



By Harris Ellsworth, M. C.

As the second (and last) regular session of the 81st congress moves nearer the season of hot and humid Washington, D. C. weather, discussion among the members often turns to the question of a probable adjournment date. Last year the session dragged through the summer to Oct. 19. This year most members would like an early adjournment not because of hot weather but because there will be some hot election campaigns — this being an election year. All house members and one-third of the senators are up for election.

Normally the second session of a congress should adjourn after the new appropriations bills are completed. Little work is done on major new legislation during the second session because no bills are carried over into the next congress. Thus the principle work of this session is to act on appropriations and clean up important pending legislation. The program for the remainder of this session should include the following:

1. Senate action and final approval of the omnibus appropriations bill.
2. Action on foreign aid appropriations by both houses.
3. Some sort of tax bill, probably removing the more objectionable excise taxes.
4. Senate action on FEPC (probably a short filibuster).
5. Changes in the social security law based upon a bill passed by the house which is now in the senate.
6. Action on Reorganization plans submitted by the President based on the Hoover Commission report.

How much time will be required to serve up this legislative menu cannot be predicted, but my guess is the session will continue well into August.

During the last 100 years the per capita debt of the people of the United States has been multiplied 600 times in size. In the year 1850, the public debt was \$2.77 per person. The treasury department reported in February this year that the debt now amounts to \$1,698.00 for each man, woman and child in the United States! (About \$6,800 for the average family).

The commission on the renovation of the White House is charged with the obligation of disposing of surplus material taken from the White House during the remodeling now going on. In trying to establish some policy, the commission desires to determine the probable demand for such material within each congressional district.

The commission has asked me to furnish some estimate to them for the fourth district. It will be helpful if museums, colleges, universities, libraries, schools, patriotic and civic organizations will advise me promptly of any interest in obtaining a memento from the White House. When the commission has received the information from the various congressional districts, some final policy will be announced and the

requests filled in so far as possible. Those interested should write me indicating the facilities available, people served, and the type of memento proffered.

Major items will be allocated to museums or similar public institutions. Other materials consist of pieces of masonry or lumber building materials, nails, iron bands, and plaster ornaments in various stages of preservation, suitable for processing into articles by the recipient. Recipients must bear the cost of packing and transportation which may run from 50c to \$100, depending on the nature and quantity of material for the particular request.

LOCAL NEWS

Mr. and Mrs. C. J. Baldwin of Billings, Mont., retired lumber

dealers, visited Wednesday evening with their cousins. Mr. and Mrs. A. E. Sandbo. The Baldwins had spent the winter at Los Angeles. He is a legislator from his district in Montana.

Rentals for people coming in to work on the Coos-Curry Electric Cooperative transmission line were scarce the first of the week. Only a skeleton crew is here at present.

F. C. "Tommy" Thoms, field representative for Loyal Protective Life Insurance Co., was Friday caller at the Pilot office. A former resident of Amity, Ore., Mr. Thomas called on the Pilot to carry a message from friends of the Akers family.

Attorney Ed F. Ackley expects to leave tomorrow for San Francisco on legal business, and will be gone about ten days.

Bill West, hurt seriously in a wood accident a few weeks ago, is reported to be making rapid recovery from what was first believed to be a serious accident. He will, however, be confined to the hospital for several weeks.

Mrs. Warren Smith is expected home from Gatlinburg, Tenn. today. She had been there for a

few weeks looking after the Pi Beta Phi sorority art and crafts school, which is an annual event for her.

Henry Kerr made a hurried trip to San Francisco late last week to buy parts for a diesel engine at Brookings Lumber Co. which had been damaged.

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IF IT'S MADE OF WOOD—

YOU HAVE A JOB FOR J. E. FIFIELD!

Turn off 101 at Beach Road. Follow the Signs

President Roosevelt's Board said—

President Truman's Board said—

Still the leaders of the Railroad

Firemen's
Union say—

"STRIKE!"

NO!
NO!

This ridiculous strike is an affront to every citizen of the nation. It's not for more money. It's not because of hours. It's only for soft feather-bedding spots for additional unnecessary firemen to go along in diesel locomotives just for the ride. A leading liberal newspaper calls the demands of the union leaders "horse-feathers!"

• The reckless leaders of the firemen's union want to force down the throats of the railroads and the public a ridiculous "make-work" proposal which has been twice ruled out by Presidential Fact Finding Boards duly appointed under the provisions of the Railway Labor Act.

This demand of union leaders for additional and unnecessary firemen to ride in diesel locomotives was rejected —after months of hearings— by a Board appointed by President Roosevelt in 1943.

It was again rejected in 1949 by a Board appointed by President Truman.

Recent meetings with the National Mediation Board have brought no change in the attitude of the union dictators.

Union Leaders Defy Intent of Law

The union leaders helped write the Railway Labor Act. Yet in an attempt to jam through this scheme of pure

"feather-bedding" by leading the members of their union out on strike and threatening paralysis to large areas of the nation, they are defying the spirit and intent of the very law which they helped to create.

This strike is not for higher wages. It is a strike to force the railroads to employ many more thousands of firemen who are not needed! It would be indefensible waste. The railroads have refused to place this additional and unnecessary burden on the public.

But more important than any other consideration, is the action of these few irresponsible union leaders in seeking to force a crippling strike upon the

This strike is one of the silliest strikes in history!

What are these reckless union leaders trying to do? They seek to cause thousands of their members to strike, and throw hundreds of thousands of other employes on and off the railroads out of employment, with loss of pay to them and their families, plus a severe blow to industry and the citizens of the nation.

What's the strike all about? If the union has its way—what happens? The present members of the union won't get one cent more pay. They will merely have been assessed for a costly and indefensible drive in an attempt to provide more dues-paying members for the union by creating "feather-bedding" jobs for additional and unnecessary firemen.

This is certainly one of the silliest strikes in history!

nation for their own selfish purposes.

There is no other possible answer to such a demand but "No!"

The railroads in making such a reply believe they have the whole-hearted support of the people in whose interest they are willing to fight this out, despite the loss and inconvenience that all will suffer.

It is time to put an end to such un-American demands.



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