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FRIDAY, OCTOBER 7, 1949

'SLAVE LABOR' LAW REMAINS dent may now appoint another board of inquiry which will determine each party's position in the dispute but which may not include any recommendations. After reviewing its report, the President may direct the Attorpey General to seek an injunction against the strike in any Pederal court of jurisdiction. During the life of the hijunction, the parties may continue that the continue of the president and the president again. In the following 15 days a "secret ballot is taken among the employees to see if they wish to accept the final offer made in the other president again. In the following 15 days a "secret ballot is taken among the employees to see if they wish to accept the final offer made

IT WILL be grimly ironical to both President Truman and Phillip Murray if the welfare of the nation inally forces the President to resort to the Taft-Hartley Act in an effort to settle the steel strike. Mr. Truman has been denouncing the Taft-Hartley Act for months, now. So have Mr. Murray and his fellow labor leaders.

At the moment, however, it offers the only legal resort for requiring a resump-tion of steel production pending further negotiations. Sooner or later, unless an agreement is reached, the paralyzing ef-fects of the steel abutdown will force Mr. Truman to employ against his friend Mr. Murray the "slave labor" law they both

marray use "sawe isloot" law they both hate.

The President by-passed the Taft-Hartley Act in appointing his steel fact-finding board. It had no legal authority whatsoever, and its recommendations were not to be binding on-either party.

Mr. Murray, however, insisted that the-boards recommendation of a non-contribution of the property of the proper

Under the Taft-Hartley Act, the Presi-

SCHOOL BUS TRAGEDY

TODAYS inquest at Nashville may fill in some of the missing facts in the school but tragedy which stunned North Carolina yesterday. But it is already apparent that part of the terrible responsibility rests upon the State of North Caro-

sibility rests upon the State of North Caro-lian.
School Principal E. M. Burris said yester-day that he had tried all this year to get-"the highway people" to cut dynw the trees and brushes which obscured the ap-proach, to the narrow bridge. And he also pointed out that the bus was overcrowded with students standing in the salis, because one of the property of the property of the because the property of the property of the total the way supposed to have.

There was no immediate indication that the young driver of the bus, who was as-

There was no immediate indication that the young driver of the bus, who was seriously injured, was traveling at an abnormal rate of speed. And it was not known at first just why the ice truck should have been parked on the bridge which is only seventeen feet, three inches

wide, barely enough to give the two vehicles a two-foot, three-inch clearance.

reached, the board reports to the President sgain. In the following 15 days a secret-ballot is taken among the employees to see if they wish to accept the final offer made by management. If they turn this down, the injunction expires and all the President in the comment of the control of th

Ironically, North 'Carolina's school bus safety record had just been lauded in an safety record had just been lauded in an article in Parade, a newspaper supplement with national circulation. The author pointed out that in the first eight years of state-wide use of young drivers, there were only seven school transportation deaths. And in 1945 and 1946 there was not a single death in a total of 68 million miles of driving.

Nothing can assuage the grief of the par-ents whose young children were killed in the tragic accident. But North Carolina can and must limit the possibility of other similar accidents by removing visual ob-structions wherever they exist and ex-panding the achool but fleet to give very child a seat. That need not swalt the surfacing of school bus routes envisioned in the \$200 million rural road program.

For the time being, we would merely note that the principle of contribution by the worker to his own future security: far preferable to non-contributory pensions for which organized labor is fighting today with considerable gueess, following their endorsement by the President's steel fact-finding board.

The principle is retained in the new Social Security bill. The worker and his employer share the cost of the slowly graduated payroll tax equally, and all in the best tradition of American private en-

SOCIAL SECURITY EXPANSION At any rate, the House measure will be subject to full debate by the Senate next year, and any questionable details can be straightened out at that time.

THE 333-14 majority by which the House passed a bill expanding Social Security coverage and benefits is, we believe, a fair approximation of the people's collective will. Most everyone who has taken time to study the matter agrees that many persons not now covered by Social Security should be covered, and that the low scale of benefits adopted in 1939 is unrealistic today.

There may be some doubt about specific details of the new measure. For example, the inclusion of certain self-employed persons and domestic servants may present enforcement problems. The stamp-book plan suggested by some members of Conplan suggested i pian suggested by some memoers of con-gress may be the only way to keep records on such persons, but it strikes us as a par-ticularly unwieldly one.

BOULEVARD OVERPASS

WE have no way of knowing how much a pedestrian arch over Independence Boulevard near the new Chantilly school Boulevard near the new Chantiny would cost, but the suggestion that one be built appears to be a good one.

Most everybody — school authorities,

Most everybody — school authorities,

traffic experts, parents — agree that the
underground passageways are not proving
their worth. The youngsters simply won't
use them, and the parents don't much
blame them.

Yet if the new stretch of Independence Yet if the new stretch of Independence Boulerard carries as much traffic as we believe it will carry, some method should be provided for small children attending the new Chantilly school to get across. The City Manager has suggested waiting until the school is opened and then determining whether an overpass is needed.

There is some merit to the suggestion, but it shouldn't be too hard for school au-thorities to check the addresses of future Chantilly students and decide on the basis of past performances rogishly how many youngsters will go to school on foot and thus have to cross the wide street.

thus have to cross the wide street. There is a very good reason why no overpass has been planned. The route of the Boulevard was mapped and plans drawn before the City-School Board decided to put a new, school one block away on Briar Creek Road.

Creek Road:
But now that the problem has presented itself, it would seem the better part of discretion to provide the overpass. He cost, no matter how much, will be small in comparison to the serious injury or death of one school child.

From The Greensboro Daily News

PROFESSION VS. PRACTICE

REGISTERED nurses of North Carolina by page ads in the state papers present a protest against the division of medical first-and last-aiders into-professional and practical nurses, with the requirement that those who would be called professional receive their training at university edupational centers.

sity educational centers.

If we have to make a choice, we shall throw in with the practical nurses who will have been denied university training. More than that we shall endeavof to show, without fears of successful contradiction, that the nurses trained and kept on duty by the small hospitals are more cheerful, serviceable and better-looking than those who have perhaps dozed through more lectures by more widely advertised M. D.'s and

—was a whale of a guy; but he didn't at-tend a university medical school, and there is considerable doubt as to whether he ever set up a scale of charges for office or

atter-office hours.

If he opened a school for doctors of medicine hereabouts, he could never hope to become accredited; but we have a notion that he wouldn't worry too much about that and might even string along with us in giving the call to practical with the string and the procession of the processing that professing a thing does not, immediately begin to impair its serviceability.

by more widely advertised M. D.s and
Ph.D's.

Now that it's all over, did you get enough
Old Hippocrates by all accounts—and we
out of your garden to pay for all your hard
have never been offered or taken his oath "work? — Kingsport (Tenn.) Times



Joseph & Stewart Alsop

Admirals Angry At Each Other WASHINGTON

A GOOD rousing row is always good rousing fun, but it is a bit dangerous to forget that serious issues may be involved. Despite the distracting drama of hole-and-corner passing out of confidential documents, serious issues are involved in the current tempet in the Navy.

tempest in the Navy.

In the first place, Capt, Crommelin's blast against service unification and its various sequels are not merely episodes in the struggle between the Navy and the Arthur the Navy itself, between the season of the Navy itself, between the sea officers, the best pitch of the Navy itself, between the sea officers led by the Chief of Naval Operations, admiral Louis Denfeld, and the naval avistors, led by the Pacific Piete Commander, Admiral A. W. Radford.

Freet Commander, Admiral A. W., Radford.

In war time, the naval avalators met only the inferior Japanese Air Force, and from this experience of the processing the process

ported the aviation. This situation was, in itself, gravely disquieting, After all, the_primary mission of the Navy is, and must always be, maintaining control of the seas, he was a seas and a season of the seaso

now, this timbalicent, such as the process has a con-pensative to the service unification bill, and the subsequent reliliant work of General of the Army the Navy back into its primary mission. The job of controlling the seas looked almost big enough to the sea officers. But he seas to the sense that the process of the seas that the process of the season of the se

insubordination that has now been displayed.

The fury of the naval aviators has been directed, not only against the President and Secretary of Defense Louis Johnson, but also against Admiral Denfeld and the other sea officers like him. The thought seems to be that Admiral Denfeld has been criminally weak to be that Admiral Denfeld has been criminally weak to be the control of t

This is speaking out in meetings, and such inconvenient truths may of course be denied. But they are true nonethieless. And it is true also that the Navy's present share of the total defense invistment preparation of the total defense invistment of the total defense invitation of the total defense invistment of the total defense invistment of the t

The central fact, which everyone seems to forget, that the Soviet Union has no may except for the ubmarines which our Nay, has somewhat neglected n war-planning against a non-naval power, it is briously logical to economize, if economize made at all, on our own naval strength.

The British long ago have done this. But

If maybe is in question, it surely campd, of vastly improved by estudions of fairly open haudendriantly in his officers in responsible positions. And open attacks on the more co-operative navier officers; like Admiral Denfeld and Admiral Parties Sherman (who was exided to the Mediterranean for his part in the prification billy cannot help morels, much officer. If about, the drama is pleasing, but the facts are not seen to the fact

People's Platform

Likes Traffic Islands

Editors, Ther News:

I AM amazed that the placing of the fine traffic slands on E. Boulevard should be criticized. I had seen no announcement of the purpose of their slands, but I feel certain that their purpose is the islands, but I feel certain that their purpose the purpose of the purpos

street.

There is but one traffic light on all of E. Boulevard to slow-traffic, or to make sufficient breaks in the continuous stream of cars or trokes. As a consequence the predestrians faces a hazardous journey every time he crosses that street. These narrow islands provide a piace of astreet. These narrow islands provide a piace of astreet.

islands provide a place of safety.

I prisume that the City Traffic Engineer is responsible for this city improvement. I wish to congratulate inin. and all others who had a part in making the decision to install the traffic islands.

—WM. C. BURNETI.

Atoms And Politics

CHARLOTTE Edition. The News. missed the Associated Press Story last week quoting Mr. Gabrielson, the Republicar, National Committee charman. Done-the announcement by President Truman that the Sorieta political announcement in order to grab the head incess away from the Republicar Parm Constreence at Sloux City, which was meeting at the time."

The Republicans, and a worth successor to that other immortal, Carroll Reese.

—P. L. LINDSEW

Capital Notes

Hospital Hopes Bright

By TOM SCHLESINGER Charlotte News' Special Writer

CONORERSAMN JONES is mighly builted here days when rivering the prospects of the return of the Veterans Hospital to Charlottee. The President has now only to tail VA Administrator Carl Gray to go absed with the provisions already authorized when the President of the Carlottee when the President of Ti any new norpitals in the country are to be built by the VA. Charlotte's stands right on the top of the heap along with Greenville. S. C., and Grand Rapids, McGr.

Charlotter stands right on the top or the neap song was discussed as C. and Grand Rapida, Mch.

EXPECT to see members of the North Carolina. Coopressional desgation home sometime after the 13th of this meative Jones. Although
gation home sometime after the 13th of this meative Jones. Although
Benator Graham's seems to think that it might be a little later. Everyone
seems to be armoust to have all little vacation. The combination of the
time Congressional session since 1922, has been quite wearing.

time Congressional session since 1922, has been quite wearing.

SEMATOR RIOEX appears to have situred up a few Republicans with

Shis announcement that the flenate five per cent inquity is all ever
except for a few odds and ends. Actually he-dolf The News: "Whether
the investigation ever is reopened will depend on developments, but for
By desponents, he was referring to the testimony of James V.

Hunt (the Washington counselor who, the subcommittee was told,
collected substantial fees for help in seeking (Overment) contracts?

House which footed the bill for the seven new well-known, deep
freezers). But, Senator Hory added, both men are too ill to take the
stand for some time.

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stand for some time.

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stand for some time.

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stand for some time.

Senator Hory and the senator Hory and the senator of
John Maragon on a perjury count. He said too that, although he
saw Trumton on three occasions while the hearing an indistenency

The committee report to se issued before the close of Congress will
include a bill designed to discourage the activities of middlenen who
charge a commission for help in seeking Covernment contracts.

NOTES—Congressional -Secretary John K. Siear a year ago booked.

In passage for a flying tour of Europe to begin on Aug 20. The Inenthy session forced a cancellation, but he has plans for next Summer to the Congression of the Congression of

Marquis Childs

Ten Years Too Late

FUHE Senate Committee that has It rejected with righteous indigenation the nomination of a glassomation the nomination of a glassomation that the senate of the senate of

new or unreatening encount.

The committee that rejectes the rejected of the whole issue by a standard like who had be the whole in the work of the whole whole in the work of the whole who

Quite apart from the w spoken by Olds, by his accu-

Drew Pearson's Merry-Go-Round

Hoey Pressured To Hush Investigation

WHEN good old Civde Roey, the swallow-tailed Senator from North Carolina, announced there would be no more hearings on Gen. Vaughan, John Maragon and the five percentage of the White House to shut the investigation up. For insiders have known how much pressure has been exerted by the White House to shut the investigation up. One month ago it was among over the committee staff a chance to do more investigating, also to give Committee Counsel Rogers a two-west veatiles. Since then the however investigations threatened with loss of Government penalous. Since then also some sensational leads have been glossed over by committee investigation or carefully stowed was yet. One of the most interesting fources are the very committee investigation or carefully stowed was yet.

over by committee investigatori or carefully stowed away in pigeoniolics on one of the most interesting figures shown Ben. Hoey and the most interesting figures shown Ben. Hoey and the first interest their back on its David A. Bennett, the perfume manking-dutier; who sent seven deep freeige to Gen. Vaughan, Mrs. Truman and other bisysigs at about the time Vaughan's first, John Maragoo, was trying; vol. John Gargoo Bennetts perfume into the United State disquised as champane for the White House.

Yachts And Deep Freezes

Yachts And Deep Freezes

"QUEER's new other interesting things about Mr. Bennett
which the public doesn't know, and most of the record
is in Government files where any Senate investigator could
easily dig to di.

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easily dig to di.

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Easily of the control of the control
easily dig to did not be so did not be job, thisentire has done his best to take up where the Senator from
North Carolina left off.

North Carolina left off.

Fight to know about Mr. Bennett, at the time
he was giving away deep freezes, acquired four Government
atriplanes without competitive bidding, and four haurary peachle.

three of them from the U. 8. Government.

Four vachts are a lot for any one man to have. For power and the power is the power in the power is the power in the po

glad to publish the letter as follows:

"Mr. John Margaon,
clo Bigg. Gen. Harry Vaughan's Office,
White House.

"Dear John:

"At the request of Mr. Bennsel, am aending you herewith reprint of an advertisement—on yachting and made
Noran, of the Small Boats Division, Maritime Commission—
Miss Barrett, seey, and find out what condition this is in,
and what price they are asking for same,
and what price they are asking for same,
spend Thankseysiving there.

"Hope you are in the best of health, and with kindest
"Bartett, seey are in the best of health, and with kindest
"Bride you are in the best of health, and with kindest

Poker Parties On Yachts

The William of the William of Maragon, Benneth American (1997) and the William of Maragon, Benneth American (1997) and the William of Maragonever, 121 feet, 221 tonis, "Valerie V," 84 feet, 124 tonis, "Caroline, "6 feet, 34 tonis, "Nedra B." III feet, 101 tons. All these, except the "Valerie V," were purchased direct front he Martime Commission. And when the Wassels, and how much was bid, the information was refused. When asked whether the bids had been advertised, Miss.

Many Barrett, referred to the above letter to Maragon, flew mito a rag.

Many Barrett, referred to the above letter to Maragon, flew mito a rag.

Many Barrett, referred to the above letter to Maragon, flew the man who had so many deep freezes and yachts at his though was a guest abourd the Bannett yachts.

Many Barrett, was a guest abourd the Bannett yachts.

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Many Barrett, was a guest abourd the Bannett yachts.

Many Barrett, was a guest abourd the Bannett yachts.

Many Barrett, was a guest abourd the Welley Barrett, was the Many Barrett, was the Many Barrett, was the Many Barrett, was the Many Barrett, was more don't be professed and the yacht was moored on the Potomas, another at Bargettuck, Mich. and morter in Florich. Since ther-perhaps because he has been yachts, but still keeps the Nedra B.

Four Airplanes Purchased

Four Airplanes Furcinoseu

B. Interesting chapter which Sen Hosy's committee

B. Interesting chapter which Sen Hosy's committee

sa strangely neglected. Bennets purchased, without competitive bidding, three Navy Grumman NRF-8-B's, together

The C-8 was purchased by Bennett on June 84, 1966, for

175,000. Its original cost, to the Government was 3375,846.

The three Navy Grumman's were purchased for \$15,000 each

on Ct. B, 1946. Their administration, which sold the planes and the sentence of the Covernment was a sentence