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This Week IN WASHINGTON

Problems Ahead

Washington—Well rested after their Easter recess, congressmen are tackling the problems of strikes, defense production, aid to Britain and taxes with a new get-things-done spirit which may mean that our whole wartime policy will be clarified by the end of this month.

The admission by the President that Communists may be aggravating our labor difficulties, even though he was careful not to infer knowledge of any tie-up between labor groups and Communists, has increased demands for legislation to prevent strikes and delays in defense production. Letters to congressmen show a growing public fear of organized efforts of anti-American groups to interfere with the defense program.

This fear was increased by a spokesman for the Ford Motor company who said of the big strike at the Ford plant that it was an effort of anti-American groups, "to tie up another large American industry and thus cripple the national defense program."

Legislation being considered to cope with the situation ranges from making strikes in defense industries an act of treason, to seizure of plants by the government and drafting labor in a manner similar to the draft of men for the army.

Voluntary Methods Preferred
However, it is expected that voluntary methods of settling labor difficulties, depending upon the influence of public opinion, will be given further tests before drastic legislation is enacted. The President wants the new National Defense Mediation board to be given a chance to prove what it can do before mandatory methods are used. The speed with which the Mediation board was able to get the Allis-Chalmers plant working again, after a 10-week strike, has inspired the hope that the board will prove adequate in dealing with the situation. But the public is in no mood to make a long test, and if the Mediation board runs into difficulties then both the senate and house will demand something more drastic.

Unemployment Still Huge
It is believed that by the end of this summer there may be a labor shortage in certain industries which will give labor a greater opportunity to dictate terms unless a control plan has adequately been worked out by that time.

Unemployment is reported still to be sizeable—the latest figure on the number of unemployment being 7,939,000. This is less than half of the number out of work eight years ago and it is expected that an additional 3,000,000 may be put to work before the end of summer. But there will be shortages, even though many are still out of work, because of the demand for skilled labor and for unskilled laborers who must be physically and mentally capable of performing certain definite jobs.

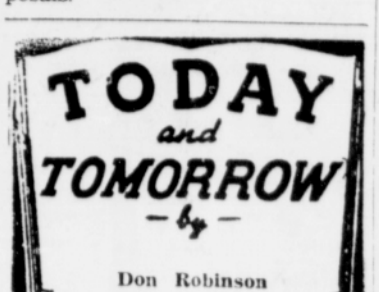
Will There Be War?
Predictions that we will actually be in the war this month are heard frequently in Washington, but the tone of many officials continues to be that we are taking chances of inviting a declaration of war by the Axis powers but that there is no reason to assume that an actual state of war will result.

We all know that the Axis powers have been aggravated by our seizure of Italian, German and Danish vessels, and by our ordering the recall of an Italian naval attaché, but it is argued here that such aggravations make little difference since the Axis powers already know we are against them but will continue to keep an on-the-surface peace so long as they see no advantage to themselves in admitting a state of war. From this country's view, point since our whole program is based on getting supplies to Britain, there is no reason for our declaring war when that program can be carried out without war.

Our decision on conveying ships to Britain is the question on which war may hang, it is the general opinion in informed circles. It is believed possible that we will turn over part of our navy to Great Britain so that they can convey ships before we will use

our own ships and our own men for this purpose.

There is a lot of talk here to the effect that the President is only awaiting public sentiment for war and will then throw caution aside, but many officials close to the President really feel that his dream is to win the war for Great Britain without participating in it ourselves. Although the general feeling is that that may be impossible, that attitude is reflected in most of the President's utterances and in his short-of-war proposals.



DEATH — — — — — Accidents

Just suppose you saw, splashed across the front page of your newspaper, a big headline reading:

35,000 AMERICANS KILLED, OVER A MILLION INJURED, IN MOTORIZED BLITZKRIEG

You and everyone else would act immediately. We'd mobilize over night to defend ourselves against the ruthless enemy which was inflicting such mass murder. And yet, that headline could appear in our newspapers and be stating actual facts on the injury and death inflicted on our population in 1941 by automobile traffic accidents.

It's hard for us to get worked up against traffic as we would against a uniformed enemy carrying guns and attacking with planes. Traffic accidents are more like a sniper war—a few killings here, a few there—but which, in the aggregate, and more or less unnoticed, come to a huge figure.

There are strong groups organized to lead highway safety wars. But they need the emotional backing of the people. Their published materials seem incapable of arousing us to a pitch where we volunteer all-out aid.

To me, the figure which really makes the situation hit home is this: at the present accident rate, at least one traffic injury or death will strike both your family and mine within the next 25 years.

PEDESTRIANS — — — — — Victims
One ironic thing about traffic deaths is that the largest proportion of victims are people who are not driving cars. Almost 40 per cent of those killed are pedestrians who are just unfortunate victims of a condition in which they have no part.

The greatest number of deaths among pedestrians is caused by walking on highways in rural areas. Although that is responsible for only 4 per cent of pedestrian accidents, it accounts for 18 per cent of pedestrian deaths—for the great proportion of people hit on highways by speeding automobiles are killed instantly.

The cause of pedestrian accidents is from crossing streets between intersections. The next biggest casualty list comes from crossing busy streets which do not have traffic signals and then comes a large number of accidents to children playing in the streets. Almost a thousand children are killed and almost 40,000 injured per year.

PREVENTION — — — — — Regulations
Experts believe that accidents are preventable because causes of all accidents are known. The only thing that needs to be done is to eliminate the causes, which is difficult, but not impossible.

They know, for instance, that the greatest number of accidents—about 37 per cent—are caused by automobiles being driven at excessive speed. There are two possible answers to that one: (1) Stop speeding by more stringent law enforcement or (2) remake highways and intersections so that speed will no longer be dangerous. The right answer probably is to attempt to approach both objectives.

Disobeying traffic regulations other than speed laws, is the second greatest cause of accidents, the majority resulting from ignoring the right of way. The answers to that are many—but include more thorough tests to get licenses, better regulatory signs, better enforcement of present laws and where necessary, more regulations.

Of the total accidents in a year, over 40 per cent occur on Saturday or Sunday. This makes it clear that traffic regulations which are ample on week-days need to be reinforced on week-

ends.

SPEED — — — — — Uniformity
Local speed laws, which change from town to town with no apparent reason, have probably done more than any other one thing to make drivers take the law into their own hands. Figuring that it is impossible to keep informed on local regulations, most people just drive at what they, rather than the law, consider a safe speed.

The lack of uniformity of speed laws is indicative of most traffic regulations.

The American Safety foundation in Washington, which is supported by leading associations of automobile manufacturers, road builders, railroads, farmers and consumers, is pushing a seven-point standardization program. It calls for uniformity of legislation, motor vehicle administration, enforcement, engineering, education personnel training and research.

Those seven points may not sound as stirring as a demand for guns, tanks, planes, bombs and torpedoes—but, if adopted throughout the nation, they would snatch thousands of marked men, women and children from approaching death.

FRIDAY'S SHOW—The Range Busters in "West of Pinto Basin," also J. Farrell MacDonald in "The Last Alarm." Cartoon, News, Oddfellows Hall, Sandy, Oregon. Admission 10c and 20c.

Church News

THE FIRST BAPTIST CHURCH of Sandy

The services of the Baptist church in Sandy will be held in the Grange Hall as usual next Sunday.

Sunday school at 10 A. M.
11 a. m., sermon by Edwin Brock.

7:45 p. m., sermon by Robert Mundlin.

Young people's meeting at 6:45 p. m., conducted by Robert Mundlin.

Prayer meeting will be at the home of Mr. and Mrs. Harry Anderson, Friday evening at 7:30.

SANDY COMMUNITY CHURCH

Mr. J. C. Hafley, Pastor
9:45 A. M. Sunday School. Mrs. Lewis Hall Superintendent.

11:00 A. M., Prof. James Howard of West Linn High School, will be the special guest speaker.
12:00 Noon. Pot-luck lunch at Oddfellows Hall.

2:00 P. M. Assembly, and Community Singing, followed by an

address on "The Importance of Religious Education," by Mrs. Stauffer.

6:30 P. M. Christian Endeavor. Miss Nellie Clapp, president.

7:45 P. M. Evangelistic service. Sermon by the pastor, "The Royal Way."

Wednesday, 8:00 P. M. Prayer meeting and Bible study.

CHRISTIAN SCIENCE CHURCH

Regular services are held every Sunday at 11 a. m. in The Woman's club house in Sandy.

All are cordially invited to attend.

IMMANUEL LUTHERAN CHURCH

A. W. Schelp, Pastor
English service every Sunday at 11 A. M.

Sunday School every Sunday at 10 A. M.

German service on 1st and 3rd Sunday of the month at 10 A. M.

Also supports full 8th grade Elementary school, Pastor, and Wm. P. Grunow, teachers.

ST. MICHAEL'S CHURCH

Mass at 9:30 a. m. on Sundays, all summer.

Welches—Mass every Sunday at 11:00 a. m.

The Sandy Christian Endeavor Society meets at the Sandy Community Church every Sunday evening at 6:30 o'clock. Church services are at 11:00 a. m. and 8:00 p. m. on Sundays and Sunday School is held at 10:00 a. m.

COMMUNITY SUNDAY School which formerly met at the Sandy Lumber Co., has moved to Welches' school. The time is from 10:30 a. m. to 12:00 noon.
Rev. Malmstrom.

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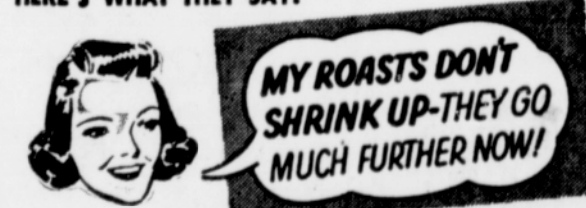
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