

Editorial

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"LET THE SUNLIGHT
OF A
FREE PRESS
SHINE IN DARK PLACES"

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WEEKLY BIBLE THOUGHT

"So shall it be at the end of the world;
the Angels shall come forth, and sever the
wicked from among the just."

—St. Matthew

"VOLUME-DESTROYING" TAXES

Labor agrees with President Truman on most things but can't see eye to eye with him on the question of the wartime excise taxes. Though these taxes are a burden on business, reducing sales and employment, particularly at a time of slackening industrial activity, the President favors their retention. Labor believes they should be eliminated or reduced.

Striking evidence of the effect of the taxes has just come from the Western Union Telegraph Company, whose business is hampered by a 25 per cent excise tax on telegrams. Reporting a deficit of \$5,091,795 in the first seven months of this year, compared to a loss of \$1,192,500 in the same period in 1948, the company attributed it to the reduced business activity and to the "volume-destroying effect of the telegraph excise tax."

For the seven months, revenues from telegrams sent by the public, which bear the full impact of the tax, declined 9.1 per cent, the company added.

The Commercial Telegraphers Journal said some months ago:

"The war is over. Telegraph employees want employment. The excise tax is discouraging and impairing the use of telegraphs. It should be eliminated entirely."

The same thing could be said of the wartime excise taxes on transportation fares, electric light bulbs, amusement admissions, luggage and other things. They should be eliminated or at least greatly reduced.

—Wilmington (Del.) Labor Herald.

UNION WAGE SCALES FOR SOUTHERN DRIVERS AND HELPERS ADVANCE

Rates for a majority of the union motor truck drivers and helpers in twenty-one Southern cities advanced from 2c to 30c per hour between July 1, 1948, and July 1, 1949, it was announced recently by Brunswick A. Bagdon, Regional Director of the United States Department of Labor's Bureau of Labor Statistics in the South. Advances between 5c and 10c per hour were most frequently reported.

The Bureau's annual study of negotiated union wages in the trucking industry disclosed hourly rates of from 60c per hour for wholesale fruit drivers in Memphis to \$1.94 for drivers of large construction trucks in Mobile. Oil truck drivers in Oklahoma City were paid \$1.775 while drivers of euclid trucks (used in the construction industry) in Little Rock and heavy construction equipment drivers in Memphis were receiving \$1.75 per hour. Other rates reported were \$1.68 for drivers of 3- to 5-ton trucks in Mobile; \$1.625 for drivers of brewery trucks in El Paso; \$1.56 for truck drivers transporting chemicals in Houston; and \$1.55 for special construction equipment drivers in Chattanooga.

The report is based upon data secured through personal visits of the Bureau's field representatives and by mail questionnaire. Rates for over-the-road drivers and local city drivers paid on a mileage or commission basis were excluded from the study.

Copies of the report for any of the 21 cities may be obtained by addressing the U. S. Department of Labor's Bureau of Labor Statistics, 1020 Grant Building, Atlanta 3, Georgia.

Council Hails States' Action On Labor Laws

St. Paul.—The Executive Council hailed the progress made in the various states to repeal obnoxious labor legislation and to enact satisfactory labor laws, but warned that the situation leaves no room "for complacency or reduced effort."

Summing up the results of state legislative action in the labor field, the council's report declared:

"State federations of labor are to be congratulated on the results of their hard work in Maine, Massachusetts, New Mexico, Missouri, Delaware and New Hampshire. There the voters defeated proposals to ban closed shop and other types of union security agreements."

"Maine voters in September rejected a 1947 anti-closed shop law and defeated a proposed measure with even more restrictive provisions."

"In November, voters in New Mexico defeated a proposed amendment to the state constitution which would have prohibited denying employment to any person because of membership in, resignation or expulsion from, a labor organization, or refusal to join a union."

"Massachusetts, at the November election, also defeated a proposal to ban the closed shop. In the same election, this state also turned down a measure to require labor union officials to be elected by secret ballot at least once a year, and a proposed law which would have prohibited strikes un-

less approved by a majority of the union's membership.

"Little Taft-Hartley Act's in Missouri and Delaware were repealed. The New Hampshire act regulating union security agreements was also repealed."

"In addition, Michigan amended its law substituting voluntary arbitration of labor disputes for compulsory arbitration in public utilities. This provision for voluntary arbitration applies to all types of labor disputes. Other amendments made less restrictive the conditions under which a strike vote is conducted."

"A bill to repeal the 1947 Missouri act that regulates labor disputes in public utilities is still pending. The Missouri legislature,

now in recess, expects to reconvene in the fall.

"The record is a good start on the long road trade unions must follow to secure the repeal of anti-District 50, United Mine Workers years in nearly three-quarters of the states. The record merely shows that the job can be done but that it is not easy."

The first book printed on the press brought across the Atlantic by the Puritans. The book was hymnal, produced on a printing North American continent was a entitled "Bay Song Book."

Polio Precautions



A good health rule for parents to impress upon children in infantile paralysis epidemic areas is to avoid crowds and places where close contact with other persons is likely.

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS



HEADS UP! DON'T BE STRUCK DOWN!

More than 20,000 pedestrians are injured or killed every month by motor vehicles. When walking, watch for drivers. When driving, watch for walkers. A careless walker soon rides—in an ambulance or a hearse. Don't you be the one!

Be Careful—the life you save may be your own!



COMES THE REVOLUTION!

It's here—now—today!

For you—the American citizen—are the greatest revolutionist in history!

You have met those age-old tyrants—cold, hunger, dirt, disease—and hurled them back.

True, they have not surrendered. We still have poverty. We still have sharp ups and downs of prices and jobs. The revolution still goes on.

But it has gone farther here. We have won for ourselves more comfort, more convenience, more security and independence, than any other people since the world began.

As yet, this revolution—the Industrial Revolution—has hardly begun in other great areas.

For two-thirds of the human race, the amount of food, clothing and shelter they are able to get with their best labors is never more than just enough to live on.

In the modern world that can't last.

Right now the people of many nations are faced with a choice—between dictatorship and a free economy.

And they are taking a long look at us.

At the promise of individual reward that has stimu-

lated American invention and business enterprise.

At American technical progress, which has made mechanical energy perform miracles of mass production, reflected in constantly lower costs—and in the long run, lower prices.

At American workers—free to organize, to bargain collectively with their employers, to choose their jobs and to change them at will—with no ceilings on advancement and constantly increasing real wages for shorter working hours.

If we continue to make that system work—if we constantly turn out more for every hour we put in—if we keep on creating more wealth for all of us and more jobs for more people—then other nations will follow us.

Let's make our free, dynamic American system run so well at home that others will want to follow our example.

If we do that, we will give new hope to millions everywhere.

THE BETTER WE PRODUCE
THE BETTER WE LIVE

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