

LABOR'S 'BATTLE OF THE CENTURY'

Clash Between John L. Lewis' C. I. O. and William Green's A. F. of L. Broadens on All Fronts; Government May Intervene.

By WILLIAM C. UTLEY

IN THIS corner—Bill Green, flashy stepper of the American Federation of Labor and the craft unions. And in this corner—John L. Lewis, two-fisted mauler of the Committee for Industrial Organization and the vertical unions. The stake—the "championship" of American labor organization. The fight—to a finish.

It was predicted months ago that the battle would be a live and bitter one—and it is. As the weeks roll by it becomes more and more apparent that A. F. of L. and C. I. O. are invading each other's fields. C. I. O. has gained steadily in membership, and A. F. of L. has defended its positions by intensifying its own membership drives.

Today the A. F. of L. claims a membership of 3,600,000, and the C. I. O. is pressing it closely with a claimed 3,000,000. Bulwarks of the Green organization's strength are the printing industry, teamsters and truckers, the building trades and metal trades, hotel and restaurant employees, street car workers and entertainers. Lewis finds his power in the basic and mass production industries—coal, steel, men's and women's clothing, rubber, oil, textiles, automobiles, etc.

But Lewis has clashed and is clashing with A. F. of L. in places which it has assumed were its own grounds. The latest of these is the maritime front. Meeting with 26 representatives of 23 maritime unions on both the east and west coasts, he announced that C. I. O. would attempt to gather the scattered unions into one big organization which will include workers on both coasts, the Great Lakes, the Gulf of Mexico and inland waterways. There are said to be 350,000 such workers. A. F. of L. already has two strong unions in the field.

A. F. of L. Wins in Philly.

The apathy of one organization for the other among maritime workers is demonstrated almost constantly on the east coast. Scarcely a week passes when there is not a strike of workers affiliated with one or the other of the two groups on some ship scheduled to leave port. The two organizations will not work with each other; if a ship owner makes an agreement with one union, the other walks out.

The condition is true even when the workers of one group involved are not engaged in the same industry as the other group. In Philadelphia not long ago, 25,000 teamsters affiliated with the Green organization went on strike. They were protesting the fact that C. I. O. unions had made an agreement with bakery employers. A. F. of L. won; it effected a truce providing for elections in the bakery plants. C. I. O. promising to withdraw if it lost the elections. C. I. O. lost and pulled out.

An interesting clash arose on a Seattle newspaper. The dispute was between the American Newspaper Guild and the teamsters' union about control over the paper's circulation department employees. The guild was a member of C. I. O., taking in workers in the circulation, advertising and business offices, as well as editorial departments of newspapers.

The paper was forced to suspend publication pending settlement of the dispute. Teamsters refused to deliver the papers until members of the circulation department were placed elsewhere and their jobs given to A. F. of L. members. The guild members then went on strike claiming that the newspaper had

openly against John Lewis' C. I. O. When it began to recognize the C. I. O. threat to its supremacy, the A. F. of L. lost little time in raising its dues from one cent per month per member to two cents; the old rate has usually been enough to make both ends meet but it was not enough to finance the fight against John L. Lewis.

Until recently the only funds in the C. I. O. war chest were those which affiliated unions contributed to it when money was needed to press its drives. But now C. I. O.

struggle is no toy conflict and will probably take a hand in it sooner or later. It hardly seems possible that the administration could overlook a struggle with so many and so broad implications. One solution which is reported to have been suggested by one high in administration circles would attempt to bring the two organizations together. The plan is to offer Green a government post, and let him be succeeded by George M. Harrison, president of the Brotherhood of Railroad Clerks. Within the A. F. of L. there would then be formed a new division over the basic industries; this would be headed by John L. Lewis.

But one of the main issues of the present battle within the ranks of labor is over who shall dominate A. F. of L. policy—the craft union groups or the basic industries' unskilled workers. Lewis' bloc threatens now to get so powerful that it



Opponents in labor's current fight: William Green (left), president of the American Federation of Labor, and John L. Lewis, chairman of the Committee for Industrial Organization.

has started collecting dues of five cents a month per member of affiliated unions.

Of course there are national unions belonging to one organization or the other which have large treasuries of their own. The bricklayers' union is said to enjoy a balance of some \$7,000,000, while the ladies' garment workers are \$2,000,000 in the black. Lewis is said to have spent \$1,000,000 in the steel workers' strikes against independent steel corporations.

What Employers Face.

Employers are often faced with truly mortal problems as a result of the Green-Lewis friction. For instance there is the case of an automobile body corporation which was planning some major construction. The company's employees are dominated by the United Automobile Workers of America, a C. I. O. union. A C. I. O. union demands the work of digging the foundations. The contractor is afraid to begin work on the job for fear the A. F. of L. unions will not work on the superstructure. If he gives the foundation work to A. F. of L. men, he courts reprisals by C. I. O. automobile workers in the town. So the construction is not being done and nobody is benefiting from the employment it would provide.

Certain aspects of the rise of C. I. O. have reacted definitely to the advantage of the American Federation of Labor. Industries which in the past have been none too anxious

will be able to vote itself into control of that policy. If the above plan would be successful, some agreement would have to be reached—and guaranteed—that would allow the two groups to share the power. But it does not appear that either wants to share it, and such a truce would be difficult indeed to effect.

Whether or not the C. I. O. is on the way downhill because of its failure to obtain written contracts in the strike against the independent steel companies is still widely debated. The campaign began a year ago, and by February some contracts had been obtained. The United States Steel corporation capitulated and signed C. I. O. contracts for its Carnegie-Illinois subsidiary's employees. This lent impetus to the Steel Workers' Organizing Committee drive until today it claims 260 contracts involving more than 350,000 steel workers.

Companies Woo Public Opinion.

But the independent companies refused to sign contracts and are apparently getting away with it. Before the federal mediation board they opened up an attack concentrated upon Lewis, charging that any C. I. O. affiliate was irresponsible, threatened to break contracts and did break them. Examples cited included the United Automobile Workers of America, a C. I. O. affiliate, with which General Motors and Chrysler signed agreements, only to be plagued with hundreds of sit-down strikes after the agreement had been made.

Companies lost no chances to impress the public with the violence on the picket lines that were established by C. I. O. unions. When there was resentment of the employment of vigilantes by local police and by the companies, the vigilantes were upheld on the grounds that C. I. O. had regular armies of its own which it continually threatened to move in upon strike areas.

The contention is made that with the failure of C. I. O. in the independent steel strikes, "Big Steel" and the automobile companies will refuse to sign again when their contracts come up for renewal. Predictions are also made that C. I. O. is due for another serious drop in prestige in its attempt to organize the employees of the Ford Motor company.

Despite its failure to date in "Little Steel," the C. I. O.'s leaders are determined that they are here to stay, and are going right ahead in their organization of other industries.

The U. A. W. A. is airing its complaints against Ford in a hearing before the national labor relations board. In Washington the United Federal Workers of America are trying to organize 800,000 federal employees. The drive is on in the maritime field. C. I. O. is seeking national organization of agricultural, cannery and fruit and vegetable workers. It is broadening out into transportation, textiles, lumber, tobacco and education. It does not regard the "Little Steel" failure (if indeed it can be regarded as such) as an important one.

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"Triple-Barreled Thrill" By FLOYD GIBBONS Famous Headline Hunter

HELLO EVERYBODY:

Here's a yarn that packs thrills enough to last through a whole night. At least, it did for Mrs. Dorothy Murphy. Many years ago, Dorothy was living on a farm in the Chestnut Ridge section near the little town of Dover Plains, N. Y. She set out to drive to the railroad station three miles away, and before she got back she'd had enough adventures to last a life-time.

That was in February, 1914. Dorothy was just eighteen years old and going under her maiden name of Dorothy Daily. Her aunt had been spending two weeks with the family and it was she whom Dorothy drove to the train on that cold, February evening. Automobiles weren't so common then. What Dorothy drove was a surrey, drawn by an old, half-blind horse named Brownie.

The train pulled out of Dover Plains at 6:45 p. m., and Dorothy turned the horse around and headed for home. Already it was dark—a moonless, starless night. The way back lay along a steep, rough, unfenced country road that climbed for nearly three miles before it reached Chestnut Ridge. On one side of it lay thick woods covering an upward slope of the ground, and on the other was a steep declivity. For part of the distance, that declivity straightened out into a tall cliff. And there was nothing to prevent a carriage from going over it if it approached too close to its edge.

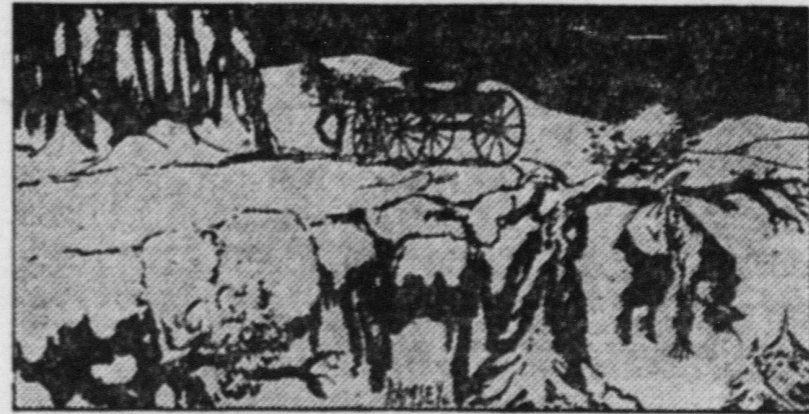
That was Dorothy's first thrill—the prospect of driving over that road in the dark. She hadn't thought darkness would fall so soon that night, and she was scared stiff of that cliff. As she drove along, and the darkness deepened, she couldn't see her hand before her face, and she gave Brownie a free rein, hoping that his instincts would keep him on the road.

Thoughts While Hurling Through Space.

They were going along the top of that cliff, and all was going well. And then, all of a sudden, Dorothy felt the wheels slipping over the edge. Poor, half-blind old Brownie had failed her. He had gone too close to the edge! The surrey gave a sudden lurch and Dorothy was thrown out into space!

Says Dorothy: "I clutched at the air as it slid past me, like a drowning man 'tches at straws. My hands grabbed some bushes growing out from the side of the cliff and I hung on for all I was worth. And there I was, between earth and air, and with nothing to save me from death on the rocks below but my precarious hold on those shrubs."

Dorothy says that time has no meaning under such circumstances. The minutes seemed like years. Her arms were aching and her head was swimming. She could hear Brownie and the surrey wandering



"I was afraid I'd grow weak or faint."

off in the darkness. Evidently the old horse had pulled the surrey back on the road after she had been thrown out. For a terrible moment she clung to the bushes, and then her fingers encountered a branch of a small tree growing along the side of the cliff.

She caught it with one hand—then the other—and drew herself up over the cliff to safety. She lay on the ground for a while, sick and weak. Then, having recovered a little, she got up and stumbled to the road.

The Big Thrill Was Yet to Come.

Brownie and the surrey were nowhere in sight. Dorothy started walking toward home. You'd think she'd had enough adventuring for one night—but the big thrill hadn't even started. She had only walked a few steps when she heard a sound that froze her blood in her veins—the baying and yelping of dogs.

Dogs don't sound so dangerous—but Dorothy knew better. A short time before she had seen the body of a boy who had been killed and partially eaten by these same dogs. They were wild animals—descendants of dogs who had run away from their masters to live in the woods and had reverted to type. Every once in a while, in those days, packs of that sort appeared in the woods in various places throughout the country. And they still do, in wild, outlying regions.

A single dog would run at the sight of a man, but in a pack, and in the middle of winter when they were half starved, they would attack almost anyone. Dorothy knew all too well what would happen if this pack caught up with her. She turned, stumbling, into the woods and ran until she found a tree.

It was a tree with a low fork of its branches—one she could climb. She began pulling herself up into it. The yelping of the pack was coming nearer and nearer. She wasn't a minute too soon. She had hardly clambered into the lower branches when they were on the spot, yelping and snarling at the bottom of the tree.

She Couldn't Understand Why There Was No Help.

"And there I was," she says, "perched in the tree while the hunger-maddened brutes howled and snarled below. I still turn sick and cold all over when I think of that moment. The worst part of it was that I was afraid I'd grow weak or faint, or so numb from the cold that I'd fall out. I knew what would happen then."

Hour after hour Dorothy clung to that tree, wondering why her folks didn't miss her and come looking for her. Wondering why they didn't realize something was wrong when the horse and buggy came home without her. She didn't know that old Brownie, turning completely around in his struggles to haul the surrey back on the road, had wandered back to town and was spending the night in an open horse shed. Her folks thought Dorothy had decided to spend the night with relatives in town, as she often did, so they didn't worry. And all that night, she crouched in the tree racked by the cold and harried by terrible fears.

As the first streaks of gray appeared in the sky, the dogs slunk off through the woods, and when she thought it was safe she came down and crawled to the road. She couldn't walk, but a farmer, driving to the milk depot, found her in the road and brought her home.

Dorothy says she's written this story for us other adventurers to read, but she adds, "Usually, I don't think of it if I can help it."

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Third of Australia in Tropics

More than one-third of Australia, or 1,149,000 square miles, lies within the tropics. The remainder, 1,825,000 square miles, is within the temperate zone. Australia, being an island, is less subject to weather extremes than are regions of similar area in other parts of the world. Latitude for latitude, it is more temperate, the extreme range of temperatures in the shade in summer and winter over a very large area. Over the greater part of the Commonwealth the climate is similar to that of California, Southern France or Italy.

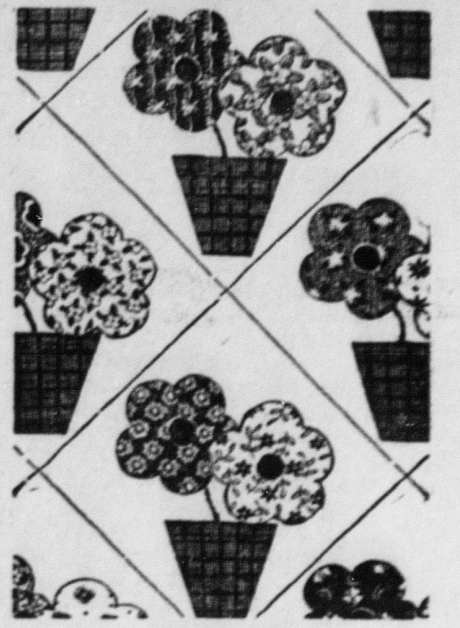
The Lachine Rapids

La Chine means China in French. The Chevalier de La Salle set out for the West (and China and the Orient) from a spot near the Lachine rapids. After his failure to reach the Orient, his enemies named the spot and the rapids "La-Chine" in derision.

Horseshoe as Headdress

In early days, the horseshoe was regarded as the mystic sign of the female creator. The headdress of Isis, Egyptian goddess, was a horseshoe, and in India temples were constructed on a horseshoe plan.

Prize Applique Quilt With Much Variety



Pattern 1458

Here's simplicity in needlework in this gay applique quilt, Grandmother's Prize—they're such easy patches to apply! If it's variety you're looking for, make this your choice. There's the fun of using so many different materials—the pleasure of owning so colorful a quilt that fits into any bedroom. And if it's just a pillow you want, the 8 inch block makes an effective one. Pattern 1458 contains complete, simple instructions for cutting, sewing and finishing, together with yardage chart, diagram of quilt to help arrange the blocks for single and double bed size.

Send 15 cents in stamps or coins (coins preferred) for this pattern to The Sewing Circle Needlecraft Dept., 82 Eighth Ave., New York, N. Y.

Household Helps

Do you know the proper thing to say when you sit on a wad of chewing gum?

If your suit is washable, here is the correct command—if you want to get rid of the chewing gum and not your garment:

"Bring me an egg white, some soap and some lukewarm water. Then stand back and watch me soften the gum with the egg white—so! And finally wash it completely away with the soapy water."

If your suit isn't washable, the fabric-saving element is carbon tetrachloride, which will remove all traces of stain.

The authority for these points of chewing gum etiquette is a new booklet called "Handy Helps for Homemakers," which has been prepared by a group of home economics authorities. This booklet is a convenient, compact handbook of practical remedies for the most common household problems. It is divided into four sections: laundering (which includes not only stain-removal formulae, but also detailed advice on the proper way to wash various fabrics); home lighting; heating, and cooking.

The writers of the "Handy Helps for Homemakers" booklet have confined the chapter on "Cooking" to an informative discussion of meat-selection rules, suggestions for improving actual cooking technique and a summary of the merits and problems of home canning.

A copy of the "Handy Helps for Homemakers" book can be secured by sending 5 cents to cover postage and handling to Miss Boyd, 210 S. Desplaines St., Chicago, Ill.—Adv.

Reading a Book

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Scenes like this are hardly uncommon in labor's current crisis.

taken 19 circulation men out of their jobs because they had refused to leave the union of their choice and join the teamsters' union. Police eventually removed the strike pickets and publication was resumed.

It is said that the order of the C. I. O. is not to encroach upon industrial fields which the A. F. of L. already has "successfully" organized, but this order has been violated, chiefly by minor organizers who, in their enthusiasm, have simply ignored it.

Federation Doubles Dues.

The Federation is not so passive in policy. It regards the C. I. O. as an out-and-out rival and makes no pretense of foregoing the C. I. O. field. It campaigns militantly and

to deal with the A. F. of L. are now welcoming it as an alternative to C. I. O., of which they are apparently afraid.

Here's One Solution.

Where local unions join the C. I. O., the A. F. of L. sets out to make up a rival union. This has happened in a number of cases. The A. F. of L. has been known to borrow employees from factories where its units are recognized to recruit new members in other factories where C. I. O. appears to hold a majority. As one faction or the other has sought to break picket lines, violence has sometimes occurred, with attendant injuries, both serious and minor.

Washington realizes that the labor