

All forms of social freedom are curtailed, and a fear and persecution of all minority groups, particularly labor organizations, will probably develop.

Since war serves no human or biological need but is essentially a pathological state and violently interrupts all the natural activities of living, its effects on all participants are serious.

If war is prosecuted for a long period, it is necessary to artificially inflate enthusiasm and to artificially deaden normal reactions of fear and horror. This is likely to result in serious psychological changes in the individual and to increase the psychoses of frustration.

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PSYCHOLOGY

War Propaganda Success Depends Upon Rousing Hate

By DR. ROSS STAGNER

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PROPAGANDA designed to involve United States in war will take the form of glorifying one side of the European conflict while vilifying opposed countries.

The success of propaganda depends upon arousing emotions of anger, hatred and fear. Its effects can be neutralized by trying to see both sides, avoiding policies based on revenge and intimidation, doubting atrocity stories, shunning name calling, remembering that national governments do not publish true facts on national disputes.

Our studies emphasize that American people hate war but by allowing emotion to sweep away reason they may be plunged into it.

Appeals to our highest ideals may be shrewdly planned to let loose our most destructive emotions.

If the United States is drawn into war, we shall have censorship, destruction of free speech and preaching of international hatred on an unprecedented scale.

Here, as elsewhere, will occur a frightful increase in neurosis, insanity and twisted personalities.

Civilized values and democratic ideals will be crushed. The psychological effects will persist for twenty years or more.

Psychologists appraising this crisis plead for caution, reason and delay in judgment until facts are clear, warn against quick condemnation based on possibly distorted information.

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ONE OF TWINS

Polishing one of the America's propellers. Two such giants, which must be hand-finished, will be driven by geared turbines to take the ship across the Atlantic in a comfortable, economical seven days.

ENGINEERING

Newly Launched Liner Is Safest Ship in The World

THE S. S. AMERICA, launched on August 31, is not only the largest passenger vessel ever built in the United States but is the safest ocean liner in the world. Its design, naval architects of the Newport News Shipbuilding and Drydock Company, its builders, and the U. S. Maritime Commission unite in saying, incorporates a great many unusual features.

The America will never burn like the Morro Castle, the Paris, Atlantique and Georges Philippar. Fireproof construction featuring marinite, an asbestos-based material for paneling, brick and partition filler, is being used throughout. All the vessels under construction or called for in the Maritime Commission's program for rebuilding the merchant marine are similarly designed, but only a few vessels incorporating it have been finished. The America will be the largest fireproof steamship afloat.

Wood construction between state-

rooms and other enclosures, and wood paneling throughout, are the source of fire danger in ocean liners. Only a small amount of wood paneling will be in the ship and because of the wide use of marinite, it is not at all dangerous. Marinite was proved to be a successful fireproofing material in tests aboard the S. S. Nantasket, conducted following the Morro Castle disaster.

The America is about 40% complete today. It will be finished in what is known as a "fitting basin." Its displacement will be about 34,000 tons. Its gross register tonnage, which will not be known exactly until the ship has been finished, will be about 26,000 tons as compared with more than 80,000 gross register tons for the Queen Mary and the Normandie. Gross register tonnage, most frequently used as a measure of a passenger vessel's size, has nothing to do with weight but is a measure of the space enclosed by the hull, decks and