

# Three-Way Program at State Level Seen as Labor's Toughest Job

By LYLE C. WILSON  
United Press Correspondent

Washington — (U.P.) — Organized labor's political operators now are coming up to their most severe test, well heeled, confident and aggressive despite the Taft-Hartley Act which seems not to have made them slaves after all.

On top of next year's effort to nominate a satisfactory Democratic presidential candidate and to elect him, labor has a three-way program at the state level.

For a number of reasons, most of which not only are debatable but angrily controversial as well, many state legislatures are more difficult for labor to handle than are the U.S. Senate and House of Representatives.

The three legislative matters which labor leaders must force upon the attention of the states are:

1. Repeal or defeat of so-called right-to-work laws.
2. Repudiation or defeat of legislative resolutions seeking a constitutional limitation on the federal graduated income tax.
3. Affirmative legislation affecting the lay-off pay plans which now have been written into the labor contracts of General Motors and Ford.

The battle on issues No. 1 and 2 already is well under way. At least 19 states have enacted right-to-work laws which have the effect of banning union shop contracts. But organized labor, sparked chiefly by the American Federation of Labor, undertook a fiery counter-offensive.

Maryland and Missouri legislatures rejected right-to-work bills this year. Gov. Fred Hall vetoed such a bill passed by the Kansas Legislature. The AFL plastered the daily and weekly press of Kansas with big advertisements when that contest was on.

The importance accorded the right-to-work law movement among the states was indicated last February when the American Federation of Labor Executive Committee, meeting at Miami Beach, made it the top project for 1955, even preceding the \$1.25 hourly minimum wage.

Labor may have checked or turned the trend on right-to-work. But the campaign for a constitutional limitation on the graduated income tax got away from the labor leaders. It was moving fast before they became aware of it. Their efforts now have helped persuade several

states to repudiate previous petitions to Congress to summon a constitutional convention.

Supporters of the movement claim that Oklahoma became the 30th petitioning state by legislative action last month and that only two more are needed to make the petitions effective. There is dispute and doubt, however, about the validity of those petitions which legislatures subsequently sought to recall.

The lay-off pay plan was a substitute for and, possibly a long start toward, the guaranteed annual wage program which CIO President Walter Reuther sought to impose on the automobile industry. Lay-off pay would require industry payments supplemental to unemployment insurance payments to workers laid off. State unemployment insurance laws will have to be amended in most states to permit industry contributions.

Those amendments labor is now seeking to bring about. For what it may be worth at the state level, labor probably can count upon the friendly support of the Eisenhower administration which has been committed to the lay-off pay plan by Vice-President Richard M. Nixon.

But, anyway you slice it, the labor lobbyists have a big, tough year ahead.

## Trainmaster Here Earns Promotion

R. B. Gibson, Southern Pacific Trainmaster here for the past several years, has been promoted to assistant superintendent of the Rio Grande division with headquarters at El Paso, Tex., it was announced today. The appointment is effective July 1.

Employees of the Southern Pacific had a fellowship hour for Mr. and Mrs. Gibson Tuesday afternoon and presented him with a gift.

Gibson is well known throughout southern Oregon and has been directly in charge of operations for the Southern Pacific in the territory from Ashland to Glendale. He will be succeeded in Medford by George M. Joyce, who is being promoted from trainmaster of the Salt Lake division of Ogden, Utah. Joyce worked in Medford as assistant trainmaster shortly after World War II.



WINNING over 19 other contestants, Barbara Harris, Watsonville, is named "Miss Callifornia" before 30,000 spectators at Santa Cruz. (International)

## Two Peruvian Plants Could Provide Food For Large Share of World's Population

By DELOS SMITH  
United Press Science Editor

New York—(U.P.)—In the continuing argument between food chemists and populated scientists over the future of the human race, the chemists have just played an ace by revealing a cheerful fact concerning Quinoa and Canihua.

Those two are plants which grow in the high Andes Mountains at 8000 feet or higher. The cheerful new fact about them is that as things which people can eat with profit, they're as nourishing or more nourishing than wheat, oats, or whole dried milk.

Every time the population scientists foresee man starving himself into extinction someday by multiplying his numbers faster than his food supply, the food chemists are riled. Man hasn't even started to make the most of the foods available to him, they say.

Could Feed Many

Now, take Quinoa and Canihua. Who ever heard of them except the Indians of the Peruvian Mountains where they have been feeding Indians since time immemorial, even beyond the days of the Incas empire? The

inference of the food chemists was that they could be cultivated in high mountains anywhere and could, in a pinch, feed vast numbers of people.

They're stock plants which grow to heights of six to eight feet and flower into great clus-

## Unordered Package Scheme Described

Portland—Lyle Janz, general manager of the Portland Better Business Bureau, has described a C.O.D. "unordered package" scheme which has been used in Oregon.

The method of operation is this: A mysterious C.O.D. package arrives for you at your office while you are on vacation. The package is accepted and paid for. When you return, you are presented with it and find some neatly wrapped "old newspapers."

The same principle is applied when an accommodating housewife is tricked into accepting a C.O.D. package for a vacationing neighbor.

ters of seeds which are quite wonderful as sources of proteins and vitamins, according to a team of U.S. and Peruvian chemists which has analyzed them from A to Z.

Chemical analysis showed that the seeds contained approximately as much or more of 10 essential amino acids as whole wheat. Amino acids are the "building blocks" of proteins and proteins are the very essence of diet—without them, there is no nourishment.

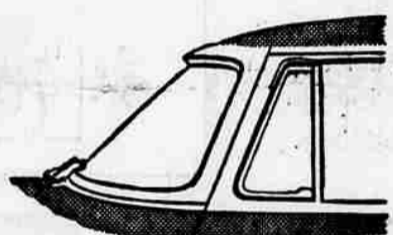
High Quality Protein

Through nutritional tests with laboratory rats, the chemists demonstrated that these seed proteins were of high quality, comparable to the proteins of whole dried milk. Furthermore, their contents of such vitamins as Thiamine, Riboflavin, and Niacin and of such minerals as Calcium, Phosphorus, and Iron were comparable to those of the cereal grains which feed a sizeable portion of the human race. The plants now are cultivated by primitive means and the yield per acre is from 440 to 800 pounds. However, experimental cultivation by Peruvian agriculture scientists have produced yields of 4,400 pounds an acre.

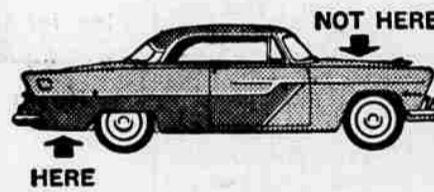
# PLYMOUTH DESIGNS WITH YOU IN MIND!

to put extra value in the low Plymouth price!

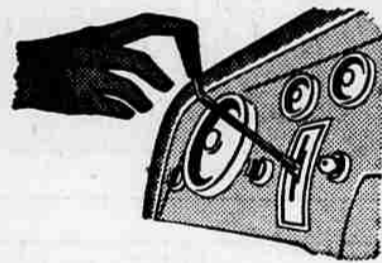
This message is for people who think all low-price cars are "pretty much alike." Of course, all cars have horns and wheels and headlights, but there's a lot of difference in the features of a car that add up to v-a-l-u-e. Here are just a few of Plymouth's features that will add to your comfort and your convenience. In the low-price 3, you'll find them only in Plymouth. Drive a new Plymouth today; see how much more its "personalized design" gives you!



Cornerposts of Plymouth's glamorous new Full-View windshield are swept back, top and bottom (not bottom only), for better, safer vision.



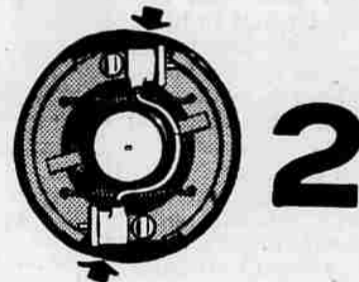
Plymouth's Oilite fuel filter is located back in the fuel tank (not on the engine) to protect the entire fuel system and engine from dirt and water.



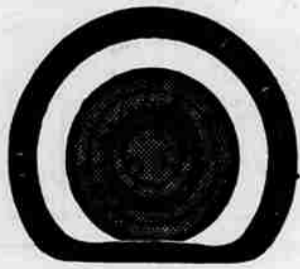
The PowerFlite Range Selector is mounted on the dash, near the ignition key—the logical place for easiest use. You can change speed by touch alone!



For more direct pillowing action, Plymouth mounts the longer-stroke front Oriflow shock absorbers inside the big front coil springs.



Plymouth places two hydraulic brake cylinders in each front wheel (other low-price cars use only one) for smoother stops, greater reliability.



If you ever have a blowout, your Plymouth has Safety-Rim wheels which help hold a deflated tire on the rim while you slow to a safe stop.



Plymouth's brilliant Forward Look styling gives you better forward visibility by letting you see more of the road directly ahead of the car.

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