

News Behind The News The World Today

WASHINGTON, April 18.—The company and the unions gave out a joint statement when a second-round wage increase of 15 cents an hour was announced for General Motors and its electrical workers—but no one gave out a statement for the public.

Quite ominously, the company did not give out any assurance that its settlement would not lead to a second round of auto price increases. Indeed, next day, a company publicist representative informed the press that the company did not wish to comment on this, and would wait to see how the proposed pattern of second round wage increases for the entire industry—indeed which may become a pattern of wage increase for all the union campaigners in the country—works out.

Next day the United Auto Workers leader meeting in a New York hotel, far from the motor industry, and having adjourned to that place from Louisville, which is likewise not a motor center, decided to demand even more than the proposed pattern. They claimed an additional 10 cents an hour differential over the auto workers, which would give them something around 25 cents an hour increase.

Usual Statement

THE UAW issued its usual statement about the bloated company with its swollen profits, using some strange figure about the profit per unit for the last quarter last year, a figure which had to be corrected later by its press agent. The UAW also charged the company was a monopoly, whereas three large companies are actively competing.

Behind the peculiar mixup in the figure lay the difficulty of the union in finding any figure to back up its picture. General Motors profits of last year were up a half from the previous year. The company would have had to cut its dividend rate in half if it had not been for the excess profits tax.

In a report to stockholders, the company told the truth of profits, as required to do by federal law (its statement is subject to federal scrutiny). The statement says that after paying the unavoidable dividends on its preferred stock, the earnings for its common stock were equivalent only to \$1.76 per share and that it made \$1.36 a share of this amount in income and excess profits tax credits from the federal government. In short, the bloated profits last year were 40 cents a share, compared with the normal dividend of 75 cents—75 cents mind you being the dividend rate before the value of a dollar had been reduced 50 per cent.

The price of GM common on the New York exchange has fallen from 66 down to 55. The silence of the company on the subject of a second round price increase thus becomes readily understandable. The board of directors is said to be hiding under the bed. True enough, their fourth quarter statement and the prospective quarter announcements of this year, furnish a basis for a prospective profitable operation of the pattern-company of the nation—or did before the electrical wage increase went into effect. Unless motors can hold the price-wage line, something is going to break loose somewhere. That is financially undeniable.

The indefensible public standpoint is that another price increase must aggravate further a price condition already so bad as to be a subject of national discussion. If the GM unions now force up prices higher with such a pattern settlement, it will do its own people the gravest possible damage. If the company agrees to do this, it will do destructive and economic damage not alone to its stockholders, but to the entire country.

The question thus arises as to whether a company

Telling The Editor

Letters printed here must not be more than 500 words in length, must be typed, double spaced, and must be signed. Contributions following these rules are warmly welcomed.

RAILROADER'S STORY

KLAMATH FALLS, Ore. (To the Editor)—The first part of the paper I read is your daily column, Editorials on the Day's News. It is always interesting to read your comments on the topics I read in the paper, especially on labor. It seems to me that you are more sympathetic toward labor than most writers. That in itself is a true mark of fairness and courage, especially among writers in general, who always have a kick in the pants for labor, and never anything to say in their behalf.

It's been almost a year since the sensational presidential breaking of the rail strike. I remember at that time you said it seemed a bitter pill to take, for the railroad men, but later they would thank the president for his firmness.

I'll try to give you a first hand account of the railroad men's plight and actual conditions leading up to and the results of their efforts, from a rank-and-file railroad man's viewpoint. First of all, we will consider only the "big four," operating employees: (Engineer, conductor, brakemen and firemen).

Prior to the war, in 1941, we received a 44c a day increase, which at that time was already nullified by the already increased cost of living. Due to the war and patriotism of the rail employees, it was decided we would not submit requests for a raise and change in our working agreement until after the war. For this consideration we naturally expected a real increase and changes in our working contract, which was promised at that time.

For the next four years we took it on the chin, and worked our 500

or a union should have the right to get together in an agreement against the public interest. The matter will be debated in congressional consideration of the labor reform bill. It seems to be a new angle assuming greater current importance than the more familiar phases of the debate.

SIDE GLANCES

BY DeWITT MacKENZIE  
AP Foreign Affairs Analyst  
Former Vice President Henry Wallace would seem to have carried a sizeable load of coals to Newcastle when he started his European speaking-tour by telling England that Washington's Greco-Turkish program embarks the United States on "ruthless imperialism" and points the country toward war with Russia.

If our Uncle Sam has embarked on a career of sin (the old scamp), then Cousin John Bull is in the mess up to his neck. For it was John who first signalled that he no longer had the wherewithal to hold the fort in the Balkans and would Sam, for good sake, please rush to the rescue by supplying Greece and Turkey with the means of defending themselves against aggressive communism.

Partners in Crime  
In short, John and Sam are partners in the crime which Mr. Wallace alleges. Small wonder then that a high British official let it be known that his government accepted no responsibility for anything Wallace had said in Britain or might say in the future. This was after U. S. Attorney General Tom Clark had declared in a speech that "one who tells the people of Europe that the United States is committed to ruthless imperialism—and war with the Soviet Union—tells a lie."

On top of this the London Daily Herald, which is the organ of the labor (socialist) party, printed a pointed editorial which was signed by the editor who used the first person singular instead of the usual editorial "we," presumably so as not to commit the government. The editor said he thought Wallace, while condemning the so-called "imperialism" of the United States, had dismissed much too lightly the glaring faults of the Soviet policy.

Apart from this, the editor said, Wallace's speeches had done good in Britain because they had caused a great many people to think harder and talk more freely about the present drift in the relations between the great powers.

No Damage Done

THUS it would seem that Mr. Wallace's efforts in Britain haven't done much, if any, damage to London-Washington relations. However, an assault on an American foreign policy, delivered abroad by a one-time vice president, could do vast damage in other quarters.

One of them, for instance, is the Big Four Moscow conference which is in the midst of a grave crisis because of bitter differences between Russia and the western allies. The Wallace speeches might be the one thing which would stiffen Russian opposition to the disputed proposals of the western democracies, in the belief that there was a large and growing section of the American public opposed to the new foreign policy of Presidents Truman. By the same token Wallace's views might increase Washington's difficulties with such Russian influenced regimes as those in Yugoslavia and Poland, with which both America and Britain have exchanged sharp words.

Perhaps it's possible to assign too much importance to the effect of Wallace's speech-making on foreign relations. Time alone will tell how much significance the peoples of other nations will attach to his utterances. As previously remarked, if damage already has been done it probably is elsewhere than in England.

However, Mr. Wallace has moved from Britain to a new theatre of operations. He is opening his crusade in Stockholm, Oslo and Copenhagen, where he is scheduled to deliver more speeches. Will Scandinavia understand as well as has Britain?

to 600 basic days a year for a ridiculously low wage, while other trades and occupations were getting their periodical hikes.

In April, 1945, our representatives submitted a new wage and working contract to the carriers, which was extremely conservative, and which the carriers countered with their requests in a change of contract which was preposterous, and would nullify every working agreement that the men have gained through the years, but which would make an argument in front of an arbitration board.

A confidence vote was given every worker concerned for strike action to be taken if our requests were not considered. It was granted 90 per cent. Is this not democracy? Whittney and Johnson were representing us, and it was through the rank-and-file initiative that action was taken.

Unfortunately the strike did occur and lasted for short duration, and the railroad men's hopes were dashed against the rocks by the war-time presidential might, and peanuts were offered them for public consumption. We were granted \$1.42 a day increase with an extra 6 cents recommended by President Truman. Including our 1941 increase, this made us \$1.92 a day more than the depression and pre-war level. What other craft or occupation has received so little consideration? Was this increase consistent with increased living costs?

We pay \$4.33 for overalls as compared to \$1.98 pre-war, \$4.98 for \$1.69 gloves, \$16.95 for \$7.95 work shoes, and 85c to \$1.25 for a pre-war meal of 35c to 45c. The main issue, our request for changes in working conditions were completely ignored. Some of the main issues are as follows: 1. a night differential of 5c per hour on certain trains between the hours of 6 p. m. and 2 a. m. Hold away from home terminal pay, to begin after being held away from home terminal in excess of 12 hours. This is to encourage the carriers to arrange our work so we can be at home more, and to home terminal pay us for our away from home expense which we now receive no

compensation. 3. Initial terminal pay, to begin 1 hour after we start, to require to report for duty, until our train leaves the terminal, in addition to our road trip; this would discourage the carriers from calling us to report for duty and require us to remain to be ready, for which we receive no compensation. 4. Two weeks a year vacation with pay, instead of one week. All except the operating employees receive two weeks now with a craft of equal category. For example the carpenter. Based on a 40-hour week, at the scale of \$1.87 1/2 per hour; they earn \$75 a week or in their work year of 260 days there pay would be \$3900. The average railroad man would earn \$56.80 for a 40-hour week or \$2953.60 per year. To take into consideration his way from home expense, for which he receives no compensation and costs him \$2.40 per day, a carpenter's pay exceeds ours \$5.04 a day and yearly take home pay of \$1310.40. Consequently a railroad man has to work 115 days a year more than a carpenter to accomplish the same take home pay. Disregarding his working all hours under adverse conditions, a railroad man is a species of the human race and would live time away from his duties to take an active part in clubs and civic affairs, and most of all to spend more than just his sleeping hours with his family.

As far as the railroad men are concerned, his right to demand a fair increase in wages and better conditions under the law of the land, was viciously denied us, and this is proof that we can be kicked around to any degree without recourse. I don't believe that in this day and age anyone should have to work at least 40 days a month to raise a family.

Yours very truly,  
PHILIP B. HERSEY.

REPRESENTATIVE

SALEM, April 18 (AP)—Governor Earl Snell today appointed Chief Deputy State Fire Marshal E. A. Taylor to represent Oregon at President Truman's conference on fire prevention in Washington, D. C., May 6-8.

FRIDAY EVE, APRIL 18

- 6:00 Sports Lineup
6:15 Home News
6:30 World News Summary
6:50 The Sheriff ABC
6:55 Champion Roll Call ABC
7:00 Musical Highlights ABC
7:15 "
7:30 Amer. Sports Page ABC
7:40 Music by Eve ABC
8:15 "
8:30 This is Your FBI ABC
8:45 "
8:50 Break the Bank ABC
9:00 "
9:30 Jan Savitt Orch. ABC
9:45 "
10:00 Stardust Melodies
10:30 Freddy Martin Orch. ABC
11:00 Night News Summary
11:30 Sign Off
11:45 Jack Barrows Orch. MBS
11:50 John Wolahan Orch. MBS
11:55 News MBS

SATURDAY A. M., APRIL 19

- 6:00 A. M. Serenade
6:15 Farm Fare
7:00 News, Breakfast Edition
7:15 Rogers Roundup
7:30 News ABC
7:45 Music For You
8:00 Wake Up and Smiles ABC
8:15 "
8:30 "
8:45 "
9:00 Junior Junction ABC
9:15 "
9:30 American Farmer ABC
9:45 "
10:00 Musical Closeups ABC
10:15 "
10:30 Youth Asks the Govt. ABC
10:45 "
11:00 "
11:15 "
11:30 The Hilltoppers ABC
11:45 This is For You ABC

SATURDAY P. M., APRIL 19

- KFLW-1450 kc.
12:00 Noon Edition News
12:15 Speaking of Songs ABC
12:30 Gem Session
12:45 Music of Manhattan
1:00 Home by Eve
1:15 "
1:30 Treasury Show ABC
1:45 "
2:00 Saturday Concert ABC
2:15 "
2:30 Jimmy Blair ABC
3:15 Chillison Trio ABC
3:30 Buddy Wead Trio ABC
3:45 Texas Jim Robertson ABC
4:00 Bible Messages ABC
4:15 Requestfully Yours
4:30 Requestfully Yours
4:45 "
4:55 "
5:15 "
5:30 Requestfully Yours
5:45 Frank Hemingway ABC

SATURDAY EVE, APRIL 19

- 6:00 Sports Lineup
6:15 Hometown News
6:30 World News Summary
6:45 Klamath Theatre Guide
6:55 Kammy Kaye Orch.
7:00 "
7:05 Deal in Crime ABC
7:10 American Legion Pgm.
7:15 "
7:20 The Fat Man ABC
7:30 Gangbusters ABC
7:45 "
7:55 Leighton Noble Orch. ABC
8:00 Stardust Melodies
8:15 Freddy Martin Orch. ABC
8:30 Night News Summary
8:45 Sign Off
8:55 "
9:00 "
9:15 "
9:30 "
9:45 "
10:00 "
10:15 "
10:30 "
10:45 "
11:00 "
11:15 "
11:30 "
11:45 "
KFLW-1450 kc. KFJJ-1240 kc.

"Bombshell" Elopement



"Sure as you're born, Jones, the day is coming when we have television and I'll have to eat some of this stuff!"

STATIC

By KELLY ROBERTS



A lady phoned up the other night and wanted to know why we were just printing pictures of gals. She reminded us that there might be a couple of feminine readers of this column. To please her we present the picture of the "Three Suns," ABC's popular musical trio. At the top is pianist and vocalist Artie Dunne, and on the bottom are brothers Al and Mortie Nevins, accordion and guitar players. The trio has been entertaining from the circus room of the Hotel Piccadilly in New York for onto seven years now.

Yesterday morning's Oregonian featured a picture and story about Lee W. Jacobs, former Klamathite and H-N sportswriter, who is now managing director of Inland Radio, Inc. Baker, Ore. Lee was a guest of the Portland Optimist club.

Approximately 21 pounds of unshelled filberts are needed to yield one pound of the nutmeats.

St. Joseph 10 ASPIRIN STILL ONLY

PUMICE SAND FOR Brick Mortar and Plaster—Durable PROMPT DELIVERY WESTERN PUMICE SAND CO. 3221 Kberline Phone 9266

We happened to purchase a new novelty tune by the "Sons of the Pioneers" day before yesterday

For Sale Seed Potatoes Utah Netted Gems Cut or Drop Idaho Blue Tag Drop Gems White Rose Blue or Red Tag Also Drop Seed See Crawford & Wolfe Tulalee, Calif. or Phone 4441

ADMIRALS INSPECT TONGUE POINT POST ASTORIA, April 18 (AP)—Rear Adm. P. K. Fischer, deputy commander of the Pacific reserve fleet, and Rear Adm. Albert G. Noble, assistant chief of naval operations,

inspected the Tongue Point naval station and reserve fleet basin here yesterday. The reserve fleet basin now contains 207 ships of the "mothball" fleet and over 200 more are expected later in the spring. No rifle is more accurate than its sights.—Sports Field.

Two Men Held In Bank Robbery EVERETT, April 18 (AP)—Two men were being held for questioning today in connection with the holdup and robbery of the Silvana State bank.

The men were taken into custody last night as state patrolmen, sheriff's deputies and Marysville police blocked off all roads leading from Silvana, 20 miles north of here. Between \$2000 and \$2500 were taken in the robbery.

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General Accounting Service and Tax Reports BOOKS INSTALLED and MAINTAINED THAD W. HATTEN ACCOUNTANT Formerly GANS and HATTEN 116 N. 9th (Balcony Pat's Barber Shop) Phone 9262

Another Top Program To Be Heard on KFLW as Louis R. Mann Piano Co. Presents "A Date With Melody"



Ivan Diltmars, organist, (right) and Thomas Freebairn Smith, narrator, who will be heard over KFLW Monday through Friday at 10:15 A. M. starting April 21, when the Louis R. Mann Piano Co. assumes sponsorship of "A Date With Melody," one of radio's finest, most entertaining musical features. Mr. Diltmars' artistry will introduce the new Wurlitzer electronic organ for the first time on the air.

"Bombshell" Elopement

NEW YORK, April 18 (AP)—William Odium, pilot of the round-the-world plane "Reynolds Bombshell," told a radio audience today that the ship's flight engineer, T. Carroll (Tex) Sallee, appeared to have eloped with Miss Patricia Houlihan, of Cody, Wyo. Sallee and the girl, whose scheduled wedding was twice postponed because of the flight, failed to keep an appointment to appear on the program, "Honeymoon in New York" (NBC) with Mr. and Mrs. Odium this morning. The pilot said they found a note saying "You can count on us now." It was signed "Mrs. Sallee." The girl has been a guest at the Odium's Roslyn, N. Y., home. Odium said her bridal costume was still there.

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PALACE NEWS by "Butch" One out of every five people have that dreaded disease, cancer, and now is the time for us all to do something about it. A few chips anti-ed now to the worthy Cancer Fund might save you thousands later—and your life. The 20-30 Cancer Drive is not charity. It's simply smart insurance. Put your check in the mail now to P. O. Box 778 or to Mac Epley c/o The Herald and News.

Happy days are here again! Variety—that's the deal. If it's variety you want in your meals, and who doesn't, all the top quality brands of fruits and vegetables are back—and Palace has them. Apricots, peaches, plums, cherries, pineapple, berries, tomatoes, beets, carrots, corn, peas, lima beans, string beans, navy beans, to name a few. We hope the starving foreigners don't see this piece. Imagine how they would feel. And no rationing. Yes, we are lucky people. And the brands displayed at the Palace are dependable, priced right, nationally known and nationally advertised.

If you like variety in your foods, and if you want the best with unconditional guaranteed money-back satisfaction—it pays to SHOP PALACE, Palace Market, 524 Main, Fancy Meats and Groceries.

NEWS ABOUT FUELS

"Everybody Talks About the Weather, But Nobody Does Anything About It." —MARK TWAIN.

Everybody Talks About High Prices, But--- NOBODY DOES ANYTHING ABOUT IT! Or do they?

With All Other Fuel Prices Going Up---

Peyton SLASHES Slab Prices!

Double Load 16-in. REG. 8.50 DRY PINE SLABS \$7.00

When there was a nation-wide fuel shortage, you could still get some kind of fuel at Peyton's. When you look for lower prices—

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"WOOD TO BURN"

DANCE Main

Saturday, April 19 Music by Pappy Gordon Dancing 10 Till 2 Admission \$1.00