

WEEKLY NEWS ANALYSIS

Congress Reacts to Labor Unrest; Truman Maps Broad Program to Ease Critical Housing Shortage

Released by Western Newspaper Union. When opinions are expressed in these columns, they are those of Western Newspaper Union's news analysts and not necessarily of this newspaper.



Searching for wood or food scraps, residents of Nuernberg scour Allied food dump. Despite plans for food shipments to Reich, U. S. reports present ration of 1,500 calories will not be increased.

LABOR: Congress Reacts

Inflamed by labor unrest retarding reconversion, congress moved for passage of an "anti-violence" act providing a maximum penalty of 20 years imprisonment for forcible interference or threats against interstate commerce. Labeled as an anti-racketeering measure, the bill drew out of protest against the AFL International Teamster union's collection of funds from independent racketeers entering large cities where the ITU is strongly organized.

While congress vented its wrath against the strike wave with the "anti-violence" act, it cooled to move more slowly on President Truman's recommendation for anti-strike legislation calling for creation of fact-finding boards empowered to look into both company and union books to determine merits of wage disputes.

Hotly opposed by labor leaders, the President's proposal has been half-heartedly received by industry, with both parties continuing to favor the least possible restraint upon their full bargaining advantages in adjusting their differences.

UAW Backs Down

Meanwhile, negotiations proceeded apace in the automobile industry, where the powerful CIO-United Automobile Workers sought maintenance of high wartime wages.

A break in the UAW's demands for a 30 per cent pay boost came in its dicker with Ford, with the union announcing a willingness to compromise on its position if the company proposed an annual wage and other concessions like pensions, retirement compensation and vacations.

In an effort to meet Ford in the negotiations, the UAW also drew up an unprecedented security clause against wildcat strikes, agreeing on the imposition of a \$3 a day fine against workers found guilty of an unauthorized walkout for a first offense, and \$5 a day for a second. While the UAW-Ford discussions progressed, the union's parley with General Motors lagged a step behind, with President Truman seeking to actively intervene in the dispute with the appointment of a fact-finding board to help speed settlement of the wage issue. Unlike the machinery that Mr. Truman would have set up in his anti-strike legislation, however, the G.M. fact-finding board lacks power to force either party to turn over its books.

Production Off

Crippled by strikes, parts shortages and labor scarcities, automobile production has fallen far below previous expectations, with only about 50,000 cars having been manufactured up to mid-December out of a year-end goal of 500,000.

Of the Big Three in the industry, only Ford has achieved any kind of volume of output, having turned out over 25,000 vehicles or about half of the over-all total. G.M. production has been retarded by the big auto strike while Chrysler activity has suffered from supply and labor shortages after a late reconversion start caused by a cleanup of government orders. Packard, Nash, Hudson and Studebaker have all fallen far behind schedule, while Willys-Overland's production of jeeps has been stymied during the last two months.

FARM PRICES FOLLOW WORLD WAR I TREND

After declining from the World War II peak of 206 in July to 157 in September, the price index of farm products, as compiled by the department of agriculture on the basis of August, 1909-July, 1914, recovered to 205 in November. This indicates a continuation of the World War I price pattern which has been closely duplicated since the outbreak of World War II, according to the Alexander Hamilton institute.

HOME BUILDING: Seek Speed-Up

Moving to ease the nation's stringent housing shortage, President Truman mapped a broad over-all program calling for the channelling of building materials into lower cost construction, imposition of price control on new and old dwellings, and emergency use of wartime government shelters for home-seekers.

The President took action as Reconstruction Director Snyder declared that a million families already are doubling up in existing homes and the number may continue to grow as service discharges mount. With several years of peak construction necessary to relieve the situation, the industry will do well if it puts up 500,000 dwellings next year Snyder added.

In exercising its emergency power to route building materials into lower cost housing to accommodate average pocketbooks, the government will favor homes under \$10,000, with preference given to vets. Essential industrial and commercial construction also will be granted priority under the plan.

With housing expected to remain short for several years despite increasing production, the President's proposal for legislation for ceilings on new and old structures aimed at keeping prices within reasonable bounds to head off an inflationary spiral.

In providing emergency facilities, including army and navy barracks and dormitories, for temporary shelter in crowded areas, the government will move the structures wherever necessary. At the same time, surplus government building materials also will be disposed of, with 70 per cent earmarked for low cost housing.

To speed the program, President Truman named former Mayor Wyatt of Louisville, Ky., housing expediter to work under Snyder.

PEARL HARBOR: Testimony Clashes

Divergence of testimony over the war department's receipt of the fateful "winds message" disclosing Japan's decision to wage war against the U. S. on December 3, 1941, marked the congressional inquiry into the Pearl Harbor disaster.

Whereas a top secret report of the army's Pearl Harbor inquiry board stated that the navy had intercepted and decoded the message four days before the surprise attack and then transmitted it to the White House and war state departments, affidavits later obtained through a special investigation asserted that the army had never received the information. Copies of the message had disappeared from navy files, the army board reported.

Undertaken by the war department after the army board had filed its report, the special investigation was conducted by Lt. Col. Henry C. Clausen, and disputed other facts originally presented besides those pertaining to the "winds" message. In completing one week of testimony before the congressional committee, Gen. George C. Marshall, ex-army chief of staff and President Truman's special envoy to China, backed up the revised finding, denying that he had seen the December 3 message.

SALARIES: Report Highest

In earning \$908,070, movie magnate Louis B. Mayer enjoyed the top income in the U. S. for the calendar year 1943 or fiscal year ending in 1944, the treasury reported. Far behind Mayer, Charles E. Wilson, president of General Motors, drew \$459,041 to rank No. 2, with Thomas J. Watson, president of the International Business Machines corporation, No. 3 with \$425,548.

Fred MacMurray's \$419,166 topped movie star salaries, with other peak Hollywood incomes including Deanna Durbin, \$326,491; Barbara Stanwyck, \$323,333; Bing Crosby, \$294,444; and William Powell, \$292,500.

General Motors officials were among the highest paid of the nation's executives, other G.M. bigwigs besides Wilson in the top brackets including Ormond E. Hunt, \$359,519; Albert Bradley, \$350,432; John Thomas Smith, \$306,310; Donaldson Brown, \$306,160; and Charles F. Kettering, \$306,117.

NUERNBERG ALLIED: Faces Test

First great undertaking of its kind to provide a precedent for the punishment of war-makers, the Allied tribunal trying top Nazis in Nuernberg, Germany, will receive its stiffest test if defendants press their efforts to get prominent personages in the U. S. and Britain to testify as witnesses.

Under regulations drawn up by the U. S., Britain, Russia and France, the tribunal is empowered to subpoena witnesses in other countries, in which case the latter could then appeal to their own national courts against being forced to appear. Upon the verdict of these judicial bodies, then, the authority of the tribunal would be legally defined.

Under the tribunal's charter, the defendants themselves cannot challenge its validity, their early protests having been denied and their proposals for a mixed court of allied, neutral and German judges rejected. As the case proceeded, U. S. prosecutors outlined the conscription of hundreds of thousands of foreign workers for slave labor in Germany.

However, passing of a President the elimination of an incumbent in the vice presidency, plus election of a Democratic mayor in New York City have combined to encourage election forecasting. Mayor-elect William O'Dwyer will not figure personally, but because he ran roughly against the nominee of Governor Thomas E. Dewey, head of the Republican national ticket in 1944, he has brought national implications into what otherwise would have been simply a municipal ballot.

Who will be Truman's running mate, currently is a popular subject of debate in political circles. Whom the Republicans will place on their ticket runs a close second. Taking those developments up in inverse order, attention first comes to Governor Dewey. His was the presidential ticket of a Republican.

BIG THREE: Foreign Chiefs Meet

Simultaneous with Sec. of State James F. Byrnes' departure for the meeting of foreign ministers in Moscow, the U. S. state department released its plans for the economic reorganization of Germany, limiting the Reich's industry to necessities at the outset and pegging its living standard to the European average.

Pressing European and Asiatic diplomatic problems as well as the control of atomic energy were high on the Big Three's agenda as the Moscow parley took shape. Immediate cause of concern lay in the troubled Iranian situation, where Russia has resisted proposals for the withdrawal of its troops from the north in the midst of a Red-backed autonomy movement in Azerbaijan province, aiding the extension of Communist influence in the oil-rich middle east.

In advancing its plan for the economic revamping of Germany, the U. S. said food shipments to the Reich will be necessary during the reorganization period of two years. After that, the Reich should be able to supply its minimum needs and also produce enough to export goods to balance import requirements.

TROOP TRAVEL: Claims Rail Cars

With 35 per cent of all coach seats and 75 per cent of all sleeping space on railroads diverted to troop use, the country facing an era of international dealings of transcendent importance, he is well versed in world affairs. He was chosen over several other illustrious party members as a Republican delegate to the United Nations conference at San Francisco, where he acquitted himself well.

In the field of labor relations—second today only to international problems—he was the sponsor of the recent labor-management meetings in Washington, which, if they did no more, proved that employers and employees can sit down at the same table and discuss their differences even if they cannot eradicate them.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Profits Down

Railroad profits during the first nine months of this year declined to 452 million from 503 million dollars in the corresponding period last year, figures show. In view of this showing, the prospect is that annual profits in 1945 will be smaller than in 1944.

Operating revenues during the first nine months and especially in September, fell below the record high rate in 1944 while operating expenses, on the other hand, were at the highest rate in history.

Washington Digest

Guess Early on 1948 Presidential Candidates

Truman Seen as Standard-Bearer of the Democratic Party; Dewey Faces Fight in New York to Stay in GOP Race.

By BAUKHAGE News Analyst and Commentator.

WNU Service, 1616 Eye Street N.W., Washington, D. C.

National elections still are three years away, but Washington politicians and news correspondents—particularly the latter—already are selecting "men to be watched."

The next campaign will be normal in at least one respect, namely, that the Democratic candidate for all practical purposes already has been chosen. Unless the party's hierarchy wishes to confess failure of a policy of government it has espoused with only occasional departures, the ticket will be headed by President Harry S. Truman. As a matter of fact, that can now be dismissed from conjecture; unless fate intervenes, Truman is the candidate.

However, passing of a President the elimination of an incumbent in the vice presidency, plus election of a Democratic mayor in New York City have combined to encourage election forecasting. Mayor-elect William O'Dwyer will not figure personally, but because he ran roughly against the nominee of Governor Thomas E. Dewey, head of the Republican national ticket in 1944, he has brought national implications into what otherwise would have been simply a municipal ballot.

Who will be Truman's running mate, currently is a popular subject of debate in political circles. Whom the Republicans will place on their ticket runs a close second. Taking those developments up in inverse order, attention first comes to Governor Dewey. His was the presidential ticket of a Republican.

Senator Vandenberg is the most politically orthodox of the three. His experience in public life has been confined wholly to the United States senate, but he has made the best of every political break. A forceful orator, he captures headlines, is known throughout the country. There is no bluster to his oratory; it has been pointed at specific objects and he has clicked. With the country facing an era of international dealings of transcendent importance, he is well versed in world affairs.

In the field of labor relations—second today only to international problems—he was the sponsor of the recent labor-management meetings in Washington, which, if they did no more, proved that employers and employees can sit down at the same table and discuss their differences even if they cannot eradicate them.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Washington Digest

Guess Early on 1948 Presidential Candidates

Truman Seen as Standard-Bearer of the Democratic Party; Dewey Faces Fight in New York to Stay in GOP Race.

By BAUKHAGE News Analyst and Commentator.

WNU Service, 1616 Eye Street N.W., Washington, D. C.

National elections still are three years away, but Washington politicians and news correspondents—particularly the latter—already are selecting "men to be watched."

The next campaign will be normal in at least one respect, namely, that the Democratic candidate for all practical purposes already has been chosen. Unless the party's hierarchy wishes to confess failure of a policy of government it has espoused with only occasional departures, the ticket will be headed by President Harry S. Truman. As a matter of fact, that can now be dismissed from conjecture; unless fate intervenes, Truman is the candidate.

However, passing of a President the elimination of an incumbent in the vice presidency, plus election of a Democratic mayor in New York City have combined to encourage election forecasting. Mayor-elect William O'Dwyer will not figure personally, but because he ran roughly against the nominee of Governor Thomas E. Dewey, head of the Republican national ticket in 1944, he has brought national implications into what otherwise would have been simply a municipal ballot.

Who will be Truman's running mate, currently is a popular subject of debate in political circles. Whom the Republicans will place on their ticket runs a close second. Taking those developments up in inverse order, attention first comes to Governor Dewey. His was the presidential ticket of a Republican.

Senator Vandenberg is the most politically orthodox of the three. His experience in public life has been confined wholly to the United States senate, but he has made the best of every political break. A forceful orator, he captures headlines, is known throughout the country. There is no bluster to his oratory; it has been pointed at specific objects and he has clicked. With the country facing an era of international dealings of transcendent importance, he is well versed in world affairs.

In the field of labor relations—second today only to international problems—he was the sponsor of the recent labor-management meetings in Washington, which, if they did no more, proved that employers and employees can sit down at the same table and discuss their differences even if they cannot eradicate them.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

Charged with the task of moving a million men during December alone, with 680,000 debarking on the west coast, the railroads anticipate an equally heavy load during January.

No less than 40 to 50 trains a day are needed to keep Pacific ports clear, with 90 per cent of all the beds and seats for eastward travel occupied by the military. Of the 22,000 men moving inland from the west each day, 85 per cent travel to destinations east of the Mississippi river.

The Home Town Reporter in WASHINGTON

By Walter Sheed WNU Correspondent

Parity Price Formula Facing Fierce Attack

FARM organizations who are now setting their sights for revision of the parity formula governing prices of farm products have before them a well-defined recipe of how NOT to make friends and influence people.

Setting up this formula means everything to the farmers and the rural population in these immediate postwar years, just as achieving a labor peace formula meant everything to management and labor in the recent labor-management conference. This much-publicized meeting ended ignominiously in utter failure.

But the labor-management conference was governed by greed, intolerance, bigotry and suspicion, and so long as these forces govern thought and action there can be no effective performance of democratic processes.

President Truman told the labor-management conference: "I want to make it clear that this is your conference... this is your opportunity to prove that you can come to understanding and agreement without political or governmental pressure."

And 36 tycoons of management and 36 tycoons of labor met and wrangled for weeks, accomplished nothing, and crawled out of Washington with their tails between their legs. They couldn't deliver because they were unreasonable men on both sides whose attitude was, "the public be damned."

Fact-Finding Boards And now government steps in with the Presidential demand for congressional action, not to outlaw strikes, but to set up fact-finding boards, much the same as in the Railway Labor act, which has been successful in averting strikes for 19 years. The boards will let the public know the facts on both sides and there will be a "cooling-off" period of some 30 days during which a strike will be illegal.

Whatever be the fate of this legislation, whether it is passed or not, and we believe it will be, labor hasn't a leg to stand on and neither has management, in objecting to so-called government interference. Both labor and management have proved they cannot keep their own houses in order, and government has the responsibility for protecting the public interest when strikes in such national industries as steel and automobiles, telephones, transportation or other utilities affect large segments of the people, a responsible government cannot merely "stand by."

It is true that the congress has conducted a sit-down strike on all legislation affecting labor for the reconversion period. And labor attempted to take matters into its own hands, assuming dictatorial attitudes which have no place in our democratic way of life. Management was equally dictatorial and imperialistic and unwilling to give and take... to bargain, in an attempt to reach a common ground which might be satisfactory to a majority concerned.

It is the guess of your Hometown Reporter that labor, rather than oppose the President's recommendation, had better urge for its passage lest an anti-union congress force through more drastic reforms which might in the end hurt the unions seriously. The President's recommendations can help labor and management both, since the plan has worked successfully over a long period in the case of the railroads and their employees.

Must Be Fair to All So reconversion for the agricultural industry, which will include such troublesome questions as surpluses, subsidies, a new parity price formula and other factors, must consider the public interest as well as that of the farmers. A common ground of agreement satisfactory to a majority of those interested must be found.

As Secretary of Agriculture Clinton P. Anderson pointed out in a recent speech before the milk producers in Philadelphia: "subsidies are still in effect. Now I know that milk producers generally prefer to get all of their prices in the open place. However, holding the line on cost of living is vital if we are to prevent disastrous inflation which could ruin the future of farmers and of city folks alike."

Which brings into focus the point that fair prices to farmers as well as fair wages for labor should be on the basis of abundance of production at prices that are fair to both the producer and the consumer. These prices, in the case of the farmer and laborer as well, would assure to both a fair share of the national income.

With the example of stupid intolerance and bickering as set by the labor-management conference, the farm leaders have only to steer an opposite course when hearings begin on their own problems.

Wilberforce, will deliver the keynote address on the opening night. William T. McKnight, former regional director FEPC, and Leon A. Ransom of the Howard university law school and the NAACP National Legal Committee will be the discussion leaders of the topic "Problems of Economic Security." Jesse Demmon, Jr., NAACP Veterans' Secretary, and James Bonham, student at Ohio State under the GI Bill of Rights, will discuss the "Return of the Service Man to Civilian Life."

A town hall meeting will feature

Wilberforce, will deliver the keynote address on the opening night. William T. McKnight, former regional director FEPC, and Leon A. Ransom of the Howard university law school and the NAACP National Legal Committee will be the discussion leaders of the topic "Problems of Economic Security." Jesse Demmon, Jr., NAACP Veterans' Secretary, and James Bonham, student at Ohio State under the GI Bill of Rights, will discuss the "Return of the Service Man to Civilian Life."

A town hall meeting will feature

Wilberforce, will deliver the keynote address on the opening night. William T. McKnight, former regional director FEPC, and Leon A. Ransom of the Howard university law school and the NAACP National Legal Committee will be the discussion leaders of the topic "Problems of Economic Security." Jesse Demmon, Jr., NAACP Veterans' Secretary, and James Bonham, student at Ohio State under the GI Bill of Rights, will discuss the "Return of the Service Man to Civilian Life."

A town hall meeting will feature

Wilberforce, will deliver the keynote address on the opening night. William T. McKnight, former regional director FEPC, and Leon A. Ransom of the Howard university law school and the NAACP National Legal Committee will be the discussion leaders of the topic "Problems of Economic Security." Jesse Demmon, Jr., NAACP Veterans' Secretary, and James Bonham, student at Ohio State under the GI Bill of Rights, will discuss the "Return of the Service Man to Civilian Life."

LA JULIA RHEA THE BRILLIANT DRAMATIC SOPRANO AND GRAND OPERA STAR IS THE FIRST NEGRO TO SING WITH THE CHICAGO CIVIC OPERA COMPANY IN 1937.

A GRADUATE OF THE CHICAGO MUSICAL COLLEGE AND A STUDENT OF ROSA RAISA SHE WON A MAJOR BOWES AUDITION IN 1935.



THE WELL KNOWN SCULPTOR WHO HOLDS ROSENWALD AND GUGGENHEIM FELLOWSHIPS IN SCULPTURE AND WHOSE WORK APPEARS IN MUSEUMS HERE AND ABROAD FIRST STUDIED TO BECOME A PAINTER. HE IS A NATIVE OF BAY ST. LOUIS, MISS.

discuss of 'Advantages and Disadvantages of Attending All-Negro or Mixed Schools' with students from Antioch college, Virginia Union university, Wayne university and Columbia. S. C. participating. Rev. Grayville Reed, Dayton, Ohio will deliver the sermon at the usual Sunday morning chapel services.

CAPITAL TRANSIT CASE IGNORED BY COMMITTEE IN TRUMAN CONFERENCE Washington, D. C.—It has just been revealed that in the all important conference with President Truman December 17 on the present and future status of FEPC, Malcolm Ross, FEPC chairman, did not even mention to the President the now famous Capital Transit case, in which Mr. Truman practically spanked the Committee and told it to be quiet, by forbidding it to issue a directive.

While the President's action created a furor of indignation, resulting in the resignation of Committee member Charles H. Houston, Chairman Ross evidently thought it of so little importance as not to require discussion in a personal conference with the President.

In answer to an inquiry from the NAACP as to why the case had not been mentioned, Chairman Ross telephoned December 20 that he had no statement to make.

SOCIAL NOTES

We wish to announce the opening of the G & J Smoke Shop 2118 NORTH 24th Street Everything in the Line of CIGARS, CIGARETTES, & SOFT DRINKS Jackson & Godbey, Props.

FREE! FAMOUS BLUE BOOK CATALOG

DICE - CARDS Perfect Dice, Magic Dice, Magic Cards—READ THE BACKS—Ink, Blanks, Poker Chips, Gaming Tables, Dice, Boards, Coaster Games, Punch Boards, etc. CATALOG FOR \$1.00

Girls! Do you suffer from nervous tension

On 'CERTAIN DAYS' of the month? Helps Build Up Resistance Against Such Distress!

Do functional periodic disturbances cause you to feel "nervous as a witch," so restless, jittery, high-strung, perhaps tired, "drugged out"—at such times? Then don't delay! Try this great medicine—Lydia E. Pinkham's Vegetable Compound to relieve such symptoms. It's one of the best known and most effective medicines for this purpose.

Pinkham's Compound HELPS NATURE! Taken regularly—it helps build up resistance against such distress. A very sensible thing to do! Positively no harmful opiates or habit forming ingredients in Pinkham's Compound. Also a grand stomachic tonic! Follow label directions. Buy today!

GOOD OPPORTUNITY