

Strikers Make Use of Satire



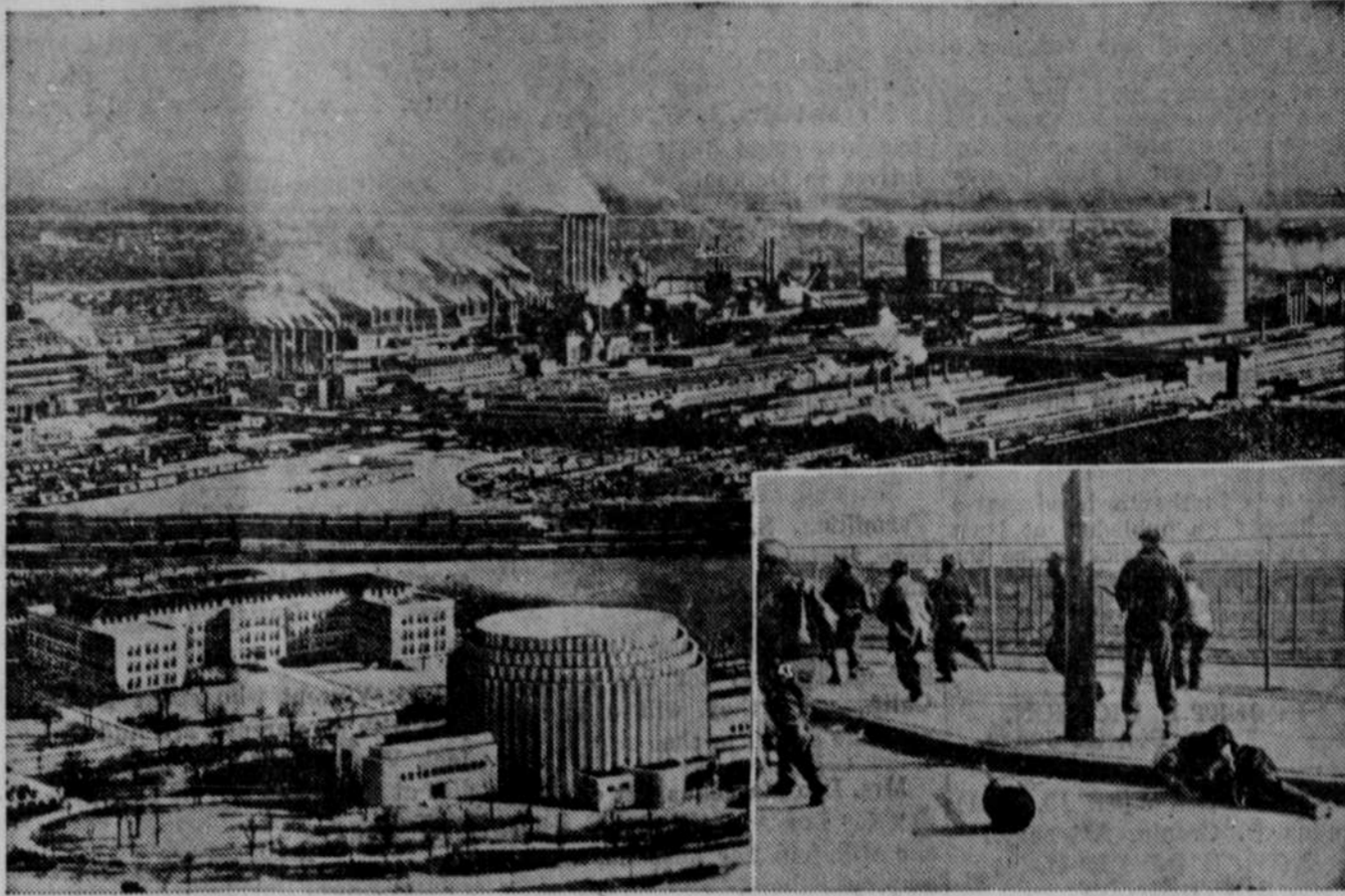
The coffin represents the Allis-Chalmers company. It is perched on a junk wagon, and a striker, wearing a gas mask, gives a satirical address showing the connection. This was one of the lighter angles of the Allis-Chalmers strike in Milwaukee, Wis., as recorded by the News of the Day Newsreel.

Inspects Shelters



Mrs. Anthony Drexel Biddle, wife of the U. S. ambassador to the European governments in exile, in England, inspects some British bomb shelters in London. She is studying the women's services during the war.

As Strike Closed Ford Plant



The gigantic River Rouge plant of the Ford Motor company at Dearborn, Mich., largest single industrial plant in the world, where from seven to eight thousand striking C.I.O. auto workers threw 85,000 employees out of work. Inset: One of the men involved in the battle between pickets and workers, shown as he tumbled into the gutter after being struck by one of the many flying missiles.

NATIONAL AFFAIRS

Reviewed by CARTER FIELD

Strikes in defense industries causing labor to lose public support . . . Hydroelectric power probably Roosevelt's paramount interest in St. Lawrence seaway project. (Bell Syndicate—WNU Service.)

WASHINGTON. — Strikes holding up national defense had become the toughest kind of problem before the mediation board was appointed, and the first publicity the board had did not help much toward convincing the public that a solution of the problem had been reached. This first publicity — ignoring the picture-taking, the appointment of the members and the formal organization — was that the board could take up only strike situations which had been certified to it, so to speak, by the department of labor.

Most of the senators and representatives on Capitol Hill who have been criticizing the policy of permitting strikes to interfere with national defense work have always distrusted Secretary of Labor Perkins.

This is made slightly milder by the fact that both congress and the corps of Washington newspaper men have a great deal of confidence in John R. Steelman, who is the chief mediator in the strike situations for the department of labor. If it becomes known that Steelman thinks any particular thing is all right, that carries a lot of weight.

But this modification scarcely affects the public. Hence it does not affect the mail pouring in on individual members of congress. The public is very definitely — if one may construe anything from this mail — convinced that the government has been fiddling while Rome burns on this whole business. The mail shows conclusively that there is very little sympathy for the stand labor has been taking.

LABOR LOSES SUPPORT

This comes on top of several developments, which have paved the way for a less friendly audience for labor's side of the story. One is the pouncing that Westbrook Pegler has been giving the labor racketeers and the union leaders for not doing something about it. The other is the widespread publicity given to the initiation fees charged laborers who wanted to work on some of the government cantonment contracts. When such a friend of labor and a hater of most capitalists as Sen. George W. Norris of Nebraska takes the floor to warn labor, things have really been moving.

Just what will happen is anybody's guess. But one thing is certain. If the delay to defense work continues, there will be such public clamor that congress, already boiling about the situation, will not only investigate the strikes, but will do something more drastic. It may not be the wise thing to do, in the long run, but whatever it happens to be is going to be very unpleasant.

St. Lawrence Seaway Is Six-Year Project

So far no one has suggested one of the most appealing economic reasons for the St. Lawrence seaway — it will enable salt-water ships to rid their hulls of barnacles, because scraping the hulls of ships of these foes is simple in fresh water, almost impossible in salt water.

But even the most earnest advocates of the St. Lawrence project admit that it will be at least six years, maybe seven, before the seaway can be opened to traffic. Meaning, of course, six to seven years after it is started.

Then assuming the war is still in progress, and hence that the national defense justification for the canal held, a few well-placed bombs would cripple navigation just as effectively as they would at Panama, where that danger is resulting in the construction of another set of locks.

PRESIDENT SUPPORTS MEASURE

Why does the President press this measure, knowing that it will be at least six years before the seaway can be completed? Why does he talk about the need for ships, and the possibility of drawing both merchant and warships from Great Lakes shipyards, now that all the shipbuilding ways on salt water are jammed with orders?

The answer to all this is simple. The President has never been really interested in the seaway project per se. He is interested in the development of hydro-electric power on the St. Lawrence river. That power can be produced, the experts insist, three years after work is started. Of course, cheap power could be obtained in a shorter time than that by building steam plants, but it would not be as simple to put the building of government steam-power plants under the national defense mantle. Everybody knows that privately owned utilities would be very glad to build additional power plants if assured of a market.

Incidentally that strike at Milwaukee has put off the time for any number of power plants being brought into operation. It alone makes the turbines for power plants and warships.

Trailers for Defense Workers



The first of 2,000 trailers purchased by the Farm Security administration with funds from the \$5,000,000 urgent deficiency appropriation voted by congress to provide temporary shelter for homeless defense workers are shown leaving the nation's capital for Wilmington, N. C. They will be used to house defense shipyard workers. Fifty trailers were in the group leaving Washington.

U. S.-Mexico Pact



America and Mexico signed a mutual defense pact giving the U. S. the right to use Mexican air bases, and vice versa. L. to R., Sumner Welles, who signed for the U. S., and Mexican Ambassador Senor Dr. Najera, who signed for Mexico.

Sabotage—and Then Uncle Sam Takes Over



With dramatic suddenness the U. S. seized 69 Italian, Danish and German merchant ships in harbors throughout the country. At left is photographic proof of sabotage. The main air pump of the Italian ship, Alberta, is shown shattered and useless. Right: Chief Mechanic Alston of the Coast Guard at Port Newark, N. J., examines broken parts of the slide valve on the Alberta.

Drake Relays to Be Big Event



The thirty-second running of the Drake relays at Des Moines, Iowa, April 25 and 26, will feature special events commemorating the sixtieth anniversary of Drake university. Big Ten, Southwestern, Eastern and Big Six teams are expected to enter the running. Three outstanding performers who will compete are shown above.

Skating Tourney



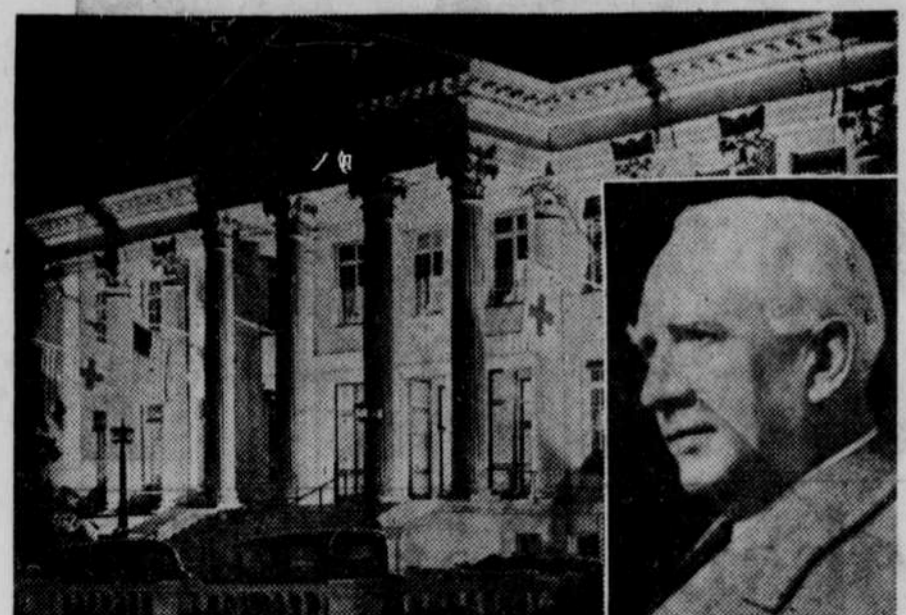
More than 1,000 men, women and children will compete in the National Roller Skating Championships to be held in Cleveland April 23-26. Miss Harriet Nielson (above), leading contender for the ladies' crown.

Demonstrate 'Blackout Machine' at Capital



Two New Jersey inventors demonstrating a "blackout machine" before Sen. Morris Sheppard, chairman of senate military affairs committee. The inventors said the device could shut off power in every American city. L. to R., Senator Sheppard, Col. D. Watt, E. C. Pomeroy and R. M. Franklin of the Radio Signal Products Corp., the inventors.

Red Cross Holds Convention



More than 3,000 delegates representing 8,250,000 members will attend the national convention of the American Red Cross in Washington, April 21-24, to commemorate the society's sixtieth anniversary. Norman H. Davis (inset) will preside. Red Cross headquarters, scene of the convention, is shown above.

Heads NEA



Roy A. Brown, who will preside at the convention of the National Editorial Association at Jacksonville, Fla., April 21-23. More than 2,000 newspaper men are members.

And Now Frenchmen Give Nazi Salute!



A year ago Frenchmen used to mock the upraised arm salute of the Fascists and Nazis, but things have changed in France. Above is shown a great gathering of French war veterans saluting Marshal Petain, French chief of state, in a rally at Le Puy. The aged marshal is on the dais in the background.

Battles Jungle



Maj. R. E. Randall of Swampscott, Mass., Albrook field executive officer, who was forced to cut his way through 25 miles of Panama jungle after bailing out of his disabled plane. He is shown here at Ancon, Canal Zone.

Jugoslav Premier



Gen. Richard Dusan Simovic, staunch friend of Great Britain and army commander, who has been named to the post of premier of Jugoslavia.