

NEWS BEHIND THE NEWS

By PAUL MALLON

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LABOR LEGISLATION FORCED BY STRIKES

WASHINGTON. — A fair-trade practices bill for labor (Richberg) is supposed to lie around congress until the coming expected wave of union strikes generates an irresistible demand for its adoption—then it, or something like it, is passed. This, indeed, is the *sotto voce* program.

Such delay may sound like a back-end way to handle an expected national crisis, because the bill proposes to avert the strikes by providing machinery for just settlements, not only in the public interest, but in the long-range interest of the unions. Yet you can see what is beginning to happen to the legislation in the probable absence of Alabama's



Donald Richberg

Senator Lister Hill from the list of sponsors.

This was supposed to be a four-senator bill, introduced by two Democrats and two Republicans; in fact, the same ones who sponsored the declaration of senatorial peace principles, B. F. Burton, Hatch—and Hill. But on this bill, Hill says he was "just too busy" to fill out the B2H2 leadership, so it became B2H1. Most people think the real reason is that the CIO was instrumental in Hill's recent re-election.

The "too busy" treatment is likely to be applied generally to the proposal, because nothing in its announced purposes can very well be openly opposed by the unions, or anyone.

Basically, the bill would require the arbitrary unions to moderate their "public - be-damned" policy. Disruptions of public service, such as in the Fifth avenue bus slowdown in New York recently, where the drivers just decided to run an hour or so late, as well as strikes in public utilities, milk deliveries, etc., would be prevented by judicial compulsory arbitration.

This is in the sound interest of the unions, because all now are suffering from the conspicuous public-be-damned policy of a few unions.

The bill was not written by manufacturers or employers, but by an old union lawyer, Donald Richberg, who composed the most successful labor law ever enacted, the Railway Labor act. Under it the railway brotherhoods have prospered better than other labor unions, and without strikes.

The senatorial sponsors are not anti-labor people either, but somewhat left-leaning. The way they described their general purposes is this:

ONE BOARD PLAN

They would break up the competitive handling of labor through various government agencies now, and put all conciliation and mediation activities in a new five-man board.

A second board of three would handle complaints of unfair practices by labor or employer, not just labor alone, as now.

The Wagner act would be further amended to make unions democratic and to limit the closed shop to places where the union controls at least 75 per cent of the workers and is open to all members, and thus is not in itself a closed shop handing employment down from generation to generation in its own ranks, or otherwise limiting workers' rights.

Further logical limitations would cut down the number of captious strikes now expanding in the country.

Labor could stop all the national opposition arising against it in many states where laws or constitutional changes are being advocated or enacted, to protect public interest against the unions, if they would take the mild and reasonable purposes of this bill, or alter them to suit the situation. If they would say the word to senators like Hill, the bill would go through in a minute.

Unfortunately too many labor leaders now are shortsighted reactionaries who want to defend the status quo and prevent any reform of existing unsatisfactory conditions.

So it is quite possible congress will not only wait until the strike-horse runs away but the whole labor barn burns down, before taking up this key to lock the door.

Excessive use of power always kills itself by its own excesses. History is bulging with undeviating examples. Latest one is Hitler, who contrived his own defeat by carrying his power to lengths which caused an overwhelming opposition to be aroused. Statesmen, labor leaders or other humans seem unable to realize that power lasts only as long as it is wisely used.

Those who read this column weekly on the legal power built up by the Black faction of the Supreme court for unions to fix prices, realize the trend of this faction.

The Washington Merry-Go-Round

DREW PEARSON

WAR'S GREATEST SAGA

When the final history of the war is told, one of its greatest chapters will describe that branch of the service totally new to war—the Air Transport command. Transporting prime ministers and presidents, wounded men, jeeps and Pat Hurley's Cadillac over oceans and deserts has now become commonplace news to the American public. But behind that commonplace news is a thrilling story of painstaking, back-breaking pioneering.

Here are some things few people know about the Air Transport command:

Most used air route in the world is not between Washington and New York, not between New York and Chicago, but over "The Hump" between China and India. . . . Traffic over this world's highest mountain range, the Himalayas, is so heavy that planes travel at different altitudes so there will be no collisions. One plane will have orders to fly at 23,000 feet, another at 23,000, and so on. Three or four different air routes are used across the Hump, also to avoid collisions.

Next most heavily used air route is across the North Atlantic. The ATC sends a plane across the Atlantic every 38 seconds. That's about as fast as traffic moves on the Pennsylvania railroad between New York and Philadelphia, busiest rail line in the world. . . . The ATC is now flying returning troops across the Atlantic at a rate of 50,000 per month. . . . For years, ATC pilots have been briefed on how to land on the difficult airports of Greenland, Iceland or China. Now the ATC has the tremendous thrill of briefing pilots on arriving at home ports—Boston, Portland, Long Island. . . . Pilots say that no briefing was ever more welcome.

From Battle Fronts.

More than 220,000 wounded men have been carried in ATC planes away from the battle front. During the early stages of Okinawa fighting, planes swooped down on makeshift runways, taxied up to ambulances, took off right under the noses of Jap guns. Stretches were loaded aboard while the planes refueled. . . . One big ATC job has been getting crashed fliers out of the Himalayas. Amazing fact is that 75 per cent are saved. . . . Lt. Gen. Harold George, boss of the ATC, realized in advance that crashes would be heavy over the Hump, so men were given special training on how to live in the jungles. They were even taken to jungle outposts to get familiar with the jungle before they hopped. . . . Every plane flying the Hump has a small tin chest (with its own parachute) containing medicine, snake-bite, antidote, water purifier, concentrated food, signal flares, mirrors, mosquito nets, etc. This chest is kept near the plane's door. If the crew has to jump, the chest is kicked out before the last man leaves the plane. . . . In the jungle, crews are taught to stay where they are until sighted by rescue planes which signal instructions as to where they can be picked up. . . . Natives are usually friendly and the chances of getting rescued from the jungle are far better than if a flier drops over the desert or in the sea.

Japs Shot Down Many.

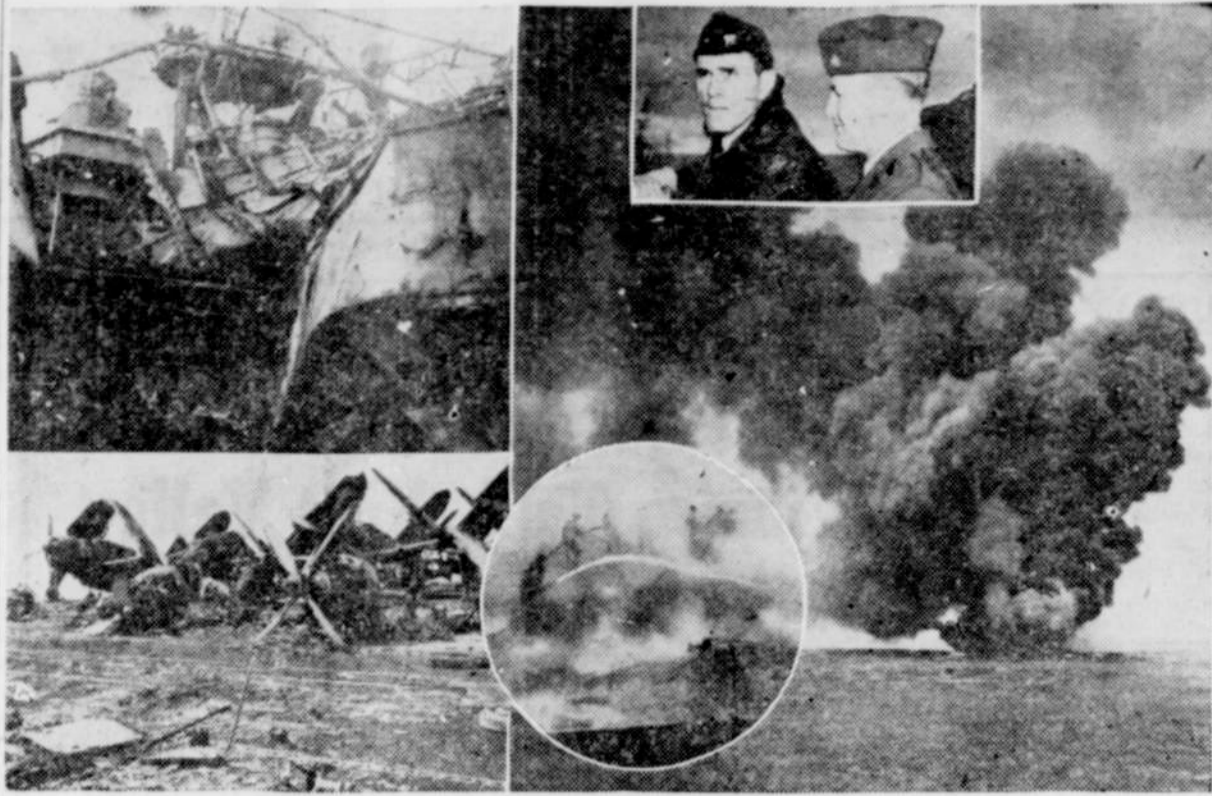
The Japs shot down many ATC planes early in the war by painting their DC-4s with U. S. insignia. . . . Flying up close, the Japs waited until they had perfect targets, then fired. . . . U. S. planes had to be repainted.

Before Pearl Harbor, Roosevelt ordered special fighter planes rushed to the British in Egypt where Rommel had General Montgomery's back to the wall. . . . However, fighter planes couldn't make the long trek across Africa without refueling and there was no airport in the heart of the continent. . . . One day an American engineer was dropped off a plane almost in the center of Africa, in French territory not far from the Sudan. He had his pockets stuffed with money, and his head stuffed with ideas. That was about all. He also had instructions to build an airport. . . . Six weeks later the ATC came back and he had a 4,300-foot sodded runway, in fairly good shape. He had drafted most of the camels and most of the natives in that part of Africa and paid them plenty to do the job. Fighter planes immediately began crossing to the Egyptian front and the British army staged its comeback. . . . Today the French are making diplomatic inquiries as to this airport, apparently with a view to taking it over.

Fifty Million Letters.

Fifty million letters were down by the ATC to Europe in April. This peak load has now dropped off due to troop transfers out of Europe, but the ATC has been the largest mail carrier in history. . . . Also it runs the world's largest hotel chain. It must be prepared to handle 1,000 men a night at Natal, Brazil, also feed them. ATC hotels are scattered all over the world to handle ferrying and combat pilots. . . . When the weather is bad, hotel facilities overflow.

Jap Suicide Planes Cause Tremendous Damage



The U. S. Carrier Bunker Hill, hit twice by Japanese suicide planes within 30 seconds, shows the effectiveness of the newest campaign of Japs against our battle fleet. Nearly 400 men were reported killed or missing and 264 wounded on the USS Bunker Hill. Upper left, shows one of holes caused by bomb. Lower left, planes after fire swept the deck. Upper right, Capt. G. A. Seltz, right, and Comdr. Howell J. Dyson, of the Bunker Hill. Lower right shows photographs of the ship while fire was still raging.

United Nations Delegates Sign Charter



President Truman, center, shown speaking to the United Nations delegates at their first meeting after the charter had been signed. Upper left, former Secretary of State Edward R. Stettinius as he signed the official charter for the United States. He will represent the United States in the permanent organization. Upper right, V. K. Wellington Koo, minister of foreign affairs for China, was the first of the representatives of 50 nations at the conference to sign charter.

Model Airplane Fans Compete



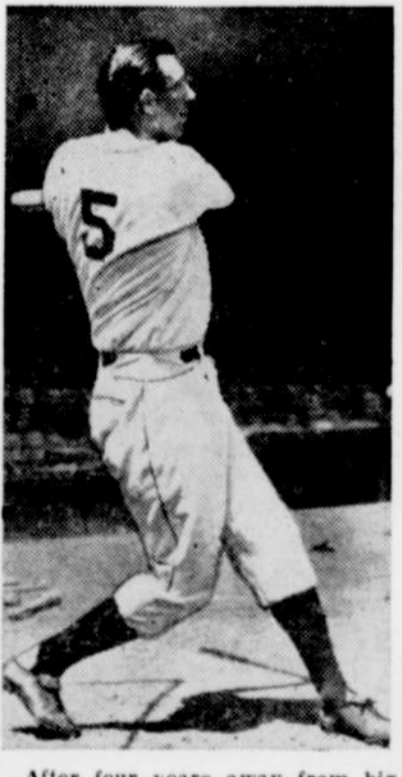
The Prop Spinners held their sixth annual Northeastern championship event for gas-powered model airplanes at Hicksville, L. I., N. Y., and both the junior and senior class contestants were out in all their glory. Above is a general view during one of the events. A contestant launches his plane. Others prepare their craft for a record flight.

Benes Reviews Lidice Troops



Men of the new Czech army present arms as they are reviewed by President Eduard Benes of Czechoslovakia on the site of the town of Lidice which was leveled by the Germans in 1942 in retaliation for the slaying of Reinhard Heydrich, near Prague. The review followed a memorial service for the thousands of victims of Nazi fanaticism.

Tiger Hank Returns



After four years away from big league baseball diamonds, Hank Greenberg, twice selected as America's outstanding baseball player, returns to the Detroit Tigers of the American league.

Little, but Oh, My!



Quite cute are these three-day-old skunks when they arrive in New York and are admired by their new fan. Give them a few months and they will be given a wide berth.

Farm Topics

Season for Winter Cover Crops Nears

Wider Use of Soil Improvements Sought

Winter cover crops are among the busiest workers on American farms. Beginning about September 1, they provide feed for livestock, hold the soil against erosion, aid land to absorb moisture, and when turned under in the spring, increase the soil's supply of essential elements.

Government reports show that the planting of cover crops is especially important in the east central and southern states. The south, within a single decade, increased its acreage under cover from a few hundred thousand to several million acres. There is still room for more cover crops, however.

Postwar farming profits, as well as production of food, fiber and oil crops essential to victory in the Pacific, depend to no small degree upon the added fertility, reduced erosion and increased production of cash crops derived from the use of a winter cover for the soil. That means more winter legumes such as Austrian winter pea, hairy vetch, smooth vetch, crimson clover, bur-



Plowing Under Cover Crop.

clover and sour-clover, and more ryegrass, alfalfa, kudzu and lespedeza.

While rotations of crops depend upon climate, location and type of soil, once a farm has a well-planned cover crop program, the benefits will make themselves increasingly felt.

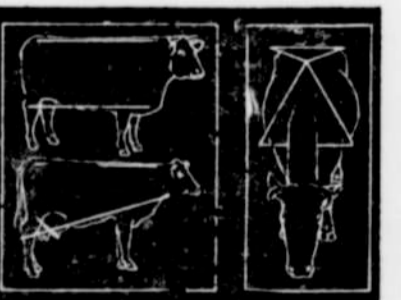
Nutrition Knowledge Cuts Loss of Calves

Farmers would lose fewer calves if they had a better understanding of a few simple principles of calf nutrition, according to a report of the American Veterinary Medical association.

In the field of minerals, salt, iodine, calcium and phosphorus are the ones to be watched most carefully. Salt and iodine deficiencies can be prevented by including 1 per cent of iodized salt in the grain mixture, and offering iodized salt free-choice. Calcium and phosphorus deficiencies can be avoided by including 1 per cent of calcium and phosphorus supplements in the grain mixture. If whole or skim milk is fed at the rate of 12 pounds per day, no calcium or phosphorus is needed.

Beef and Dairy Cows Selected for Type

While it is essential that the characteristics of the breed be understood, the temperament, capacity, mammary system, health,



The body form of the dairy cow should be wedge-shaped while that of the beef animal is rectangular, as shown.

breed record as well as market demands, must play an important part in selection of beef or dairy cattle.

Generally the dairy cow will have a good type if she is much wider in the hooks or pinbones and narrow down to a sharp, fine point at the withers or top of her shoulders.

Produce Quality Hay

Tests conducted at the Wyoming experiment station indicates that the maximum yield of digestible nutrients of hay is dependent upon the stage at which hay is cut. Alfalfa should be cut when one-tenth in bloom. Timothy and grass hays should be cut when the plant is in full bloom. Leaves or grass or alfalfa hay carry the heaviest portion of nutrients, so every attempt should be made to harvest hay when it will retain the leaves.