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U. S. HAS LIBERTIES UNKNOWN TO DICTATORS

Labor Journal Releigh Correspondent Writes On Status Of State Contracts

By SCOTT SUMMERS

RALEIGH, N. C.—(CNS)—All the fuss about the un-built Agriculture Building annex has turned up some interesting items.

It all started about two weeks ago when bids were opened on the annex, and found to be \$157,000 more than the available cash—some \$1,000,000 appropriated for the purpose by the 1949 legislature.

That brought an explosion from Agriculture Commissioner L. Y. "Stag" Ballentine. Stag was quoted as accusing the Governor, the Board of Building and Grounds and others of sidetracking the Ag Building Annex for the Highway Building—now being constructed.

And everybody concerned has denied any connection with such a move. In fact, they say nothing of the sort happened.

More than eight months ago, Governor Scott warned all department heads, members of the Board of Building and Grounds, and others who had anything to do with the State building program that they had better get a move on. He said prices were not likely to get better, and "some of you are going to get caught with your pants down if you keep on waiting around."

Some of the officials were of the opinion they should wait for better prices, so they could get more for their money.

Then came the Korean war, and along with it scarce materials and steadily increasing prices. The outcome has been that many departments find the money appropriated is not enough to cover their planned buildings.

Ballentine says responsibility for erecting the Ag Annex is not his. And, according to the law, it is up to the Board of Buildings and Grounds to see that that building is erected.

Dr. Henry Jordan, highway commission chairman, was responsible for the highway building. He did not wait around, but kept the wires hot and heckled architects and engineers until his plans were ready. He then pushed it through until the contracts were let, and the work started. Consequently, the highway building will be done with the appropriated funds.

The story behind all the furore seems to be this:

The same engineering firm had the contract for the Ag Annex, the new Health Building and three buildings in Durham. Ag Ann plans—calling for a five story building—were ready before the highway building contract was let. But the Board of Buildings and Grounds decided that they had enough money to add another floor or two and sent the plans back for this revision.

The Board claims this should have taken very little trouble, just a repeat on lower floors.

Meantime, the story goes, Dr. Jordan got hold of this same firm and told them he wanted them to do the plans for the Highway building, if they would do it immediately and give it full priority. The

company agreed, with Capitol Hill sources saying that the company felt it already had the other contracts in the bag and could go ahead and grab this quick money.

The company says it had an adequate staff to do all of the jobs simultaneously. Other folks say they think giving the highway building priority slowed down the planmaking for the other buildings.

If this is so, then the fault lies with the Board of Building and Grounds for letting the company get away with such a move. They could have insisted on—and watched to see that it was done—the company giving priority, if any was to be given, to the buildings for which they already had contracts.

Ballentine admits that he had not pushed for the building. He said it was not up to him to do so, that it was the responsibility of the Board of Buildings and Grounds.

The Governor denies categorically that he had anything to do with the delay. He says he has not opened his mouth to anyone connected with the building program in an effort to get any building put in front of another. It is a matter of record that he has consistently urged all to do everything they could to speed up their own buildings.

Meanwhile, the Ag Annex still is just a bundle of plans. The Board of Building and Grounds voted the other day to ask the Legislature to add the extra \$157,000 needed plus a sliding scale to take care of any increases in prices. It also asked contractors to add 45 days to the normal 30-day period allowed for acceptance of bids.

According to the statutes, the Council of State can take enough money from the contingency fund to finish a building—if the council decides it is an emergency. Whether this can be interpreted to mean that C&E funds could be used to add to the money needed for the building has not been decided. And the Council of State has not been asked to determine whether or not an "emergency" exists in Agriculture Building office space.

The general opinion around Capitol Hill is that plans would have been ready and the contract for the Ag Annex let some time ago if Ballentine had pushed the matter. They admit the legal and technical responsibility belongs to the Board of Building and Grounds, but think the agriculture commissioner could have exerted considerable influence had he tried.

One member of the Board of Building and Grounds said that Ballentine "has never opened his mouth to me—or at any board session—about the new annex."

THANKSGIVING, 1950



A JOB ALL AMERICANS CAN BE THANKFUL FOR

Highway Safety Advisory Committee Holds Meet

Raleigh, N. C.—The Governor's Advisory Committee on Highway Safety this week mailed invitations to members of four of its sub-committees to attend meetings the latter part of this week and next at the Institute of Government in Chapel Hill for final discussion of their work. John A. Park of Raleigh, chairman of the Advisory committee, reported.

The meeting schedule is as follows:

Sub-committee on Accident Records and Reporting, 11 a. m., November 24.

Sub-committee on Driver Licensing, 11 a. m., November 28.

Sub-committee on Traffic Courts and Violations Bureaus, 11 a. m., November 29.

Sub-committee on Traffic Law Enforcement, 11 a. m., November 30.

At the meetings, the sub-committees will complete work on reports of their findings in their particular fields and prepare recommendations to be submitted to the Governor's Advisory Committee early in December, when the group plans its final meeting.

At the December meeting, the Advisory Committee will review recommendations of sub-committees and outline plans for a proposed highway safety program to be submitted to Governor Scott and the 1951 General Assembly.

The Institute of Government has been assisting the Advisory Committee and its sub-committees in making a study of the highway accident situation, compiling findings and answering questions arising at the Governor's Highway Safety Conference in June.

Following are names of members on the various committees from the Charlotte area who were invited to attend meetings this week and next:

Accident Records and Reporting: Henry L. Harris, Albemarle; R. H. Huffman, Cherryville; H. L. Thompson, Charlotte.

Drivers Licenses: Paul G. Stoner, Lexington, chairman; W. B. Harrison, M. C. Hoover, Ed R. Rowland, Charlotte; J. J. Tarlton, Rutherfordton.

Traffic Courts and Violations Bureaus: E. Earle Rives, Greensboro, chairman; N. L. Boggs, Statesville; Joseph T. Carruthers, Greensboro; Joe Donovan, Lexington; J. J. Hamlin, Rutherfordton; L. W. Henkel, Charlotte; Tom Leath, Rockingham; J. E.

License Applications For New Tags Are Being Mailed Out

RALEIGH, N. C.—The Department of Motor Vehicles this week began its annual task of mailing out application cards for 1951 license plates to 1,125,000 motor vehicle owners, the Department reported today.

All the cards are expected to be in the mail by the end of the week, preparatory to the sale of 1951 license plates, which begins on December 1 and continues through January 31. The license plates will be on sale at the central office in Raleigh and at 80 branch offices throughout the State.

When applying in person for license tags, motor vehicle owners should bring their application cards and fee with them. When applying by mail, vehicle owners should enclose the card and the fee.

Motorists who do not receive their application cards, either because they have changed their addresses or for other reasons, should give the make and motor number of their vehicles in applying for 1951 licenses.

The Department has changed the color of plates this year from black and orange to red on white. The usual six-numeral tags and R or W plus five numerals will be used on passenger cars and various combinations of letters and numerals will be used for other types of motor vehicles.

Motor vehicle registration this year is expected to near 1,200,000. If 1951 registration exceeds this figure, another letter will be added in the passenger car series.

Oaks, Greensboro; Tom Wolfe, Albemarle.

Traffic Law Enforcement: Thomas Banks, Raleigh, chairman; Isaac T. Avery, Jr., Statesville; A. L. Bechtold, Charlotte; R. L. Brinson, Jr., High Point; Ray A. Cline, Concord; Robert F. Farley, Greensboro; Stanhope Lineberry, Charlotte; Frank Littlejohn, Charlotte; R. W. Moseley, Charlotte; Kerr Craig Ramsay, Salisbury; W. Z. Smith, Gastonia.



New Minimum Wage Be Considered On Dec. 15

Amendment of the 75-cents-an-hour minimum wage determination for employment in the scientific, industrial and laboratory instrument industry on Government contracts let under the Walsh-Healy Public Contracts Act will be considered at a public hearing in Washington on December 15, Secretary of Labor Maurice J. Tobin announced yesterday.

Scheduled by F. Granville, Jr., Acting Administrator of the Labor Department's Wage and Hour and Public Contracts Divisions, the hearing will open at 10 a. m. in Room 1214, Department of Labor Building. Formal notice of the hearing appears today in the Federal Register.

Under provisions of the Public Contracts Act, the Administrator of the Wage and Hour and Public Contracts Divisions conducts hearings to obtain evidence to enable the Secretary of Labor to determine prevailing minimum wages in an industry, to apply to employees performing on Government contracts for more than \$10,000. The present prevailing minimum wage has been in effect since January 25, the same effective date as the 75-cents-an-hour minimum under the Fair Labor Standards — the Federal Wage and Hour Law.

Reconsideration of the current minimum wage for the industry was decided upon, Grimes said, because a wage survey of manu-

facturing establishments in the industry made last May by the Scientific Apparatus Makers of America, following a panel conference of management and labor representatives with officials of the Department of Labor, indicates that the present 75-cent rate may not reflect the prevailing minimum wage in the industry. Interested persons are invited to submit wage data, he added, including data as to changes which have taken place in the wage structure of the industry since the time of the survey.

In addition, the hearing will be open to the submission of data, views and arguments as to whether any new wage determination should continue the provisions for the employment of learners or apprentices at sub-minimum rates. Consideration will also be given to the propriety of the present definition of the industry.

Copies of the formal notice of the hearing, containing the current definition of the industry, and tabulations of wage data prepared at the request of the Wage and Hour and Public Contracts Divisions, may be obtained from the Divisions' Washington office upon request.

Advance notice of intention to appear at the hearing should be filed with the Acting Administrator. An original and four copies of statements in lieu of appearances may be filed up to the opening of the hearing.

FRENCH TEACHER MAKES A PENETRATING ANALYSIS OF TRADE UNIONS IN THE UNITED STATES, DESIGNED TO ENLIGHTEN FRENCH WORKERS.

"The most miserable of the colored workers in the United States knows a liberty and a security undreamt of by those who are 'building socialism' in the same way as others 5,000 years ago carried the stones of the Pyramids."

That is the final sentence in an article written by Roger Hagnauer, member of the French Workers Education Team to the United States, for the monthly magazine, "La Revolution Proletarienne," under the title "Six Weeks in the U. S. A. — Facts Too Moving to Digest."

Hagnauer, a leader of the teacher's union of the non-Communist CGT-Force Ouvriere, makes a penetrating analysis of the trade union situation in the United States directed toward making French workers understand that life in the United States is better than life under a dictator be Stalin, Hitler, or somebody else. For example, he says:

"It is childish to pretend to adopt American ideas, for there are no American ideas. There is only the American form of life. One must experience it before feeling a determining influence. This Empiricism—misjudged by so many—appears to me as the most striking expression of liberty, real liberty, that which is true power and not a formal right."

Hagnauer's favorable analysis of American labor and industry is regarded by ECA labor advisors as especially significant and helpful in the French battle against Communism because Hagnauer and his group have in the past been severely critical of the United States.

His opening paragraphs reflect the intense battle being fought in France by the minority non-Communist unions against the totalitarian concepts of the usurping and tightly organized Communists:

"Do you remember those famous workers' delegations to the U. R. S. S., which, after three weeks of 'conducted tours,' brought back to the mass of the French people a highly colored picture of the land of 'socialism.' I thought about them, 8 years ago on reading in L'ATELIER organ of French-speaking Hitlerians — accounts of delegations, also 'workers' in the country of 'Strength through Joy' or 'Joy through Strength.' The connection was obvious since several people—for example the famous Teulade—played in the two cases the role of traveling salesman for 'totalitarian junk.'"

"I recalled these two memories at Washington last month, when an American journalist asked our interunion delegation to the U. S. our impression of American life.

"The ruthlessness by which a number of us repulsed all attempts to use for means of propaganda conclusions that we had not yet reached and that we did not wish to reach without serious thought—caused neither surprise nor emotion on the part of our questioner. And no one among the administrative representatives or the American unions appeared to be hurt or even put out by this reserve. Man-dated representatives of the C. G. T.—F. O., the C. F. T. C., and the C. G. C.—we had set out with the idea of studying workers' education in the U. S. Not only were we supplied with abundant information on the subject. Not only were we put in direct contact with the men, the women, the organizations, the groups, whose activities were directed within the area that we wished to study.

(Continued On Page 4)



Don't Be Mentally Handicapped, Mr. Employer!

EMPLOY PHYSICALLY HANDICAPPED

BLOODSHED BOXSCORE

Killed Nov. 17 thru Nov. 20 12
Injured Nov. 17 thru Nov. 20 147
Killed thru Nov. 20 this year 837
Killed thru Nov. 20, 1949 743
Injured thru Nov. 20, 1950 10,647
Injured thru Nov. 20, 1949 8,538

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