

This Week in WASHINGTON

Washington, D. C.—What is President Truman going to do about the General Motors strike?

That is one of the most important questions of the day here, but so far the answers which are offered are pretty much guesswork. The general opinion seems to be that he will not enter into the picture, for the time being on that particular strike or on any individual strike, but he will try to work out a new and more tangible government policy regarding the whole problem of strike settlement.

The President undoubtedly hoped that the basis for a stronger labor policy would come out of the labor-management meetings which have been taking place here. But the inability of this conference to reach any conclusions agreeable to both labor and management has merely re-emphasized the need for government to formulate a solution of its own.

In the opinion of most labor experts here, the President will be forced to propose a solution—perhaps in the form of suggested legislation to congress aimed at preventing a recurrence of major strikes. If the President doesn't act, congress itself is apt to take the initiative because of the increasing public demand for some constructive action.

A new black-market racket, now being investigated by the Office of Price Administration, seems to point the need for continued government supervision over prices. This particular racket concerns new automobiles. The OPA has found that a group of racketeers have obtained a quantity of early-dated purchase contracts for new automobiles and are selling them from \$100 to as high as \$500. In many cases the dealer who has issued the contract is getting a split of this "bonus."

OPA officials see opportunity for a growing racket of this kind in all types of scarce products unless adequate steps are taken to police sales during the reconversion period.

The OPA has issued price ceilings on new automobiles, which are just slightly higher than 1942 prices, but it is pointed out that these prices will mean nothing, so far as the buying public is concerned, unless this new plan for circumventing the law can be stopped.

Following a message from the President asking for government medical insurance, as well as a giant government-sponsored hospital building program, congress immediately began to work on the Wagner-Murray-Dingell bill, which provides for the expendi-

ture of billions of dollars for these purposes. The measure is being fought avidly by the medical profession as "socialized medicine," but it has the support of labor union leaders as

well as certain consumer groups. The new measure is, in reality, a big extension of the present social security act. It aims at providing adequate insurance for paying all of our major medical and hospital bills—the money to be contributed by the people through deductions from payrolls. How much the plan would cost is still a highly debatable issue, but the present plan would

call for a probable addition of at least 4 per cent to the amount now deducted for social security. Fluorescent lighting apparatus for subway trains, street cars, trolley buses and other public transit vehicles is being developed. Cull pullets can probably be sold at better prices now than

later, says C. F. Parrish, in charge of Extension Poultry at State College. The use of snuff continues without letup. In fact, the consumption of snuff is remaining remarkably stable, the State Department of Agriculture reports.

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