J.E. DOWD General Manager
B.S. GRIPPITH Executive Editor
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WEDNESDAY, NOVEMBER 2, 1949

#### THE BETHLEHEM STEEL PATTERN

BETHLEHEM Stocks agreement with the workers on wombination pension-insurance potential for insurance potential is the break in the steel strike that everyone has been hoping for. Significantly, it came by collective bargaining without government interven-in the U. 8/80call Security pension pay-in the U. 8/80call Security pension pay-

bargaining without government interven-tion. Its terms are such that the rest of the industry, including U. S. Steel, will probably fall in line.

The details of the Bethlehem-CIO pact differ slightly from the agreement signed by the Ford Motor Co., with the United Automobile Workers, but the general frame-

Automobile Workers but the general framework is the same.

Bethlehem, which has had a less generous company-frinanced peasion program for 28 years, accepts industry's responsibility in providing for the weir and tear on human workers just as it provides for the depreciation of machines and plants. The company agrees to underwrite a minimum pension of \$100 a month for 65-year-old workers with 25 years of experience, \$35 for 10 years, Some pensions will minimum pension of \$100 a month of control of the pease of experience, and \$55 for 10 years, Some pensions will nonthly according to Philip Murray. In addition, the company and the workers will thate equally a 5-cent-an-hour insurance plan covering death, sixhess, accidency, and hopitularistion. Employees have been bearing the whole expense of a smaller insurance program in the past. There are two other significant points:

1. The union glained how wage increase, and cannot strile for higher wages before DA. 2. The pillon cannot, faint of the presentiations.

December, 1950.

2. The union cannot force negotiations LURE OF THE SMOKIES

IF THEIR are any North Carolinians.

If THEIR are any North Carolinians.

If I around who are unaware of the tremendoul tourism possibilities of this elongated commonwealth of ours, they might note the ampinal report of the National Park Service.

The State's main attraction, the Great Smoky Mountains park adong the North Carolina-Temessee Boder, drew more visitors in the Park Service's official tourist year (oct. 1 to Sept. 30 than any other national park in the nation.

The Park Service taillet \$1,310,535 visities.

omer national park in the ration.

The Park Service tailled 1,510,536 visitors in the Great Smokles, a third again more than the 1,118,162 persons who vited the Rocky Mountain Park in Colorado and the 1,133,516 who saw Yosemite Park in Wooming-Montaina-Idaho.

[Fort Balesh Adm. 45.

in Wyoming-Montian-Idaho.

(Fort Raleigh down at the opposite end of the state did pietty well, too, drawing 128,888 visitors, \*a substantial increase over the 101,255 who made their way there in the previous year.)

A part of the explanation for the popularity of the Ornat Smoky Park is, of cause, its proximity, to the heavy popularity of the year. Seen so when the geometra its relative inaccessibility, the tabulations

are still impressive.
It's easier to get to the park from the
Tennessee side than from the North Carolina side. Good roads lead from Gatlinburg and Marywille, and fine tourist accommodations are available in both those
places. Gallinburg, especially, is a boom
tourist town:

places. Gallinburg, especially, is a boom tourist town.

The North Carolina tourist center nearest the park is Fontana Village, but one either has to complete the circuitous drive across. Newfound Gap and around by Maryaville, or go the equally torturous round Robbinswille to review for Topton, and Robbinswille to review for the property of the park and joining the Fontana Lake. Another road cutting the version City, following the edge of Fontana Lake. Another road cutting the western tip of the park and joining the Fontana, Erobbinswille and Galliburg areas is also needed. Finally, the Topton-Robbinswille-Fontana stretch needs modernization.

Good roads from east and better tourist facilities on the North Carolina side will make the Great Smokies a more popular recreational agot than it is today, to the profit and pleasure of the people of this state.

## EDWARD R. STETTINIUS JR.

EDWARD. R. STETTINUS.

TEW, men in U. S. history have held
in a full lifetime more influential
positions in private industry and public
service than Edward R. Stettimin Jr. The
accurate the Bodward R. Stettimin Jr. The
Carret into so few years made him an
even more hemarkship person.

Ed Stettimius was born with a silver
spoon in his mouth, as the saying goes.
His father's wealth was a hibly in shaping
his career. But the young man who became sagetant to the president of General
Molors at he age of 30 impored ahead on
He went to U. S. Steel in 1925, became
board chairman a year later. He was just
37 at the time. In 1941 President Rjoseveli,
called him to administer the 360 billion
Lend-Lease program. In 1948 he became
Undersecretary of State; in 1944 he became Secretary of State; seven months

Meanwhile, he had taken a leading part in the Dumbarton Oaks Conference which gave birth to the U. N. and headed the U. S. delegation to the San Francisco Con-ference at which the U. N. Charter was adopted. He also accompanied President Roosevelt to the Yalia Conference with Stalin and Churchill.

He was an informal, friendly person who preferred for people to call him "Ed", and who worked at his job harder than those who were under his direction. In his death the nation loses a valuable citizen and public servant, one who doubtless would have contributed even more had he been physically able.

# YEAS AND NAYS OF IT Cut all Pederal spending 8 to 10 per cent (first vote): Hosy, yes; Oraham, nay, 65-cent (vs. 15-cent) minimum wage; Hosy, yes; Oraham, nay. Trade Agreement Act extension: Hosy, yea; Oraham, yes. Out Burgean arms ald 50 per cent; foreign military ald bill: Hosy, yes; Ora-ham, yes.

4.

CLYDE R. HOEY and Frank P. Graham Care supposed to be poles apart in their thinking and voting in Washington. Perhaps that is true. However, their voting records in most respects are remarkably alike. Here is the way they compare in a study. "Record Votes in the Sist Congress (First Session)" compiled by Editorial Research Reports.

great 1913t Session! compiled by Editorial Research Reports.

Out in Marshall Plan authorization. Hoey,
and Carlama, nave TVA steam Dant: Hoey,
and Graham, nave Dante Graham, and
foreham, and purportistion: Hoey,
and Graham, nave Dante Graham, nave,
Linunction only in emergency. Hoey,
and Graham, nave,
Dante Graham, nave,
Condition revision of Taft-Hartley Act:
No U. S. committened to arm Western
Europe-Mow, nav. Graham, nav.
Linkid Barkey and Seanch Joan Marshall
Hoey, nav. Graham, nav.
Linkid Barkey and Seanch Joan Hoey,
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No nationalization from ECA Aunda. Hoey,
No Graham, nav.
Hoey, nav. Graham, nav.

res: Graham, may.

Thus, the two Tar Heel senators voied together on 18 issues and split on only seeven. Their only vital disagreements were on labor legislation, the minimum wage and power development. On the great majority of the 123 issues which jed to 'outstanding roll calls in the Senate' they were in agreement. We submit the routing the service of the servic A Jackson citizen has recovered his car, used almost exclusively by his son during the college vacation. He now understands the deplorable condition of those American ships in Russian hands for five years.

—Jackson (Mis.) Daily News.

Forein millitary aid bill: Hoey, yea; Graham, yea; Ora-ham, yea; Ora-ham, paired, good of the foreing of the foreing the forei

As in the Ford agreement, the company's contribution to the pension program will be preduced by any increases in the U. 8/ Social Security pension payments. This forecast renewed pressure on Congress for higher Social Security benefits from (1) big industries which will want to reduce their direct pension costs and (3) workers in unorganized industries who do not have the collective power to gain the kind of old age security the Steel-workers now have.

No one has yet estimated how works.

workers now have.

No one has yet estimated how much the price of atcel will have to be increased to cover the added coat of the pension-program. There will be some increase, of course, for in the long run the consumer pays for any major boost in worker benefits. Since asteel is essential in 45 per cent of our manufacturing enterprises, any increase will be reflected all down the line.

In some respects, the year 1949 is one of the most significant in the long and frequently troubled history of labor-management relations. The coal industry has accepted the pension philosophy. Two beliwethers in the huge automobile and steel industries have done likewise.

Labor, with the helping hand of govern-ment, won the battles for the right to organize and for higher wages. This is the third great phase in the shaping of stable labor-management relations. Its implica-tions are so far-reaching that they cannot be fully assessed at this time.

**Order From Chaos** 

A good many motorists said it wouldn't work, but the Hoose-designed control system at the corner of Independence Blvd. and E. Morehead St. keeps traffic moving speedily. Dick Young's story below tells of some of Mr. Hoose's problems—including his "unpaid experts"—and how he solves them.

It's All A Science

# Mr. Hoose Never Misses

Charlette New Staff Writer

A WELL drissed man wakes mine the City Hill

A office of Serman J. Hoose, city traffic engineer, and after introducing himself said:

"Mr. Hoose, I am going out of town, but I dropped a nickel in a parking meter out front and came in to clear my conscience. I strongly critically out or control oystem at Morehard and Mechael with the control oystem at Morehard and Mechael with the control oystem at Morehard and Mechael with the control oystem at the two proposition of the control oystem at the two proposition of the control of t

served the entineer's control issouts and then additited they may have been wrong in their initial cutties.

\*\*Most Now, I like the people of Charlott. They are intelligent, patient and ro-ooperative. Of course, concernitions but it is natural for folks to be leavy of the concernition of the concernition

all wrong.

MR. HOOSE has been childed, and subsequently lauded, for many of his plane.
Childred these is the elaborate layout at the intersection of Independence Blud with South laud and Morehead St. Many persons three up their nands in holy horor; at first but how they are saying that was the best possible solution of an admittedly difficult problem.

A. Wilkinson Bivd. Down Rd. and Moreheed St., and Central Ave. 10th Bit and Louise Ave.

Some of these are five-point intersections, always difficult from a traffic control standpoint. Mr. Hoost substitutionally surveyed each, determined the volume and the substitutional state of the substitutional state of the substitution of the substitution

#### People's Platform

# A Look At The Record

Editors, The News:

A S Mr. Golden is so shivery about a Republican
A becoming president at some future time in his
letter of Oct. 25, let us take a quick loograf the
record.

record.

Within 30 years two Democratic Administrations have pushed us into two Work Wars, have
siven us that terrible experience of Probibilion,
siven us that the control of the Communities and fellow travelers, saddled us with
Communities and fellow travelers, saddled us with
Green. Lewis, Murray, and do not forget Bridges,
and all of the rest of the goons and hatchet men
under the work-criting state of labor gains.

and all of the rest of the goons and haschet men under the vole-retting suite of labor gains.

Also, do not long as the control of the contro

-C. M. CUDDY.

CHARLOTTE

#### Quote, Unquote

The news that the Soviet Alpiniat Society has named a mountain neak after Paul Robeson is hardly worth a yold: —Greensbor Dally News.

Marquis Childs

# Shadow Of Past

DINGE ON A mountain top across the station at the allied commission that control the compation of the Germant. Here in Bonn, in what was once a masseum, at the government that it is a museum, the government that it is at the compation of the Germant. The state out of West Germany. Fittingly, it is a museum that broats Ghannelley Konnod Adenuare that the new government and bedevits a relation with the allies and forth across the Rhine in an effort to reach a react power of the commissioners and the state of the commissioners and the state of the commissioners have been informed of a shocking new allied commissioners have been informed of a shocking new conceased, that the believed to contain more compass around. One satingte there such mass burial sources are contained to the contain more compass around. One satingted to the contain more compass around.

than any ouse seround.

ground, minute is that remnanta of the condition o

whom only \$3,000 surve to come to light anything yet to come to light anything any to the newest evidence of mass mure to make the new to make t

from a nearby pit, tue coupers exposed.

As the story was told to the commissioners, the local burgomeister insisted that these must be corpus from the Napiconio war. But a nurried investigation brought The, dimensioners to be 180 feet to the commissioners to be 180 feet

Robert C. Ruark

# Shattered Illusions

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COMMINISTRATION OF CHINGS
CONORNY TERRATY
I shudder when I think of what
I chink of ward-and-upward operation
down in Dittle is joint to do to the
Caldwell, and Tremesse Williams
Mr. Paulkner has been writing the
cannier dide for jears, and the
capper polith imports is corrected by
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### Drew Pearson's Merry-Go-Round Navy Had Long Build-Up For Let-Down

To understand why Secretary of the Navy Matthews had to I delepither-Adm. Louis Denfeld—shoen this column has come to the Column has column has come to the Colu

Edison Knew The Navy

Edison Knew The Novy

TWE row Secretary had operated a big industrial time.

I understood construction technicalities, and immediately set in the admirals had have the set of t

and dared to criticize. He told the admisse that duty at Pearl Harber did not mean apending all the time on the seach at Waikinki, and that the first thing they had to do was get their fuel-oil tanks underground. He reminded them the Pearl Harbor quith be attacked and these tentas made beautiful targets.

So FOR called in Charley Edison, told him the Demo-critical targets, and the superstructure of the Paulicellule would nave the said, would be an air war; and battleinine would nave the said, would be an air war; and battleinine would nave to time straich up in the sir, not bronduled: Therefore, there couldn't, be in the position of flring at their own the control of the superstructure would have to come down.

Top-Heavy Destroyer

ABOUT this time, Edion also edight the admirals lous-ling up the new distributes will with PWA tunds. He have the control of the property of the control of the heavy that exits which had to be added to the steels to keen them from turning turtle in the water. In addition, the describates on three glotstoyers buckled in only "moderately on using rivets, millions of defective rivets had to be replaced.

replaced.

Zilion not only discovered three facts but also learned that three of the private shippards building the destroyers feared the center of zavily was too high and warned the admirals in advance. They were offered to submit the center of cravily test to dibbs & Cox, expert ship-design agents. But the admirals refused

toe Nay.

Frank Knox Liked Admirals

Frank Knox we an easygoing ex-newspaper publisher

who loved the Nay, enjoyed the polish and precision

and the property of the polish and precision

and in contribution of who also was feed across about

Affirst Knox and the admirals got along beautifully.

The new Seretary didn't know too much about the Nay,

let the admirals have free rein. But gradually as Knox

bean to learn what it was all about, no began to realize

really ran things.

Adm. Ernet King, then chief of mean

chief.

Finally, Knoz found that a wing of the Navy Dept.

had been roped off, with a Marine senity, at the door from
which all civilians, including minuted, were berred. This

Knoz, a good gooth, used the complain, had planned to
had friended plout the fact that he couldn't have the compart of the d'avy Dept. But he never rowed publicly with
sither the administer of PDR. However, when, all in office,
his friends and ploud the fact the couldn't have no
more Secretary of the Navy
in actual fact than lead buy Guidas Gwannon, non died in
office before how do not made to the country of the Navy

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