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## Luxembourg Oasis For U.S. Newsmen In Europe

By EDWARD H. SIMS  
Special Correspondent of The Charlotte Labor Journal  
Writing from Europe

**LUXEMBOURG, (Europe)**—The most insignificant country in the world to preserve European freedom, certainly the smallest, Luxembourg today is a country which visiting Americans must see if they are to fully appreciate what goes on in Europe—to visiting dignitaries, traveling Americans, soldiers and anyone else who happens by and feels in need of American comradeship.

That Minister to the smallest of North Atlantic Defense pact countries is Perle Mesta, famous already in the United States for her social extravaganzas. Here is what happens to you when you arrive in Luxembourg by plane, one of a group of newsmen visiting the country. Minister Mesta is out at the airport to greet you, with ears for everyone. Genuinely delighted to meet every incoming American, she makes it a point to talk to each journalist. Then there is a tour around the small but beautiful country, which is very hilly and even more picturesque.

Then to the Legation. Hospitality deluxe. Refreshments. An opera star and orchestra to entertain you. The Prime Minister of Luxembourg, and other officials, arrive to meet and greet you. Dinner follows the pattern. Soup to nuts and then some—all the courses of fine wine and champagne for those who enjoy them. Photographers everywhere, snapping pictures, and on and on.

When the group makes its first move to leave, Minister Mesta loudly ridicules the idea—and no one could be more convincing. But the end must and does come, and next morning—the morning you are leaving by plane—you descend into the lobby of your hotel to find Minister Mesta there to greet you. She has cars ready to take you to the airport. Once there, she bids each newsmen farewell. As you start to step into the plane, a Legation servant hands you a present. He hands every one of fourteen departing newsmen a present, a nice present, too. You leave breathless. What a welcome! If they were only all like this!

But Luxembourg is the only one like this. Minister Mesta has that reputation in Europe.—“You haven't seen Europe until you've been to Luxembourg,” they say. And it's not an empty statement either, for nothing else is quite like it. Ask the GI's stationed nearby. They'll tell you that on the first Saturday of each month Minister Mesta has open house for “em—and they receive the deluxe Mesta treatment. It all began when four GI's called on her some months ago. The last open house packed in five hundred. They think the American Minister in Luxembourg is grand, and who wouldn't? There's, really nothing like it anywhere else. Honestly!

### Finds Tempelhof's Runways Firm After Radar Landing

**BERLIN, Germany**—A group of newsmen touring Europe shot a successful night radar landing at Tempelhof Airfield the other day, amid all the drama of a death-defying aerial feat. It happened when the weather at Berlin closed in to four hundred feet, and the pilot of the four-engine plane had to land by what is called GCA—ground control approach. GCA is the radar system used to win the air battle of Berlin in 1949, and it is simply verbal direction from radar experts on the end of the runway to the pilot flying blind above.

This correspondent, one of the group, had landed at Tempelhof before but never by the GCA system, and thus it was a first for all aboard. To give the landing all the drama and description possible one of the crew members of the transport plane set up a small radio in the passenger section of the ship. By listening to

that radio passengers could hear the GCA ground controller talking the pilot in, every step along the landing pattern.

Because there are tall buildings on some sides of Tempelhof, planes using GCA must approach from the east, and descend rather rapidly once the final let-down is initiated. On this occasion there was keen interest because the ground wasn't visible when the let-down was ordered from below. Passengers wondered whether the system would bring the big plane out of the fog and mist at the right point above the end of the runway. If it did not, the pilot would have to retract his wheels and pull up again, which would have been unpleasant.

As the big plane turned into the final approach from the downwind leg of the landing pattern, and began to drop, newsmen who had never heard all the intricacies of the operation became rather tense as the ground controller beamed a steady flow of compass changes to the pilot. “New heading two seven one, you're coming in a bit to the left . . . make that 273 now, you're holding to the left . . . new heading 275” — came the voice of the ground controller. Since the big plane was almost on the ground some passengers wondered whether the pilot could correct his course or not.

The closer the plane came to earth the wider eyes opened. About that time some one saw a yellow light below—one of the side lights off the end of the runway. “We're out of the soup” — some one yelled. Just ahead loomed the end of the runway—straight ahead and at just the right spot. We had been talked in for perhaps ten or fifteen miles, and there we were—coming in perfectly over the beginning of the runway. The landing was smooth, and the ground controller asked the pilot about the weather above, and also if GCA directions had been satisfactory. “The weather is about what you forecast, three or four hundred foot ceiling. You did a nice job on the mike,” the pilot answered. . . . “The landing was a beauty,” came back the ground controller.

Yet no one on the plane wanted to go back up and try it again, to see if they could do it that well a second time. The ground of Berlin's Tempelhof felt pretty firm.

### YOUNGSTERS OF 10 WORK IN FIELDS

**New York (ILNS)**—Children as young as 10 were found working in Colorado fields, the National Child Labor Committee said in a report that use of child labor among migrant farm workers in Colorado was disproportionately heavy.

The committee said that Colorado's migrant laborers were chiefly Spanish-speaking and that the use of child labor in the sugar beet fields constituted “one of the most vicious aspects of migrant agricultural life.”

While the Colorado study was confined to that state, the committee said its findings could be applied to virtually any state that used transient farm labor. Labor contractors, the committee found, demanded as much as 59 per cent of a laborer's earnings as job commission, and a charge of 30 per cent was common.

### ANOTHER MILITARY PRESIDENT?

“Your remarks in relation to my being a candidate for the presidency are very flattering, but I think you will know without the necessity of my saying so to you, that I am not and never shall be an aspirant for the honor. My opinion has always been against the elevation of a military chief of that position.”

So wrote Zachary Taylor, whose birthday we are celebrating on the twenty-fourth day of this month, less than three years before he was elevated to the high position of twelfth President of the United States. Zachary Taylor was born in Virginia. His father, Colonel Richard Taylor, an officer in the Revolutionary War, moved to Louisville, Kentucky, when Zachary was a small child. There he lived until he was twenty-four years old, working on a plantation and receiving only an elementary education.

When an older brother, who had received a commission in the Army of the United States died, Zachary was appointed to fill the vacant commission. In 1812, with fifty men, most of whom were ill, Taylor defended Fort Harrison, on the Wabash, against a large force of Indians, led by Tecumseh. His distinguished military career was climaxed by his victories against Mexico in 1846.

His brilliant military achievements created great enthusiasm throughout the country and, in 1848, he was nominated by the Whigs and elected to the Presidency.

During the short period of about one year, in which he served as President before his death, discussion centered around the extension of slavery, the admission of California as a State and the Mexican boundary.

In observing the anniversary of a soldier who became President, it is interesting to note that this country may again, next year, have an opportunity to put into the highest office of our land a man who has gained fame on the field of battle.

### REAL PROBLEMS FACED IN REARMING GERMANY

The proposed rearmament of Germany to a limited extent, raises a question between the three Western powers and the Western powers and the West German Government.

The Germans, who are called upon to pay the cost of the troops that now occupy their country, in view of the unconditional surrender of the Third Reich in 1945, maintain that if they undertake to create a German contingent for the international army, they should be relieved of the occupation costs.

The British and the French, with economies already strained by the expenses of rearmament, assert that it will be impossible to go to the people of their country for the money with which to maintain divisions that, in essence, protect the Germans from the Russians.

Faced with an increasing economic burden, the British and French are utterly unable to speed up their own rearmament and, at the same time, pick up the cost of occupying Germany. The German Government, in its own behalf, points out that it is unable to pay the cost of maintaining three Allied armies inside its borders and, at the same time, bear the expense of recruiting, training and rearming a German contingent.

In this dilemma, the three nations are inclined to assume that the only possible solution is for the United States to provide West Germany with weapons and equipment, or make a loan that will enable the West Germans to buy weapons and equipment.

Americans reading this resume of the issues involved in the rearming of Germany should not conclude that our British and French allies, or the government of West Germany, seek to shift the entire burden upon this country. The facts of the case are that each of these three countries suffered enormous material damage during the war while the United States had no such experience. In the effort to rehabilitate their economy and repair the damage of war, the three governments are faced with stupendous financial problems. Granted that each is governed by the most sincere purposes of co-operation, the difficulties that face them are real, not imaginary.

## Prudential Agents Out In 35 States

Washington, D. C. (ILNS). The largest strike involving white collar workers in the history of the labor union movement began December 1 when the Insurance Agents' International Union, AFL, put its “no contract-no work” policy in effect against

the big Prudential Insurance Co. of America.

More than 15,000 Prudential agents in 35 states, quit, it was said at the union's headquarters in Washington.

George L. Russ, president of the IAIU, said the work stoppage

## Ike Declines Invitation Of AFL To Give Labor Views

Washington, D. C. (ILNS). The American Federationist isn't going to be able to publish an exclusive article or statement from Gen. Eisenhower setting forth his views “on questions of interest to working people”—not just yet.

Through an aide, Col. C. Craig Cannon, word came to the official monthly magazine of the American Federation of Labor that Gen. Eisenhower “is unable to accede” at this time to the invitation extended some weeks ago by Bernard Tassler, managing editor of the publication.

Eisenhower's spokesman, in a letter from “Allied Powers Europe, Office of the Supreme Com-

mander,” expressed sincere regret over the delay in responding to the invitation to contribute an article or statement which would make known where Ike stands “on questions of interest to working people” (this quote is from Tassler's letter, not from Col. Cannon or Eisenhower).

The Cannon letter then went on to explain that the general has established and is adhering rigidly to “a firm policy of declining in all cases when the subject matter does not pertain directly to his military responsibilities as Supreme Allied Commander.”

“We feel confident,” wrote Ike's spokesman, “you will realize Gen. Eisenhower's position.”

## Ceremony Held For First IBEW Chief

Washington, D. C. (ILNS).

A wreath-laying ceremony at the monument in Glenwood Cemetery, Washington, erected to Henry Miller, founder and first president of the International Brotherhood of Electrical Workers marked the formal observance of the union's 60th anniversary, celebrated in November.

Sixty years ago, in St. Louis, 10 men from 7 large cities met in a small room over Stolley's Dance Hall and founded the IBEW for all workers in electricity. The union has now grown to an organization more than half million strong with local unions in every major city of the United States and Canada, Hawaii and Alaska.

D. W. Tracy, international president and J. Scott Milne, international secretary, laid the wreath at Miller's monument Thursday afternoon, November 29.

Harry Miller was 38 in 1891, when the brotherhood was founded. He was a young lineman with a zeal for organization and passion for helping his fellowmen. He played a large part in the formation of the IBEW and became its first president. It is notable that he gave up the presidency in 1893 largely because he

wanted to further serve his union by going out and getting new members and organizing new locals. He spent much of his own income in organization work.

In 1893, when he was only 43, Miller was at work climbing poles in Washington, D. C., for the Potomac Electric Power Co. One fatal day he made contact with a high tension wire, was knocked from the pole and died. The power company, a public utility, recognized his work as a skilled lineman and his significance as a leader of men. They paid his funeral expenses and buried him in a pleasant plot of ground in Glenwood Cemetery.

Tribute Seen Fitting  
Representatives of all the 11 local unions of the IBEW were present at the wreath-laying ceremony. The union men pointed out that it was fitting on the date marking the 60th anniversary of the union that a tribute be paid to one who devoted his life to the union cause and lost that life bringing electrical power to the citizens of the District of Columbia.

Simultaneously a similar service took place in St. Louis. Vice President Frank Jacobs laid a memorial wreath at the monument to J. T. Kelly, first secretary of the IBEW.

## American Broadcasting Technicians Vote AFL

New York City (ILNS).—With only one dissenting vote, radio and television sound-effect technicians of the American Broadcasting Co., have chosen the International Alliance of Theatrical Stage Employees, as their bargaining agent.

The lone dissenter voter for the National Association of Broadcast Engineers and Technicians, CIO, which had represented these employees until the expiration of their contract October 1.

The National Labor Relations Board rejected NABET's contention that the sound effect technicians should be merged into an existing unit of engineers, in granting the IATSE's petition

for an election.

“The primary function of the sound effect employees,” the board declared, “is to create sound, other than voice, speech, and music, which is necessary to achieve realism in the production of radio and television programs. They perform from prepared scripts in front of microphones, as do actors, singers and musicians. The sound effects personnel constitutes a division of the program department, which is concerned with the artistic quality of broadcasts. The engineering department . . . is responsible for the transmission of the artistic effects through the electronic process.”

## NEWS AND VIEWS

By ALEXANDER S. LIPSETT  
(An ILNS Feature)

United States lawmakers, administrators and gift-dispensers abroad got quite a jolt when they were given an opportunity to compare British expenditures on vital armament items to those of our own.

According to London dispatches the cost of the new 36,000-ton aircraft carrier Eagle, the Royal Navy's largest fatter, was 14,000,000 pounds, or about \$39,200,000. Contrast this with our projected aircraft carrier James V. Forrestal, which, though larger by about 14,000 tons, is expected to cost the American taxpayer

approximately \$235,000,000 or more than 6 times the Eagle's cost.

Further proof, way back, of excessive American spending is the U. S. big battle wagon Missouri, which cost \$90,000,000 when delivered in 1944. The British King George V, somewhat smaller but in the same general class, cost less than one-fourth of this, or about \$23,000,000 in 1939.

These discrepancies cannot be explained merely by high wages and superior living standard of the American people. Whatever the cause, the public can now un-

The union official pointed out (Continued on Page 4)

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