

CAPITAL REPORTER

Scott Summers

RALEIGH. — There was some fancy-maneuvering at Asheville last week-end when North Carolina Legionnaires picked a state commander.

And it wasn't just American Legion politics involved, some of the State's most ardent professional politicians got into action.

When the session started, John Larkins, Jr., was a hot candidate for the top job. The Senator from Jones, Larkins also is a member of the Advisory Budget Commission, and it was rumored that a deal had been worked out whereby he could, if elected, keep his political job—despite a Legion constitution prohibiting officers from holding political office.

John has been mentioned, too, as a candidate for the next lieutenant-governor. He had written delegates a letter saying he would not run for political office while commander, but said nothing about quitting the job he had.

When he was told he would have to resign as senator—Budget Commission member, Larkins got out of the race quicker than a horse with a broken leg.

His backers — many of them would-be kingmakers in Democratic party circles — had found out, too, that opponents of Larkins were going to demand that each candidate give a resume of his record in the service. And a talking point against Larkins had been the brevity of his Army career.

The Legion commandment would have been a fine stepping-stone for future political ambitions of conservative-minded John Larkins. He would have been able to travel over the state for a year "on the House" and make many valuable contacts and friends.

Now young Mr. Larkins is available for a "draft" as a candidate for the lieutenant-governorship. But his pronounced Legion candidacy and subsequent withdrawal may hurt, as it leaves him wide open for opposition from veterans. Veterans generally look with a jaundiced eye on politicians with brief time in the services.

Young Lochinvar
Meantime, from out of the West comes word that politics in that section have been sounded out on the possibility of Fred Royster of Vance running for the State's number two job. Feelers probably will be made in the east very shortly. Although beaten in the 1951 House speakership race, Royster probably could make quite a race of it—particularly if Larkins is his opponent.

East-West Again
The Legion convention showed that the east-west tradition still is alive. The Legion follows the Democratic Party idea of alternating top offices between the two halves of the State.

When Larkins pulled out of the race, very popular Westerner Ralph Fisher stepped in, but was whipped handily by Louis Parker of Elizabethtown. This despite the fact that Parker was defeated two years ago when he sought the job. His defeat, incidentally, was the direct result of a vicious race-whispering campaign.

New Job For Abe
Clean-cut, able Bill Snider is leaving his job as public relations boss for the Highway Department to return to his first love newspapering.

On July 1, Bill will join the Greensboro Daily News editorial staff, writing editorials and doing investigative reporting.

By the time you read this, C. A. (Abie) Upchurch, Jr., just resigned as the ABC's beer czar, probably will be named as Bill's successor. The grapevine has it that Abbie, in addition to handling highway department publicity, also will be made Highway Commission Chairman Henry Jordan's administrative assistant in charge of personnel.

Upchurch—in his mid-40's—set

up the Malt Beverage Division of the ABC system some two years ago and has done a fine job in eliminating "beer joints" throughout the State. His efforts have given a new look of respectability—if such is possible—to beer-drinking and taverns. A former newspaperman with the News and Observer and Associated Press, among others), Abie was publicity director for Ralph MacDonald in his two unsuccessful attempts to become governor. More recently, Abie directed publicity for Frank Graham's Senate campaign.

Snider started his newspaper career with the Salisbury Post in 1941, the same year he graduated from the University of North Carolina. He was in the service three and a-half years, serving in the China-Burma-India theater. In 1948 he came to Raleigh as Gregg Cherry's private secretary, then went to the Highway Department when Jordan was named Highway Commission chairman.

Probably the highlight of Snider's state government career came in the last General Assembly, when he swapped words with an antagonistic House Appropriations Committee and did the best job of any highway department official in arguing against the Powell street-aid bill.

Bill is the type of man state government can ill afford to lose. But he says he always had intended to make newspapering my life work.

"I've learned a lot during the past three years," he said, "but after a while you learn about all you can in government work and the rest becomes a sort of merry-go-round."

That's putting it mildly, Bill. Boom Town

Kinston shouldn't have any trouble becoming North Carolina's fastest growing city. The multi-million-dollar DuPont plant is going up nearby, and last week the Kinston Air Base was picked for one of nine civilian-operated Air Forces cadet training centers.

Truman Miller of Raleigh got the contract to operate the Kinston Air Base and training school. Would be pilots will be sent to Kinston, trained as pilots by civilians, commissioned and sent on to advanced training schools.

The Air Force is doing away with its own operation of basic training and leasing this part of its program to civilians. It's being done, believe it or not, because the Air Force has found that civilians can do it cheaper and provide more experienced flight instructors for the fledgling airmen. That's a nice note from a government that—according to Republicans and some alleged Democrats—is supposed to be determined to socialize and bankrupt the country.

The base will get into full operation in Mid-November, following a \$250,000 building program. One hundred and thirty-four trained pilots will be turned out every 40 days when the program gets in full swing. Each pilot will get 60 days of pre-flight and flight training.

The program will mean another \$3,000,000 annual payroll—Some three-fourths of it going to civilians—being dumped in Kinston's lap.

Bum Guess
Motor Vehicles Commissioner Landon Rosser's guess that patrol car bids would be high turned sour last week. Bids were lower than they were six months ago, with the lowest being \$1,087 and the highest \$1,445 (this for Pontiacs). Low bid last December was \$1,348.

Rosser had asked the Council of State to up the \$1,500 legal limit for car purchases to \$1,650, leaving the impression that cars could not be bought for \$1,500 or less anymore.

Real truth was that Rosser wanted to give bigger cars to (Continued On Page 3)

OH SAY, CAN YOU SEE?



Collective Bargaining What War All Is About

Paul L. Styles, newest member of the National Labor Relations Board, spoke last week at the Hosiery Workers convention in Philadelphia. What he had to say was so important that we are passing along this summary for the information of every union member.

In these days, when we are engaged in a world contest that sometimes seems to dwarf the great holocaust of World War II, we hear quite a bit of talk that seems to suggest that collective bargaining should be temporarily side-tracked, that it is a luxury we cannot afford in such times of crisis. This talk, even when it comes from the uninformed or the misinformed, is cause for alarm. Essentially, there are only four ways in which terms and conditions of employment can be determined: (1) They can be fixed by the employer; (2) They can be imposed by the union; (3) They can be ordered by government decree; and (4) They can be determined by collective bargaining.

Our history has made it clear that the first two methods—involving absolute unilateral action by the employer or the union—are incompatible with our system of free enterprise.

The third course—in which the government dictates every single detail of the conditions under which enterprises shall operate and free men shall work—is what the fighting is all about. Shall we, at home, adopt the very measures which we abhor, and thereby give impetus to those forces of centralized government control that we are pitted against all over the world?

The fourth course—collective bargaining between the chosen representatives of management and labor—may not be the perfect system, but it is the best ever devised by men jealous of their liberties.

It is just 25 years ago this month that Congress first adopted as a national policy the requirement that employers meet and bargain in good faith with the representatives of their employees as a group. At first, Congress adopted this policy only for the railway industry. Nine years later, Congress applied it to all industry affecting interstate commerce, except agriculture.

That does not mean that collective bargaining was born just 25 years ago. Not by any means. Historians trace the first collective bargaining in America back to 1636. The men involved in this incident were a group of so-called "bound" workmen and fishermen. They met with an agent of their employer and tried to

persuade him to pay them a year's wages which he was withholding. The men finally resorted to mass desertions, which the employer's agent described as "a mutiny." Five years later the same employer's agent was complaining that his workmen had engaged in a work stoppage one afternoon to protest inadequate food. Those probably were the first attempts by employees at collective bargaining in America. It was not until 150 years later that the first trade union actually resembling the unions of today appeared.

The appearance of organizations of employees devoted to bargaining on a collective basis at a time almost exactly coincident with the rise of the democracy is not just one of those accidents of history. Collective bargaining is merely another manifestation of the democratic idea. Properly conceived, it is just a matter of bringing democracy into the factory or shop.

The importance of collective bargaining in a democratic society was well summarized by Congress in the National Labor Relations Act of 1935, better known as the Wagner Act. The Act said:

"The inequality of bargaining power between employees who do not possess full freedom of association or actual liberty of contract, and employers who are organized in the corporate or other forms of ownership association substantially burdens and affects the flow of commerce, and tends to aggravate recurrent business depressions, by depressing wage rates and the purchasing power of wage earners in industry and by preventing the stabilization of competitive wage rates and working conditions within and between industries."

"Experience has proved that protection by law of the right of employees to organize and bargain collectively safeguards commerce from injury, impairment, or interruption, and promotes the flow of commerce by removing certain recognized sources of industrial strife and unrest, by encouraging practices fundamental to the friendly adjustment of industrial disputes arising out of differences as to wages, hours, or other working conditions, and by restoring equality of bargaining power between employers and employees."

That is still the national policy. In 1947, when Congress was revising the labor-management relations statute, the lawmakers

declared their confidence in the policy. "Look doctor" the sick man said, "the other doctors disagree with you in their diagnosis of my case." "I know," replied the doctor, "but the postmortem will show that I'm right."

Declare your independence by buying Independence Bonds.

Green Warns Against Letting Controls Lapse

Washington.—AFL President William Green warned Congress: "If price control were scuttled wage stabilization would have to go and there would be no limit to the amount of wage increases unions could obtain from employers. "In the present tight labor market situations, let me assure you that this would mean very substantial wage increases, far above those allowed by the Wage Stabilization board."

Senate Group Studies A New Security Plan

Bills to give relief to the thousands of retired railroad workers are being studied by a Senate committee. One bill is sponsored by the unions which are members of the Railway Labor Executives' Association (RLEA). The other is sponsored by the four "operating" Brotherhoods—the Engineers, Conductors, Firemen and Engine-men, and Trainmen.

Though the bills differ in detail, both would increase pensions, annuities and other retirement benefits. Both the RLEA and the "operating" Brotherhoods point out retired railroaders and their families, who live on fixed income, need prompt relief. The price of food, clothing, shelter and other necessities has increased while the income of the retired worker has remained the same.

The legislation the Brotherhoods sponsor would increase benefits by 25 per cent without charging the Railroad Retirement Act in any way. The Brotherhood issued a statement saying:

"Our examinations lead us to believe that the present sound basis of the Railroad Retirement plan can be sustained and at the same time make additional money available to those who so badly need the assistance."

The RLEA measure would increase old-age and disability retirement annuities by 13.3 per cent, with a 15 per cent increase for pensioners who were taken over from the railroads' old private pension rolls. It also would increase benefits for survivors. And it would set up a "wife's annuity" and a "husband's annuity."

RLEA Executive Secretary A. E. Lyon has prepared tables to show that under the present law, an employee who retires after 30 years' railroad service, at average pay of \$150 a month, gets an annuity of \$90 a month, with nothing extra for his wife. The RLEA bill would raise his annuity to \$102 a month, an increase of 13 per cent. If he has an eligible wife, she would get an annuity of \$50 a month, making the total for the family \$152 a month, an increase of 69 per cent over the \$90 he gets now.

For an employee with 30 years' rail service, at average pay of \$300 a month, the annuity increase would be from \$144 to \$165 a month, for the employee alone, a raise of 15 per cent. If he has an eligible wife, she would get \$50 a month, making the family total \$215 a month, an increase of 49 per cent.

The widow of an employee who had 15 years' rail service, at average pay of \$150 a month, would have her survivor pension raised from \$42 to \$60 a month, an increase of 86 per cent. If this widow has one child, she would get \$120 a month, and \$160 if she has two or more children.

If her husband had received average pay of \$300 a month during his 15 years' rail service, her survivor pension increase be from \$41 to \$75 a month, going up 81 per cent. In this case the monthly pension would be \$150 for a widow and one child, and \$200 for a widow with two or more children.

Most of the nominees still have to be formally appointed and sworn into office before labor is actively participating in the day-by-day policy making and administration of mobilization.

General Harrison Hails Expansion Of U. S. Industry

In a statement issued upon his resignation as Administrator of the Defense Production Administration, Gen. William H. Harrison reviewed major accomplishments during his eight months of participation in the national production effort. He urged that our expansion of industrial capacity not be looked upon only as an insurance against the emergency of total war.

"If we are successful in forestalling such a catastrophe," Gen. Harrison said, "the expansion of our resources and our productive capacity will greatly accelerate our economic progress."

Gen. Harrison predicted that if our production effort is continued with the same determination as has marked it to date—and if we encounter no unforeseen obstacles—we should see, in about 18 months, the beginning of an increase in the standard of living of this country at a much faster rate than we would have otherwise enjoyed.

Gen. Harrison said a major factor in the success of the defense program to date has been the advice and co-operation of the entire American business community.

"Not only did the industrialists co-operate by coming to Washington to help us get organized," he said, "but they served on committees to advise the National Production Authority on the need and extent of controls."

The General said he believed that "we have made a most successful start in putting the various controls upon the economy to work," and pointed out that the dire predictions of the effect of the controls on industry and employment have not come to pass.

"Unemployment is virtually non-existent," he said, "and the bankruptcy rate is lower. There has been a minimum of true hardship to industry and to civilians. In fact, the nation is in what I would call very good shape. Last fall the productive index was 229; now it stands at 234."

UNITED LABOR NAMES KEENAN TO DPA POST

Washington.—The United Labor Policy Committee recommended Joseph D. Keenan, secretary-treasurer AFL Building and Construction Trades Department, to be assistant to the administrator of the Defense Production Administration.

O. A. Knight, president CIO Oil Workers, was recommended for a similar position in National Production Administration.

Railway Labor Executives Association will name the labor representative to be assistant to Director Michael V. DiSalle of the Office of Price Stabilization.

The appointments round out those to be made by United Labor at the top level of the nation's defense mobilization and stabilization program.

Union people owe a debt of co-operation and helpfulness to their brothers. If it were not for the other fellows in the Union, each man would stand alone. Then where would he be?

He delivered the admonition to the House Banking and Currency committee at the conclusion of a statement urging a stronger Defense Production Act which would:

- (1) Hold down and stabilize the cost of living, especially the price of foods;
- (2) Impose strict rent controls everywhere needed;
- (3) Provide more effective enforcement of price and rent controls;
- (4) Require maintenance of quality;
- (5) Establish dollars and cents ceiling prices;
- (6) Regulate margin requirements on commodity markets;
- (7) Eliminate exemptions of certain industries from price controls such as motion pictures and newspapers;
- (8) Relax credit controls on housing for low-income wage earners;
- (9) Provide full participation for labor in administration of the entire Defense Mobilization program.

Mr. Green concluded: "These then represent our considered views regarding the extension of the Defense Production act."

"I do not suppose that it comes with any surprise to your committee to find that our testimony is completely different from the testimony given by representatives of business before this committee. We have emphasized strengthening the law; these other witnesses have emphasized weakening the law."

"Let me point out that for a labor organization, the easy solution to the problem of inflation is to agree with those who want to abolish all controls.

"This, I say, is the easy solution for union leaders to the problem of inflation. For the American Federation of Labor, we have decided that the threat of Soviet imperialism to the free world makes it impossible for us to recommend such a course of action. This is no time for business as usual."

"To us, the issue appears very simple. Are we or we not going to have a comprehensive anti-inflation program?"

"No one, least of all the American Federation of Labor, contends that price and wage controls are the whole answer to the problem of inflation. We have, for example, made very specific recommendations regarding taxation. We have very specific views regarding a savings program and a program to restrict inflationary bank credit. However, even with these programs, direct controls will be needed."

"Our economy is faced with the problem of adjusting itself to a defense program that will shortly be taking 20 per cent of our national effort. The dislocations and pressures brought by the defense program cannot be handled without direct controls."

"If we need controls, let us make them truly effective. We cannot stem inflation by halfway measures."

"It makes no sense for Congress to pass a law saying there should be direct controls and then fail to include in that law the necessary provisions for making those controls effective."

"That is why we say: make these controls truly effective; make certain that they can be effectively enforced; and make certain that there are no loopholes for special privilege."

"If you meet this challenge, you will have earned the gratitude of the American people."

Then where would he be?