

who have found in themselves, in their own resources, the means to make a variety of adaptations we cannot now foresee.

Against that sort of requirement, how do you evaluate American education? That some people become thinking beings through American education I find incontestable. But do all? Do anything like the number who need to?

I could take you to a school here in Washington where I could show you a large number of 16-year olds learning automotive maintenance and repair. Well, I am glad somebody learns it because I certainly cannot maintain and repair any of my cars; they are far too sophisticated. But the modern car which these people repair is an expression of the nature of the internal combustion engine, which has certain characteristics. It is heavy, and this means you have to have all sorts of boosters, steering arrangements and the rest of it. And the engine can only go in one direction. So, that means you have to have brakes and boosters on that end as well. And what you end up with is some of these over-blown Detroit bubbles of the type we all drive.

The instrumentality which will obsolete this particular vehicle is probably already in existence. There are some theoretical advantages in the gas turbine which I think are going to change things. What will happen is that you will have a device which packs a lot more power with a lot less weight. This means the elimination of the booster arrangements. It means the elimination of all these sophisticated timing devices that are associated with the internal combustion engine. It means the elimination of the brakes because you have a thing you can squirt this way or that way. In other words, the power that is used to propel can also be used to decelerate.

The characteristics of this vehicle are probably not fully seen, but I take it as likely that within a decade they are going to be on the road in great numbers. We will, I suppose sustain an attenuated manufacture of internal combustion engines for those uses for which this particular engine is demonstrably superior. And I am sure there will be some. We will maintain a number on the highways, but we are going to be obsoleting cars with internal-combustion engines over the course of a decade or more, and we are going to eliminate from the highways some substantial share--something like 70 or 80 percent--of the number we have produced.