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CAPITAL REPORTER Scott Summers

RALEIGH—Over Wake Forest way the Royal Cotton Mill is having a little labor trouble. State Democratic Party Chairman Everette Jordan is the mill's president, and U. S. Senator Willis Smith is a major stockholder.

This strike doesn't seem to be tied in with the general textile upheaval throughout North Carolina and the South, other than the fact that the union is the same national union—T. W. U. A. This trouble started some months before the Southwide outbreak. The Royal Cotton Mill workers had an election and voted for the union to represent them. Later the National Labor Relations Board ordered the management to negotiate with the union. Up to now there has been little negotiating and no meeting of minds.

This strike hit the headlines over the weekend with an outbreak of shooting. Strikers blame it on non-strikers. Non-strikers blame it on strikers.

You would think that Senator Smith—who made much of his love for the working man in his successful campaign last Spring—would be anxious to see the affair settled. It is obvious that a good mediator might help.

So, why wouldn't it be a good idea for Party Chairman-Mill President Jordan—who piously proclaimed his neutrality in the senatorial election—to ask that that well-known labor-management mediator, Dr. Frank Graham, be sent to Wake Forest to see if he can't help them work out a solution?

For some time now there has been a limit of \$1,500 that the State may pay for an automobile without authorization from the Governor and the Council of State.

But last week's neatest trick was the way Col. Landon C. Rosser talked the Council of State into upping the limit to \$1,650 each for up to 200 cars.

It seems that the colonel felt that Fords, Plymouths or Chevrolets weren't good enough for Highway Patrol brass and non-commissioned officers. He wanted them to have Pontiacs. Seems he thought this would be an added incentive for the patrolmen to try to work up to the better jobs, because then they'd have a bigger car to ride in.

In presenting his request to the Council of State he left the impression—whether intentional or not—that no car could be bought now under the \$1,500 limit. He also failed to mention that about the only way a highway patrolman moves up the ladder is for a superior officer either to die or quit his job.

Anyway, the Council of State thought cars couldn't be bought for \$1,500 or less and upped the amount to \$1,650 for up to 200 cars for the Highway Patrol.

But, lo and behold, when the Highway Patrol sent its request for 180 cars over to the Division of Purchase and Contract, it asked for 110 Fords at \$1,348.51 each (the same price they cost last December) and 50 Pontiacs at \$1,650 each.

Purchase and Contract Director Charley Williams says that Fords probably are up \$48 each now, but that he still can buy all of the cars wanted in the three lowest priced category for less than \$1,500 each.

Incidentally, for some unknown reason neither the Governor nor Council of State thought to check with Williams as to the cost of automobiles before okaying Rosser's requested boost to \$1,650.

But, Rosser's slick maneuver may have been in vain. The purchase order has been ordered withheld pending a further Council of State session. And, by the time you read this, the Council may have set its top limit on car-buying back at \$1,500 per car—even for the Highway Patrol brass.

Colonel Rosser, incidentally, has been somewhat of a mystery

man to many of the Governor's supporters. They are beginning to think he's a political cat of nine lives.

He's been at bat three times, struck out every time, and still held his job as motor vehicles commissioner.

First, he supported Charley Johnson instead of Scott. That was enough to cause many heads to roll—but not Rosser's.

Second, was the firing of Tony Tolar as patrol commander, or rather the "getting" of Tony by the patrol. It was no secret that members of the patrol had sworn they'd get Tony's scalp. It is known too that final action that brought about Tony's resignation—the speeding charge at Fayetteville—came about through patrol action. A highway patrolman at Fayetteville was radioed that Tolar was on his way to Fayetteville, and the patrolman was instructed to have Fayetteville police lay for Tony to catch him in any violation possible—no matter how minor. You know the rest, Tony was caught and resigned. It was almost impossible for all of the gunning for Tolar to have gone on without Rosser knowing about it and—through inaction—to tacitly aid the maneuver.

That was the second time that Rosser kept his job when he was eligible for "retirement" by the Governor.

Last week's car price maneuvering was the third time Rosser has been at bat. But he's still commissioner.

And in addition, following the Tolar resignation, it is understood that the governor gave the Highway Patrol one year to get right with the Lord or else. The or else threatened was a wholesale shakeup from top to bottom, if the boys didn't get their house in order and start doing their job instead of messing around in inter-and-out-Patrol politics.

The year's up, Governor. What's the score now?

Hackney Brothers Body Building outfit of Wilson—nicked for more than \$8,000 last year when they failed to live up to a state-school bus delivery contract—again has a contract to build school buses.

This time it's for 350 buses at \$1,380 each—some \$200 each higher than last year—but the new contract is all in Hackney's favor.

Last year the buses were to have been delivered by September 1—they weren't for a couple of months after that. But there was a clause that, if the buses were not delivered, the State could have another firm do them and charge Hackney Brothers for the freight and other expense incident to moving the chassis to the new body-builder. One hundred of the buses were taken from Hackney and given to another outfit, costing the Wilson firm some \$80-odd for each bus.

This year the Wilson company carefully omitted that clause from the contract, but promised to have all buses to the State by early September, "if possible."

Then they added: "If the contract is not finished by January 1, we reserve the right to cancel."

In other words, Hackney Brothers promised to build the buses if it had the time, but the State is without a means of enforcing the contract.

That contract—and a similar one with the Thomas Car Works of High Point for 600 buses at \$1,386 each—was okayed by the Advisory Budget Commission, which is the board of awards for bids. That Board is composed of Harry Caldwell of Greensboro (who was absent), Alonzo Edwards, John Larkins, Jr., J. Hampton Price, Eugene Bost, and Larry Moore, Wilson attorney, who tried to get Hackney's more than \$8,000 restored to him, pleading inability to deliver last year's school buses because of war conditions.

Incidentally, a bill was proposed when you invest in Union Labelstock.

(Continued On Page 2)

GASTONIA



AERIAL VIEW OF GASTONIA, N. C. - 1951
(Harley Ferguson, Photographer, Gastonia, N. C.)

TOBIN IMPLEMENTS PROGRAM ON WOMEN DEFENSE WORKERS

WASHINGTON, D. C.—Secretary of Labor Maurice J. Tobin, in a series of actions recently, emphasized the growing importance of women in the Nation's over-all defense effort.

Pointing out that women form the largest single reserve from which the country can draw additional workers when the need arises and that women traditionally have played significant roles in U. S. economic and social progress, the Secretary (1) welcomed the Secretary of Defense, Robert C. Goodwin reported to Secretary of Labor Maurice J. Tobin that arrangements have been completed in co-operation with the three foundry associations representing grey iron, malleable iron and steel branches of the industry for the gathering of detailed information on the industry's manpower requirements. The survey was scheduled to begin April 1.

Goodwin said the three industry associations are requesting their members individually to cooperate with representatives of State employment security agencies by providing manpower information needed to complete the Nation-wide survey.

The State employment security representatives will assemble facts concerning current employment in individual foundry plants. "The significance of the foundry survey lies in the fact that the products of the industry are vital to defense production," Goodwin said. "Based on the results of the survey, plans will be made to provide any assistance the industry will need in keeping plants manned in accordance with their manpower requirements."

Goodwin pointed out that during World War II serious manpower shortages at times developed in these branches of the industry.

TUNISIAN UNION VOTES TO JOIN ICFTU

The fourth national congress of the General Union of Tunisian Workers, the country's largest trade union center, formally withdrew March 30 from the Communist World Federation of Trade Unions and voted to apply for affiliation with the International Confederation of Free Trade Unions.

In its recommendation last July to disaffiliate from the WFTU, the union's executive council charged that as a member of the Communist federation the union did not have "liberty to think and to act."

Faults grow thick where love wears thin.

LABOR DEPARTMENT BEGINS FOUNDRY MANPOWER SURVEY

WASHINGTON, D. C.—A special survey of the iron and steel foundry industry to determine what steps will be necessary to meet defense manpower needs of the industry is being undertaken by the U. S. Labor Department's Bureau of Employment Security, it was announced.

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SUBSTANTIAL FACTS ABOUT COMMUNISM

Communism is a conspiracy to conquer and rule the world by any means.

Its center is the USSR.

The Communist Party is a highly disciplined, rigorously secret, and fanatical body, with a hard core of "professional revolutionaries" whose carefully selected members owe absolute obedience to their superiors and function like a military organization.

Industrial workers are, to Communists, the most important segment of society and the most vital field for activity.

Control of the Communist Party in every country is held by Soviet representatives, shifts in policy are executed through an hierarchal system.

The fraction, the chief conspiratorial tool, must be organized in every union where there are at least three Communists.

Collective bargaining of trade unions in the United States gets only lip service from Communists. They see trade unions only as vehicles for capturing and maintaining political power which later will be transformed into disciplinary state agencies.

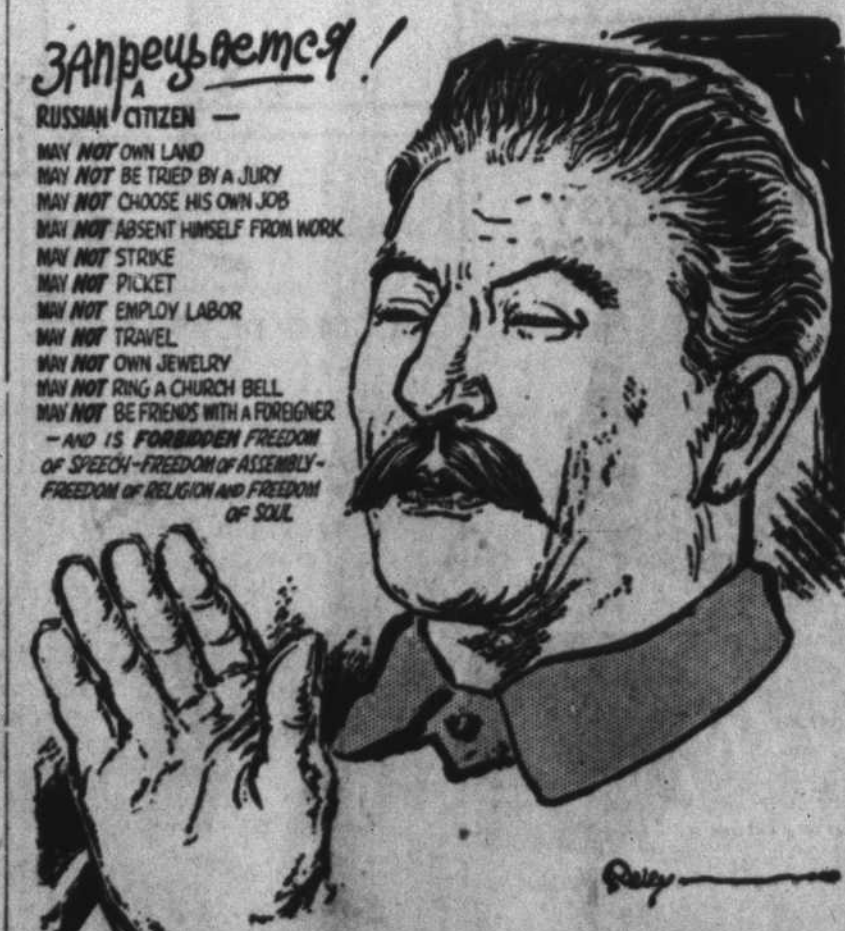
Sanctity of contract, in the American tradition, must be destroyed, say Communists, to bring about economic chaos.

Strikes, which American labor view as a last resort-painful but sometimes necessary—are, to Communists, merely skirmishes leading by well-timed steps, to "armed insurrection against the state."

The Communist "line" or policy has zigzagged to fit Kremlin plans for world conquest. Seven major lines have been:

- First unions—immediate revolution—1918-20.
- Bore from within—agitation instead of armed revolt—1921-28.
- Unity of labor—start internal revolts to save Russia—1929-34.
- Popular front—infiltration of mass organizations—1935-39.
- Nazi-Soviet Pact—sabotage of defense program—1939-41.
- United States-Soviet Allies—all-out aid to Russia—1941-1950.
- Destroy America—world conquest resumed—1946-1950.
- "Peace"—false peace program to weaken world opposition to Soviet aggression—1950.

Believe It or Not!



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PROGRESS MADE HOLDING STATE PROGRAMS TO HELP REDUCE INJURY WORKERS

Encouraging progress in the development of State programs to reduce deaths and injuries in industry was indicated in a panel discussion which high-lighted the 950 sessions of the President's Conference on Industrial Safety. To date 17 Governors' Conferences on Industrial Safety have been held and several others are planned for the future.

At the National Conference held June 5-7 in the Departmental Auditorium, Washington, D. C., State Directors of Governors' Conferences from West Virginia, Illinois, Montana, Oregon, Rhode Island, New Jersey and California participated in a panel discussion which was devoted to ways and means of developing action in the States for industrial accident reduction.

The Conference also heard reports from the seven technical committees: Accident Records, Analysis and Use; Education; Engineering; Laws and Regulations; Labor-Management Co-operation for Safety; Programs and Services; and Research.

The current manpower and production demands upon the Nation make it imperative that every thoughtful member of our society contribute to this program to reduce accidents in American industry. Application of the program outlined by the Conference will go far toward saving manpower so vitally needed for defense production.

The Bureau of Labor Standards has on hand a limited number of copies of the reports of these committees and a document titled "Progress Meeting" which summarizes the accomplishments of the 950 sessions. As long as the supply lasts free copies will be sent to individuals and organizations directly engaged in accident prevention. Those interested in obtaining copies may fill out the reverse side of this notice and return.

Sales copies of the seven reports are available from the Superintendent of Documents, Government Printing Office, Washington 5, D. C., at the prices quoted below. A discount of 5 per cent is allowed on orders of 100 or more. Remittance should accompany the order for sales copies and should be sent directly to the Superintendent of Documents.

Reports of the Committee on Accident Records, Analysis and Use—15c each.

Reports of the Committee on Education—25c each.

Reports of the Committee on Engineering—25c each.

Reports of the Committee on Laws and Regulations—25c each.

Reports of the Committee on Labor-Management Co-operation for Safety—10c each.

Reports of the Committee on Programs and Services—15c each.

Reports of the Committee on Research—20c each.

NEPH COMMITTEE SETS DATE FOR MEETING

WASHINGTON, D. C.—The spring meeting of the President's Committee on National Employment the Physically Handicapped Week will be held during May in the Departmental Auditorium. It was announced by Vice Admiral Ross T. McIntire, USN (MC), Retd., Committee Chairman.

Theme of the meeting will be "Mobilization for Defense" and will emphasize the potential contribution physically handicapped workers can make to the mobilization effort.

Secretary of Labor Maurice J. Tobin will open the meeting for Committee members and welcome the invited visitors from Governors' Committee of all States and Territories. The President's Committee is staffed and serviced by the U. S. Labor Department's Bureau of Labor Standards.

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