

This Week in WASHINGTON

Washington, D. C. (NWNS).—Although many government officials have not yet made up their minds as to what disposal should be made of the atomic bomb, there is a general feeling of relief here over the decision of President Truman and Prime Minister Attlee to withhold, for the time being, secret information about atomic energy.

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warfare, what good reason would another nation have for wanting to know how to manufacture it?
 Aside from possible war use, other nations of course want information on the practical application of atomic energy in order that they may develop it for industrial uses. The heads of the three nations which share the secret—the United States, Great Britain and Canada—agree that this information should be made available to others—but not until effective unbreachable safeguards against its use for destructive purposes can be devised. War, if ever, that time will come, nobody knows. Meanwhile our navy and air force are planning extensive

tests of the atomic bomb to find out for the bomb itself, it is the feeling of many here that there is no logical reason for ever releasing the information. For, if it is agreed that the atomic bomb should never be used for all the answers regarding its effectiveness on water as well as land. It is believed that when the world is made fully aware of just what the bomb will do, every nation may realize that another war would mean world suicide.

The decision of the Ford Motor company to join with the other automobile companies and steel companies in fighting union demands for major wage increases is considered here to be the greatest blow struck against the unions since the war ended. The automobile unions had high hopes that Ford would make satisfactory wage adjustments which they could use as a club in forcing other automobile manufacturers to do likewise. But when Ford aligned itself with the rest of the industry, the unions were immediately put in the posi-

tion of having to fight against a united front.
 As a consequence, the struggle between labor and management has reached a state tantamount to civil war with even the experts unwilling to predict the outcome. More and more, it appears that the final solution will have to come from government, since the split between industry leaders and labor leaders seems to have reached an impasse too complicated to solve without intervention. It appears likely, for the first time in many years, that management is for once not going to give in and is going to demand that labor do a little "giving in" for a change. Management apparently intends to insist that labor unions accept a lot more responsibility for their acts than they have in the past. Meanwhile, automobile production may be paralyzed until a solution is found.

As an answer to the housing shortage, the senate banking committee has asked congress to pass legislation making it possible for people to build small homes with a 5 per cent down payment. The proposed plan is to guarantee mortgages up to 95 per cent of the appraised value of small homes and to provide that mortgages be amortized over a period of 32 years with interest limited to a maximum of 4 per cent. Under this plan a man could build a \$5,000 home by making a down payment of \$250 and monthly payments of under \$20.

Southern Vets May Purchase Jeeps

Southern veterans of World War II, who have been certified by the Smaller War Plant Corporation, will get their prorated share of surplus jeeps currently being released, according to an announcement made today by Lt. Col. Wilson, Regional Director of the Office of Surplus Property, Consumer Goods Division, R. F. C.
 To obtain a jeep, the veteran residing in the state of Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina or Tennessee, will send his request to the Regional Office, 105 Pryor Street, N. E., Atlanta, Georgia, with his certification given by the Smaller War Plants Corporation. These requests must be mailed not later than midnight, December 17, 1945.
 When all requests have been received in the Regional Office, a list of request, will be forwarded to the Central Office in Washington, where an allotment will be

made to veterans on a nationwide basis, so that veterans in each state will be given a proportionate number of vehicles.
 Prices on the jeeps will run as follows: for 1943, 1944 and 1945 models, \$695.00; 1942 models, \$695.00 and 1941 models, \$595. These prices are based on vehicles in good mechanical condition, and deductions will be made to compensate for replacement of missing parts, and estimated cost of labor required to make repairs. Sales will be in accordance with Reconstruction Finance Corporation sale conditions.
 All sales will be made on an "as is" basis, f. o. b. point of location. Every effort will be made to supply the vehicle from the point nearest the purchaser, Wilson stated.
 Smaller War Plants Corporation Certifications, sent by veterans who are not successful in obtaining jeeps will be returned, he said, and successful purchasers will be asked to remit by certified check, cashier's check or postal money orders.

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