

'On the Other Hand'

Foresees Unpleasant International Complications in Maritime Dispute

Hope of averting the maritime strike set for June 15 remains high in Washington. At least the Labor Department was able to say as this week opened that negotiations between the ship operators and the workers were proceeding in the spirit of genuine collective bargaining.

But while working to achieve peace, both sides are preparing for war. President Truman having said the Navy, Coast Guard and Army would be used if necessary to assure that America's merchant marine moves.

Officers of those services are endeavoring to plan every detail of the job that would be given them. Countering this open warning from the President, heads of the maritime unions publish a cablegram they have sent to the headquarters of the World Federation of Trade Unions in Paris. They ask this world federation to support the American strikers—if the strike occurs—by refusing to load or unload ships manned by the United States Government. They make an exception of relief and troop ships. They seem confident that they will receive the support they ask from dock workers affiliated with the World Federation in Great Britain and other countries.

It isn't pleasing—the American Government in conflict with labor in foreign ports. Such a conflict, of course, could not be carried on by our Government; it would have to depend on the governments of other countries for assistance. Those other governments might or might not be willing to enter the dispute.

The bare possibility that the maritime workers may precipitate such an international situation increases the determination of the Labor Department to bring the workers and the operators (mostly of ships owned by the Government) to a satisfactory adjustment of their differences.

The point of greatest difficulty seems to be that of hours. The workers are demanding a 40-hour week in place of the 56 to 63 hour week they now work. The operators contend that this is wholly impracticable since it would require all ships to carry larger crews and provide additional living quarters for the men. Space now devoted to this purpose is much greater on the average American ship than under any other flag. Cutting any further into the cargo space, the operators argue, would render profitable operation of American ships impossible.

In this connection, conditions on American ships have greatly changed since the days when the gaunt figure of Andrew Furuseth, first president of the Seamen's Union, haunted the halls of Congress. Furuseth, who as union president refused to accept more than a seaman's pay and who lived on a river houseboat when in Washington, was responsible for the first important American legislation in behalf of seamen—the La Follette Act.

Life in the Forecastle. It was he who said, when once threatened with arrest: "You can put me in jail, but you cannot give me narrower quarters than as a seaman I have always had—you cannot give me coarser food than I have always eaten—you cannot make me lonelier than I have always been."

He was talking of life in the forecastle as the seaman of his time had known it. Conditions have greatly changed since then, but the hours remain long and the pay—68 cents an hour, by the operators' calculation; 55 cents, by the workers'—is less than most organized labor in America receives.

Competition of foreign low-wage ships is a principal cause of the low wage scale. The La Follette Act sought to reduce the disparity in wages by making it possible for foreign seamen to sign off in American ports and demand the American wage when signing on again. This had some beneficial effect from the standpoint of both American and foreign seamen, but the disparity has not really been removed. This week in Seattle the wage dif-

McLemore Plans to Get Along Without Backbone

By Henry McLemore

MONTREAL—The coccyx consists of four or five vertebrae in the human spine though the last one is sometimes suppressed. It is the rudimentary tail, but instead of projecting back as in mammals generally, it is curved forward and is found in the antrypoid apes and in Hoffman's sloth.

That is straight out of the Encyclopedia Britannica. I just read it. I trust that I might be able to cure my injured coccyx, which I hurt last night when I slipped on the stairs. My feet went out from under me and I landed on the base of my spine, and I am writing this standing up while a belly boy searches Montreal for one of those rubber doughnuts for me to sit on.

I usually serve as my own doctor. That is a throwback to my childhood days when a volume called "Home Treatment" was a standard part of the library. It wasn't easy for a doctor to reach our home when I was a child. We lived, to use the local expression, three wheel greases from the highway, which means that the physician, to get to us, would have to stop his horse and buggy three times to renew the axle grease on the wheels of his buggy.

So, we treated ourselves with the aid of the book. It was a thick volume that I can see to this day. It was bound in red cloth and stood between a green bound book with the title "V-V's Eyes," and a more sober tome of Dr. Broughton's sermons. That book, "Home Treatment," carried me through measles, my sisters through diphtheria, and a cousin who visited us, through a combination of chicken pox and thrush.

Therefore, when I hurt my coccyx I automatically looked for a medical book. The hotel was kind enough to send me Volume 20 of the Britannica. It is the one that covers all subjects between Sars-Boro. As soon as I read about the coccyx, I asked the telephone operator to see if she could connect me with Mr. Hoffman Sloth. "Do you know Mr. Sloth's number?" she asked. I said I didn't. "What is his address?" the operator inquired. "I don't know," I answered, "but I would guess he lives in a tree."

I thought I was trying to be funny, so I explained my troubles. She was quick to understand and tried all the Hoffmans and all the Sloths in the Montreal directory. front-line operations, the new nation provides over 3,300 calories.

Q. What is the largest city in the United States without any form of organized baseball?—J. E. J.

A. The Sporting News says that it is Denver, Colo.

Q. Is there a law which provides re-employment rights for the men who left their jobs to serve on merchant ships during World War II?—D. D.

A. Public Law 87, Seventy-eighth Congress, provides under certain conditions re-employment rights for persons who left employment, whether private or Government, to serve in the merchant marine. The act follows substantially the provisions of law applicable to persons who served in the armed forces.

Q. Did any submarines take part in the Battle of Midway?—D. P.

A. A Navy Department press release lists 25 submarines as attached to the task force of Vice Admiral (then Rear Admiral) Frank Jack Fletcher, U. S. N., at the Battle of Midway.

Q. What was the last numeral to be invented?—L. A. R.

A. It was probably zero, although the origin of this numeral is unknown. The zero appeared in India in the 9th century and was very likely an invention of the Hindus. The first printed treatise containing the word zero was Ph. Calandri's "De Arithmetica Opusculum," published in Florence in 1481.

Helpful Go-Between

Wallace Faces Major Tactical Problem In Coming Labor Relations Speeches

Pity a poor go-between, mates, on a night like this! Henry Agard Wallace, virtually all that is left of President Truman's New Deal franchise, is scheduled to make two speeches in St. Louis June 14, one to a party gathering and another to a liberal league meeting.

Inasmuch as Mr. Wallace can scarcely open his mouth, especially at this critical point in White House-labor relations without 1948-shaking significance, he wants to be very careful of his language. But so much is happening so fast that Henry just doesn't know just what he ought to say.

This is equally vexing to the Wallace bunnies, but trust that he will not want (1) to impair their man's potentialities as a candidate in 1948 or (2) to end a pipeline in the White House. Mr. Wallace was not in Washington when the present labor ferment arose. He was not at the cabinet meeting when Mr. Truman asked—and got—approval of his emergency plans. He was, however, present at the later cabinet session when the President, his voice trembling with emotion, struck his hand upon the table and said, "Gentlemen, the 'ham actor' charges of Senator Morse are false. I give you my word I did not know the railroad strike was settled when I went to the hill to deliver my message to the joint session."

Mr. Wallace has been given to understand that he does not have to apologize for the Case bill, that it will be vetoed by the President. Mr. Talk to Hannegan, Too. As if life were not sufficiently grim with the Case bill, the President's emergency labor bill, the dying OPA and selective service, the zero hour for the shipping strike is 24 hours after Henry is scheduled to enlighten the home of Postmaster General Hannegan about the facts of Washington life.

The Secretary of Commerce is not given to platitudes. He is an honest man who knows what he thinks. It would be extremely painful to him to attack the man-eating shark or

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OVER THE ATLANTIC AND ACROSS THE WORLD

Truman has until June 12 to act. If he does not seal his intention prior to that date he will delay the Wallace speech writing.

Truman Likes Own Bill. The President has made it clear he likes his own bill. However, supporters of the Case bill say they will try to stall it beyond June 12 in an effort to put Mr. Truman on the spot. Meanwhile, there is that old debbil, the shipping strike. If Mr. Truman can run a temperature over the middle-class railroad workers or the underprivileged coal miners, what the Communist-dominated seamen can do to arouse him will be a sight. Even the CIO leaders admit the seamen are problem children. Mr. Wallace will lead no holy war

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★ ORGANIZATION AND MANAGEMENT
Harold H. Roth, on leave from The City College of New York, Lecturer.
Aug. 5 to Sept. 20—Mondays and Thursdays, 6:30 to 9:20 P.M.
★ THE PRESERVATION AND ADMINISTRATION OF ARCHIVES
Ernest Posner, Professor of History and Archives Administration, and specialists from the National Archives and the Maryland Hall of Records.
June 17 to July 6—Daily, 9:15 to 11:30 A.M. in the Conference Room of the National Archives
★ PROBLEMS IN PERSONNEL ADMINISTRATION
Oliver C. Short, Director of Personnel, Department of Commerce, Adjunct Professor of Public Administration, Lecturer.
June 17 to Sept. 20—Mondays, Thursdays, 6:30 to 9:20 P.M.
★ EMPLOYER-EMPLOYEE RELATIONS
Francis C. Daniels, Director of Personnel, National Advisory Committee for Aeronautics, Adjunct Professor of Public Administration, Lecturer.
June 17 to Aug. 2—Tuesdays and Fridays, 6:30 to 9:20 P.M.
★ MANAGEMENT FACTORS IN PERSONNEL ADMINISTRATION
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★ BUDGETING: AN INSTRUMENT OF PLANNING AND MANAGEMENT
Catherine Beecher-Hudson, Professor of Political Science and Public Administration.
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