

New Outlook On The Atom

THIS KIND OF FIGHTING IS OUT OF MY LINE!

A black and white illustration of a hand holding a briefcase. The briefcase is labeled "SOLDIER DE GAULLE" in bold, capital letters. The hand is wearing a striped sleeve. The background is dark and indistinct.

SHIFTING OPINION

like a field runner for a track meet. The late Sen. Theodore Burton of Ohio, for example, coolly prepped for his fight to beat the 1914 rivers and harbors bill. After a good night's sleep he strolled to the Capitol, doffed his heavy coat and vest and donned a house coat. Before taking the floor, he kicked off his heavy shoes and put on bedroom slippers. In this filibustering uniform he talked for twelve hours and ten minutes.

Some of the Senate's former broken-field runners never completely recovered. The late Senator Wesley L. Jones of Washington spoke for thirteen hours and fifteen minutes against the 1915 ship registry bills. He served for years afterward in the Senate, but his health broke in that fight. In the same filibuster, Utah's Reed Smoot spoke for eleven hours and 35 minutes.

COFFEE-DRINKER

The late Sen. William V. Allen of Nebraska ran up one of the

The People's Platform

Bertram Benedict

New York

By MRS. MILDRED HARTIS MATTHEWS

I'VE read over and over Mr. Leonard Hall's column of January fourteenth and am still wondering what possessed the man, to make him put such statements on paper. So Mr. Hall has little

So many of our Senators, columnists and talk-show hosts idly by while we civilians wreck our chance of living a normal life. Yes, they stand by or even cheer on the actions that strip your rights in earning a few more dollars and demand what in their eyes are their due. But even if they say, "I'm not a racist," their rights they are called babies and sentimentalists. Let me reiterate: If you are not a GUYANA over there are fighting men.

If these so called "babies" were here and our "glorified strikers" were sitting it out among strange people in strange lands, maybe they would have a change of heart

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WASHINGTON

THE atomic bomb is once again on the front page, and that is all to the good. There was a time when we seemed almost to have forgotten this terrible and wonderful instrument we created.

Now the Navy is to conduct a test on 35 warships



and about to enter craft. That test should go a long way toward answering the question of sea power in the future of warfare. If the test is set up on a fair basis and if the findings are not edited by old-line admirals with an incurable passion for battle-shiping them, we shall

The question of whether any foreign representatives will be allowed to witness the test is under discussion. To bar them would seem a foolish restriction. Surely, it should be possible to safeguard all "secrets," and yet permit foreign experts to see for themselves what the new force can actually do.

Meanwhile, the Senate Atomic Energy Committee, under the chairmanship of Senator Brien McMahon, is holding hearings on McMahon's bill to put control of the atomic energy project under a commission made up of top-ranking civilians. It is a step long overdue.

So far, the Government has left the project entirely in the hands of the military men who directed its development. In short, atomic energy has been treated as merely another weapon of war.

SHIFTING OPINION

But it is obvious that a shift in opinion has occurred. At the time that the atomic bomb was first revealed to the world, the

War Department sent a bill to Congress which, if it had been adopted, would have had the effect of concentrating all power in an administrator, and that administrator would in all probability have been a military man. That was the May-Johnson bill, which was sidetracked by vigorous protests from the scientists who had helped to make the bomb.

When Secretary of Navy James Forrestal

testified on the McMahon bill the other day, he took an entirely different tack. He recommended merely that the military be allowed to participate with civilians on the control commission. He argued that this was necessary to insure protection of the military phases of atomic energy until world control could be worked out.

The United Nations Organization has made a start in voting to create an Atomic Commission. It was done without a dissenting vote in the General Assembly.

"A NOBLE MOVE"

The proposal for the commission was jointly sponsored by the powers that created the bomb and by Russia. Russia's Deputy Commissioner for Foreign Affairs, Andrei M. Ustov,

The real work, of course, remains to be done. That is to set up control machinery which will be approved by all the powers. It is a task of overwhelming magnitude. Yet a start has been made—and there have been times in the recent past when even this much seemed remote.

Surely, the new atomic commission should have representation at the tests to be conducted in the Pacific in May and July. Perhaps the commission itself should attend. It would be an object lesson in urgency that might speed their deliberations more than any number of speeches.

Bertram Benedict

Peace On The Rails?

ON Friday the Brotherhood of Locomotive Engineers will decide whether to author-

The one union which has refused to accept the arbitration process is the Brotherhood of Railroad Trainmen. The train-

men are now sending out strike notices and the result (of course it will be pro-strike) is to be announced on or about Feb. 18. The fact that the trainmen authorize a strike does not mean that one will necessarily occur.

Although the Brotherhood of Trainmen is only one of twenty rail unions, it claims to have about one-sixth of all railroad employees—215,000 out of a total of about

The railroad unions in many respects are in a class by themselves. Methods of setting up a railroad might not

Railroad labor is governed by the Railway Labor Act, the one piece of Federal legislation requiring specific steps in the settlement of labor disputes. Railway employees, although covered by the Wage-Hour Act as to minimum wages, are not covered as to hours by that act. The Adamson Act of

Most of the railway unions do not enforce a closed shop, for a number of reasons. And a variety of special rules on mileage, hours, seniority, and size of crew make the railroad wage structure almost unbelievably complicated. The Trainmen are demanding "rule changes" as well as higher wages.

ment—that is, railroad rates—are fixed, not by OPA, but by the Interstate Commerce Commission. If higher wage rates threaten fair profits, the ICC must sanction higher rates. At the end of 1945 President J. J. Pelly of the Association of American Railroads declared that higher rail rates would be necessary, even though railroad wages were not increased, when traffic declined, because since 1939 railroad wages had in-

increased 28 per cent and cost of materials about 24 per cent, while freight rates were no higher.

RATE EQUALIZATION

In December, 1943, a threat of a rail strike caused the Government to take over the roads temporarily. The men were granted retroactive wage increases of from 9 to 11 cents an hour. No rate increases were granted.

ed to counteract these wage increases. In May, 1945, the ICC, in a step to equalize freight rates temporarily, ordered a 10 per cent reduction in freight rates in the South and the West, and a 10 per cent increase in the East, but the order has not yet gone into effect.