

Looking at WASHINGTON

"Real" Wages Down Since 1946

Not many people realize that the decline in living costs, so greatly advertised, has been rather slight or the truth of the assertion of Secretary of Labor Maurice J. Tobin that "genuine price reductions are less than a casual reading of newspaper advertising or a passing glance at window displays would lead us to believe."

Mr. Tobin asserts that, because of rising living costs, the "real" wages of factory workers—namely, what their wages will buy—have not increased and, in many cases, have actually diminished since 1946.

When price controls were dropped in 1946, the situation grew worse, with the most rapid price rise "of which we have record." While there was a period when living costs seemed to be coming down, this was short-lived, says the Secretary, and the tendency has recurred but it is easy to "exaggerate the prevalence and effects of these price reductions."

Putting Government Into Business

The Civil Aeronautics Board recently distributed \$7,808,000 of the arm to the nation's ailing airline industry.

The money was awarded seven airlines as additional pay for transporting air mail during 1948. It is more than the total operating losses for domestic trunk lines, according to an estimate of the Air Transport Association. While a few carriers may be left in the red, the industry, as a whole, thanks to the government's generous subsidy is in the black.

We call attention to this subsidy, not to denounce it, but to suggest that the airline industry drop all talk about private enterprise and American genius for getting along without help from the government. We also want our readers to understand that the CAB, in a statement of policy, says that its principal objective in 1949 is the complete return of the air transport industry to "a sound and profitable condition."

Looking out for the airline operators, the Board plans to see if there is "too much competition" on the most heavily traveled air routes. Another big plum for the airlines is the newly announced policy by which the Board will compensate carriers for losses due to the grounding of new types of planes.

Moreover, a new survey will be made to discover the actual cost of carrying the air mail so that the government will be able to know how much of its payments represents outright subsidy to the carriers.

The reader should understand that the subsidy paid by the government to guarantee profits to airline operators is disguised as compensation for carrying air mail. The rate is fixed by the CAB and paid by the post-office department but, as can be seen above, the rate is set high enough to put the carriers in the red on their overall operations.

Carriers that operate at a profit, either through "know how" or special

efficiency, do not get the same rate as those which, for some reason, stay in the red. In other words, regardless of what happens to the carrier's bank account, the CAB boosts the rate as necessary to wipe out operating losses. This, one might suspect, is not the way to encourage efficiency or promote economical operation and management.

Much Ado About Nothing

There is a bill pending in Congress to authorize the expenditure of \$5,500,000,000 by the European Recovery Administration during the next fifteen months, with slightly more than one-sixth of the total being allocated to Great Britain for the next twelve months.

The amount set aside for the British represents a reduction of 24 per cent from funds for the first period and represents, in the opinion of Paul G. Hoffman, the administrator, the "absolute minimum" to maintain the "present recovery momentum" in Great Britain.

This momentum was recently paraded before the United Nations Economic and Social Council by a British speaker who took pride in the progress made by his country and, perhaps carelessly, suggested that the British have virtually completed their economic recovery.

This statement set off a tempest in a teapot, with officials; newsmen and commentators joining in unfavorable comment over the contrast in the British situation reflected by the speech and the estimates of the ECA. Politicians promptly suggested that, maybe, the British needed no further help, financial or otherwise, and there was the usual display of anti-British sentiment in some of the discussion.

Maybe the big-name Americans have forgotten the town-boasting-talk that is so familiar to most Americans or else labor under the impression that such bragging is unknown by those who live on the other side of the Atlantic. It could be, however, that news happened to be a bit slow and the news sleuths needed something to write about. We can understand the furore on no other basis.

"Most Gigantic and Generous" Characterizing the United States as an "internationally outstanding example of brotherhood toward the other nations of the world." Senator Tom Connally of Texas pointed to the generous aid extended to nations suffering from the war.

The United States, as Mr. Connally observes, contributed 72 per cent of the money expended by the UN Relief and Rehabilitation Administration to relieve hunger and misery, principally in the countries of Europe. This contribution ran into the billions of dollars.

Since the war we have given to China approximately \$2,000,000,000 for relief.

The nation has made generous loans to many other countries and in

the Marshall plan offers the world the "most gigantic and generous act of its kind in all history."

With these facts in mind the people of the United States can well afford to believe that they have practiced not only the vague principles of human brotherhood but the great principles of the religion which they claim to accept. The United States has given the world, not words, but deeds.

In the light of the record it is almost disgusting to hear spokesmen for various peoples, in certain areas, complaining about the attitude of the people of the United States or about the manner in which this country has divided the wealth that it has generously poured out to other peoples.

COUNCIL WORKERS MEET

The Council Workers of the Children's Division of the Church School of the Methodist Church met Thursday evening with Mrs. Jake White at her home on Grubb Street. The teachers expressed their needs in their divisions and plans were made for the Vacation Bible School this summer. Those attending were Miss Mildred Reed, Mrs. F. M. McGoogan, Rev. and Mrs. D. L. Fouts, Mrs. Jamie Snipes, Mrs. J. L. Harris, Mrs. Edward Barber, Mrs. Cecil Winslow and Edgar Fields. After the meeting the hostess served a sweet course.

HOSTESS TO BRIDGE CLUB

Mrs. Trim Wilson was hostess to her bridge club Thursday evening at her home on Front Street. Those playing were Mesdames Silas Whedbee, H. C. Sullivan, W. H. Harcastle, C. A. Davenport, S. P. Jessup, H. A. Whitley, Miss Nancy Darden and Miss Mae Wood Winslow. The high score prize went to Miss Darden. A salad course was served.

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CIRCLE MEETING

The Blanche Meekins' Circle of Anderson's Church met Friday night, March 11, at the home of Mrs. John Newby Winslow, with 12 members present.

The president, Mrs. Elwood Perry, called the meeting to order with all joining in singing "Stand Up For Jesus."

The devotional was given by Mrs. Vernon Lee Perry. Mrs. Joseph Rogerson had charge of the program for the evening, using as the subject "Human Values In Labor Questions." Those taking part on the program were Mrs. Wayland Howell, Mrs.

Noah Felton, Jr., Mrs. Elliott Layden, Mrs. Alphonso Goodwin and Mrs. Joseph Rogerson. The program closed with the hymn "What a Friend."

During the business session the roll was called and the minutes of the last meeting read and approved, and reports from the various officers were heard. The different Conference meetings of the Woman's Society of Christian Service to be held during the year were discussed by Mrs. Earl Meekins.

The meeting adjourned to meet in April with Mrs. Archie Riddick. Delicious refreshments were served by the hostess.

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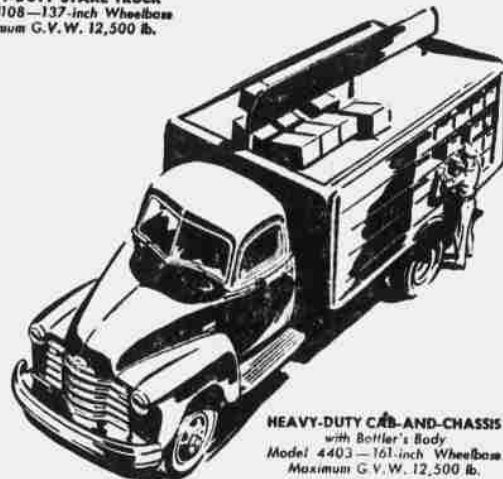
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HEAVY-DUTY HIGH RACK TRUCK
Model 6419—161-inch Wheelbase
Maximum G.V.W. 16,000 lb.



HEAVY-DUTY STAKE TRUCK
Model 4108—137-inch Wheelbase
Maximum G.V.W. 12,500 lb.



HEAVY-DUTY CAB-AND-CHASSIS
with Boller's Body
Model 4403—161-inch Wheelbase
Maximum G.V.W. 12,500 lb.

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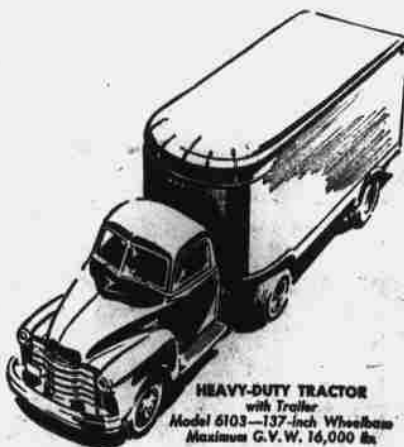
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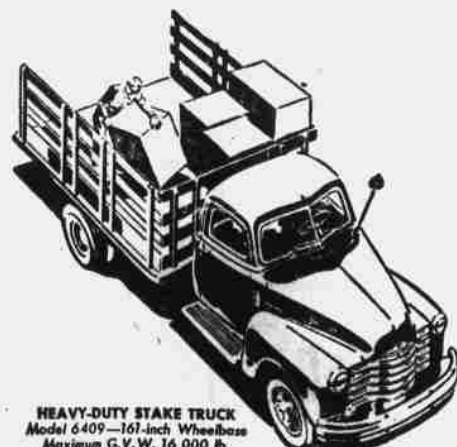
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Model 6403—161-inch Wheelbase
Maximum G.V.W. 16,000 lb.



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Model 6402—161-inch Wheelbase
Maximum G.V.W. 16,000 lb.

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