a dynamometer, a device that tells if it is putting out its full rated horsepower. Speed and power ratings are taken and noted in a permanent card file. (Now and then an engine fails. Bad news for somebody.)

If the engine passes, it goes to its matching body, which has passed dozens of inspections (eight for metal-work alone.) The

car gets another dynamometer test, this one reading power at the rear wheels.

Then, an entirely new series of tests and inspections begins before the car is shipped. There are *three* different road tests by the same driver. First, an overall check-out, next, a high-speed, long *autobahn* run; and, finally, a rough-road test. The driver turns in a signed report.

There's nothing anonymous about building a Porsche. We know who built your engine; we know who tested your car. And they know we know.

What's the Porsche in the picture wearing? It's a *steinschlagschutzhülle*, according to the catalog. A canvas shield to protect the finish from flying stones and sand during testing. The drivers simply call it a bra.

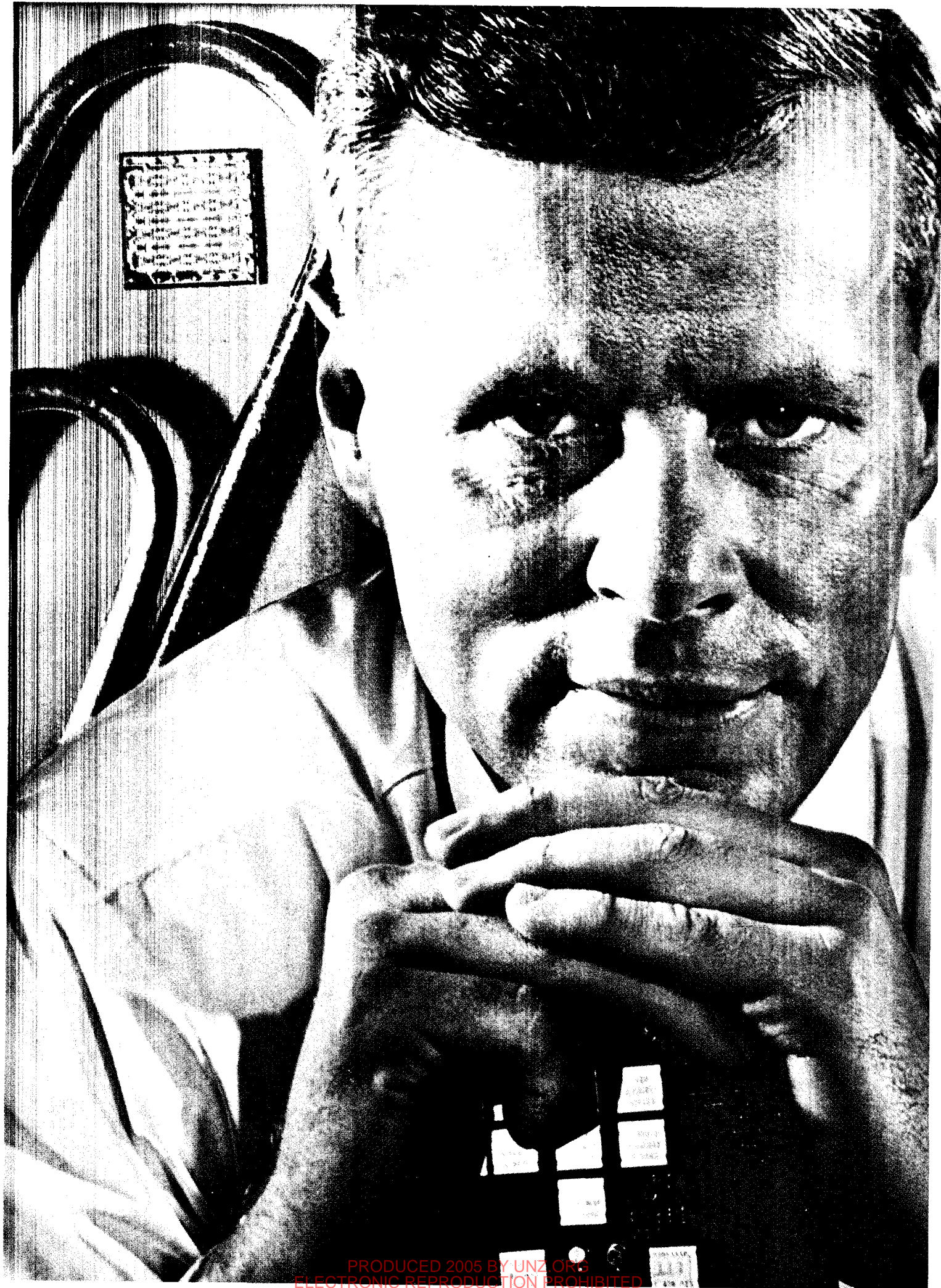
Prices start at about \$5,100, East Coast P.O.E. See your Porsche dealer or write to the Porsche of America Corporation, 100 Galway Place, Teaneck, N.J. 07666.

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# This man helped shrink the cost of data processing by shrinking the size of computer circuits.

When electrical engineer Bob Henle joined IBM 17 years ago, the cost of performing 100,000 calculations on a computer was several dollars. Today 100,000 computations cost only pennies.

What caused the dramatic reduction in cost? It's due, in part, to the work of Bob Henle and his associates in microcircuitry.

Says Henle, "The smaller we can make the circuits, the faster a computer can work because the electronic pulses have a shorter distance to travel. As the speed goes up, the processing costs come down.

"In less than twenty years, competitive research in the industry has miniaturized circuitry so drastically that now a chip containing 72 circuits is dwarfed in the loop of a paper clip. And the largest computers can perform one function in five billionths of a second."

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From a beginning less than two decades ago, computer technology has made remarkable progress. Bob Henle is one of many men and women in the industry who constantly search for new ways to reduce the cost of data processing even more.

Sometimes when a man has worked very hard  
and succeeded, he enjoys ordering things just because they're expensive.



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# “Uncle Tom’s Cabin”

By KENNETH REXROTH

IN the first half of the nineteenth century, American writing made its first large-scale appearance on the stage of world literature. Benjamin Franklin, Thomas Jefferson, and others like them, had been international writers or thinkers with considerable influence abroad, but they were essentially Physiocrats or Girondins or Jacobins—in other terms, radical Whigs. The sources of their inspiration were in France and secondarily in England, even though in those countries they were accepted, not as bright provincials, but as full equals in the international community of the Enlightenment that stretched from the court of Catherine the Great to the discussion clubs of Philadelphia. Two or three generations later, American writers were playing a determinative if minor role in international literature.

Harriet Beecher Stowe made the moral horror of slavery visible to all the world, but she also made the Negro, slave or free, visible as an essential member of American society, and she made the full humanity of the Negro visible to all, black or white, all over the world. It is possible to disagree with her idea of what a fully human being should be, but she did the best according to her lights. Her lights were, as a matter of fact, just as illuminating as any that have been lit in a more cynical and rationalistic age, by writers with a different kind of sentimentality.

*Uncle Tom’s Cabin*, like Mark Twain’s weather, is talked about by millions who do nothing about it; that is, “Uncle Tom” is a term of contempt used by everybody today, yet hardly anybody bothers to read the book anymore. The picture of the humble and obedient slave is derived not from the novel but from the “Tom Shows” that toured America for a generation before the First War. Uncle Tom is in no sense an “Uncle Tom.” He is by far the strongest person in the book. Although he is whipped to death by the psychotic Simon Legree, his end is not only a tragedy in Aristotle’s sense—the doom of a great man brought low by a kind of holy hubris—but, like Samson, he destroys his destroyer.

Is Harriet Beecher Stowe sentimental? And rhetorical? Indeed she is. So is Norman Mailer, or for that matter much greater writers, Thomas Hardy or D. H. Lawrence. It is true that we must ad-

just to changes of fashion when we read her novel. The early nineteenth-century rhetoric of Harriet Beecher Stowe takes a little getting used to, but it survives the test of the first twenty pages. Once the reader has accepted it, it soon becomes unnoticeable. The sentimental scenes in the novel, almost the only ones that survived in the Tom Show—Eliza on the ice, the death of Augustine St. Clare, the death of Little Eva—are deliberate devices to hold and shock the popular audience of the time. They drive home, to sentimental readers who give at least lip service to an evangelical Christianity, the overwhelming reality of the rest of the book. How real, how convincing, this huge cast is—as large as that in any novel of Balzac’s or Dostoyevsky’s.

True, the Negroes are seen from the point of view of a white person, but any attempt to “think black” would have been a falsification. Mrs. Stowe simply tries to think human. And human they all are, even at their most Dickensian. Little Eva is not a plaster statue of The Little Flower. The evangelical early nineteenth century produced plenty of saintly little girls just like her. They occur in all the novels of the time, though not in such abnormal circumstances as the Little Missie-devoted slave relationship. When they appear in Dickens they are usually less believable. Mrs. Stowe’s sentimentality lacks the subtle lewdness that invalidates Little Nell and other girls of Dickens, because Mrs. Stowe was a far more emancipated and radical person than Dickens, politically and sexually. Tom, of course, does not function as a slave but literally as an “uncle” to Eva. He takes the place of her neurotic and inadequate father, as he substitutes for so many others who are inadequate, and finally atones for all.

Simon Legree may be a monster but he is a human monster, more human for instance than Dickens’s Fagin or even Mr. Micawber. No one in *Uncle Tom’s Cabin* is completely a villain. Even at their worst Mrs. Stowe’s characters are battlegrounds of conflicting motives, of Beelzebub and Michael. Simon Legree is not a devil. Devils and angels struggle within him. The slave trader Haley knows the good, but to him it is reduced to the cash nexus. Uncle Tom in his eyes is worth more money than an “ornery” slave.



*Uncle Tom’s Cabin* is not only an attack on slavery, the greatest and most effective ever written, it is a book of considerable philosophical or religious and social importance. Its immense popularity was a significant factor in the change in the dominant American philosophy, dominant in the sense of “shared by most ordinary people.” Mrs. Stowe came out of Puritan New England. In her immediate background was the rigid predestination of strict Calvinism and the literal interpretation of Scripture. *Uncle Tom’s Cabin* is far more tendentious in its constant insistence on a kind of secularized evangelical deism than in its forthright, realistic portrayal of the horror of slavery. The book says, “Slavery denies the integrity of the person of the slave; in doing so it cripples the integrity of the person of the master, but it cannot destroy the humanity of either master or slave.” This is or should be self-evidently true, and it is presented by a dramatic narrative that is convincing as a marshaling of fact. The philosophy of the good life as expounded by Mrs. Stowe through her various spokesmen and spokeswoman in the novel is disputable, but there is no denying that it was the faith by which most of white Protestant America, and most of black, lived until recently.

IT is absurd that in American universities there are countless courses in rhetorical, sentimental, and unreal novelists like James Fenimore Cooper or worse, and that this book, which played no small role in changing the history of the world, is passed over and misrepresented. Hawthorne, Cooper, Washington Irving ignore the reality of slavery. Yet slavery was the great fact of American life. Harriet Beecher Stowe alone of the major novelists faced that fact and worked out its consequences in the humanity of those involved in it—master or slave or remote beneficiary. She knew that her New England was almost as dependent on the “peculiar institution” as any plantation owner.

And what were the final consequences? They are not yet. Of the immediate ones President Lincoln said when he received her: “So you’re the little lady who started this great war.” As for her literary influence, it is one of the best kept secrets of criticism. Most of the characters of William Faulkner and Tennessee Williams, and many of their situations, can be found at least in embryo in *Uncle Tom’s Cabin*, and the old rhetoric is still theirs. It seems to be necessary in describing Southern life. As for Uncle Tom, he was assassinated in Memphis, and has been before, and will be again, until something like Mrs. Stowe’s secular, evangelical humanism wins out at last—or the Republic perishes.