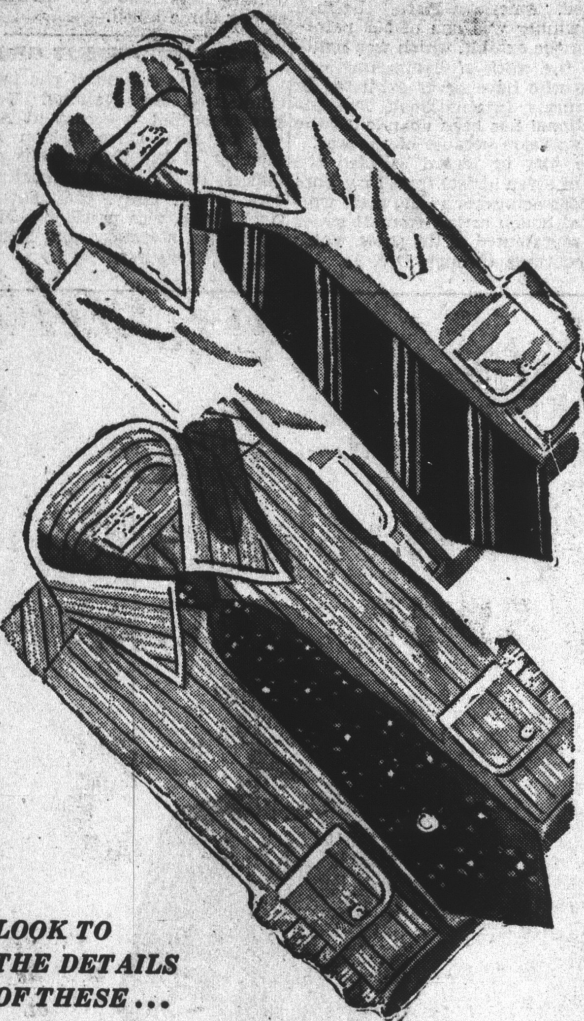


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TRAGEDY SEEN IN UNION SPLIT

Many Fear Harm to Labor
Cause as Result of
Senate Probe.

By THOMAS L. STOKES
Times Special Writer

WASHINGTON, Oct. 24.—A tragedy disturbing to American labor is being enacted here.

The harmful effects of the A. F. of L.-C. I. O. split are being demonstrated before the Truman committee of the Senate in its investigation of the withholding of a 300-defense-homes contract from the low bidder, Patrick J. Currier of Detroit, by the Federal Works Agency on advice of Sidney Hillman, OPM co-director, because of A. F. of L. opposition. Mr. Currier has a contract with the C. I. O.

Richard J. Gray, acting head of the A. F. of L. Building Trades Department, testified today that award of the contract to Currier would "cause industrial strife far beyond the power or authority of A. F. of L. leaders to control."

Chiseling Charged

He charged that Currier always has operated an "open shop" company and has been in the forefront of employer attempts to smash Detroit unions. He said Currier's company has "chiselled on its workers' pay" and has led lumber dealers in a "fight against organized labor."

Had there been no labor schism, the public would not now be confronted with the spectacle of one organization, the C. I. O., trying to invade the building-construction field long pre-empted by the other, the A. F. of L., with the latter threatening a major strike to prevent this invasion, and the Government in the position of backing up the A. F. of L.

Deny Monopoly Exists

This is being done through the so-called labor stabilization agreement with OPM whereby A. F. of L. building trades agreed not to strike on defense projects.

The agreement operates like a monopoly for the A. F. of L., though Mr. Hillman and A. F. of L. officials deny that a monopoly exists. Trouble seems forecast which may be detrimental to national defense. This might have been avoided had the union movement not split into two camps whose bitter hostility is now being paraded at the capitol.

Accusations Are Hurled

The average union member's dismay at the long struggle between the leaders of the two groups probably would be intensified if he could sit in the Senate caucus room and overhear the gleeful remarks of representatives of big industries as they watch labor leaders figuratively cut each other's throat, and anticipate general injury to the whole labor movement from this nasty fight.

The seething antagonism of the two groups—and even of men within the same organization—brought to the surface in Mr. Hillman's accusation that the C. I. O.'s United Construction Workers Organizing Committee is merely a "raiding" organization, and the counter-accusations from A. D. Lewis, chairman of the U. C. W. O. C., that Mr. Hillman and the OPM are creating a monopoly and denying another union the right to organize workers.

One of C. I. O. Organizers

Mr. Hillman is in a strange position. He was one of the organizers of the C. I. O., formerly its vice chairman, and is still president of one of its affiliates, the Amalgamated Clothing Workers of America, while Mr. Lewis is a brother of John L. Lewis, former C. I. O. president, who was associated with Mr. Hillman in creating the C. I. O.

As Mr. Lewis pointed out in his testimony, Mr. Hillman sat in the convention which approved creation of the C. I. O. building-trades organization, and his own union formally endorsed the organizing campaign.

He also pointed out, as regards dual unionism, that Mr. Hillman operated his union for years outside the A. F. of L., returned to it in 1933, and subsequently withdrew into the C. I. O.

Hillman Handicapped

Mr. Hillman has been handicapped in presenting his case. He bases it on practical considerations of keeping peace during the defense emergency, but the complicated considerations involved are hard to get through the head of the increasingly tax-conscious average citizen who sees chiefly that the Government is proposing to reject a contract from a responsible builder that is \$216,000 lower than any other, a builder who has a union contract and is paying above the A. F. of L. scale.

Mr. Hillman also is handicapped because he is unable to disclose all the background involving personal ambitions and personal rivalries, because, while this might help his particular case, it would hurt the general cause of labor.

Allison Engine Helps Keep U. S. in Forefront of Race for Power

By WALTER LECKRONE
Times Special Writer

AMERICAN AIRPLANE engines are equal to the world's best.

In the race for more power with less weight they have at least held their own. In the search for long life and reliable service they have gone ahead of most.

Three great names have become standard in U. S. warplanes—Pratt & Whitney, and Wright, for air-cooled, Allison for liquid-cooled engines. The two makers of air-cooled motors cover the whole range from 600 to 2300 horsepower.

The Allison is in production on only the 1000-horsepower, and the newer version of 1325 horsepower. Bigger models are in prospect in both fields.

They have evolved engines that weigh less than a pound for every horsepower they deliver—engines that are compact, economical of fuel, and amazingly reliable.

2 Nations Can Compare

ONLY TWO OTHER nations build, or have built, engines in their class.

French engine production never really got started in this war, and French engines left much to be desired.

Italian manufacturers, with brilliant past records in engine design and construction, have given a disappointing performance in the past two years.

Russian engines as recently as 1939 were second-rate adaptations of U. S. and other designs.

German and British engines, both refined somewhat under the test of war, are the only types today comparable to those made in American factories.

Standard in Britain is the Rolls-Royce, itself the subject of much redesign and considerable improvement since the war began. In the United States one Rolls-Royce model is being made today—an engine in the class of the liquid-cooled 1090-horsepower Allison. The comparison has been the subject of much debate.

THE ROLLS-ROYCE MERLIN, as this model is known, shows superior workmanship and excellent design, engineers say.

It is more than 20 inches shorter than the Allison of approximately the same power, but not comparably lighter. It served the British Spitfires and Hurricanes that held off the Germans at Dunkirk, and has so far carried the bulk of the load of Britain's air defense.

But it will soon be obsolete in Britain. British designers have produced a series of models of greater and greater horsepower, and presumably of greater efficiency.

The latest, the Napier-Sabre, is reputed to deliver more than 2000 horsepower. This, if true, puts it ahead of any liquid-cooled American engine in actual service—although a 2400-horsepower Allison has been built and now awaits Army approval.

Methods Advanced

AMERICAN MANUFACTURERS, with greater experience in mass production, have been, and still are well ahead in methods.

The Rolls-Royce model being built here by Packard is being built faster than the British, who originated it, can turn it out. The 2400-horsepower Allison uses so many parts identical with the present 1325-horsepower Allison that it can go into production without major retooling.

Competent engineers who have studied both say U. S. quality is at least equal to Britain's best.

Fundamentally these engines are alike. For basic differences one must turn to the German engines. Standard there is the Daimler-Benz—also a mass-production design.

It has nothing that U. S. engines do not have, or could not have if they wished. It gives no greater power, has no less weight, stands no more punishment—not as much in most instances.

Differences reflect the differences in supply sources of the three nations.

GERMAN ENGINEERS, aware that they must depend on inferior gasoline and lubricants, have built engines to use such oils.

They are designed to run on gasoline no better than any American motorist can buy at his filling station—and out of this inferior fuel they get less range, less speed, less power, than comparable U. S. engines get out of better fuel.

Materials in captured German engines have been of the best, workmanship of the finest.

Given equally good gasoline and oil, American engineers believe the Germans would produce an engine as good as the best U. S. or British designs.

The British prefer their own engines to those designed in America. They had difficulty, at first, in assembling U. S.-built



This group of British R. A. F. fliers and mechanics around an Allison engine is symbolic of the American aid-to-Britain program under which Allison-powered warplanes are helping to fight Britain's battle on many fronts. The scene is the Allison Service Department and the men are, left to right, Flight Sgt. John H. Bailey, Corp. C. A. Regan, Flight Sgt. T. J. McAndrews, Corp. L. S. Martin, Sgt. S. S. Payne, Corp. W. F. Hillyer, Sgt. Ernest Poole, Flight Sgt. Harry Horton, and G. P. Pearce, Allison instructor. These men are learning to service the Allison and will return to Britain where they teach others in turn so that they can keep the American-made British warplanes flying.

engines shipped to them—difficulty that did not end until U. S. mechanics went abroad to help.

They still like their Rolls-Royce better than our Allison—though they have nothing to approach

our air-cooled engines—and it is this preference, as much as anything else, that has caused manufacture of a British motor to begin here.

TODAY'S ENGINE has become

far more than a mere machine to drive a propeller. It is the central powerhouse of an amazingly complex collection of gadgets which enable a pilot to fight and fly.

An airplane's engines must de-

liver enough compressed air to supply a crew of divers, enough electricity to light a village, enough power to handle the gun turrets and fire the guns.

Standard 500-watt generators have been a regular part of warplane equipment, to provide the electric current they use. Lately these have proved too small.

Today 1500-watt generators are being installed.

Superchargers—another moot point—are the pumps that compress the thin sub-stratosphere into sea-level air to feed the engines. It takes 150 horsepower to run them—off the airplane engine, of course.

LATELY TURBO-CHARGERS have come into use. They take 150 horsepower, too, but they get it out of the 300 horsepower that comes out the exhaust pipes.

There is talk today about pressure cabins—to enable pilots to move about safely at 40,000 feet, where even the pressure suits worn today are proving scant protection for prolonged exposure. That means more air to pump, more load for the engine.

And that, eventually, will raise a cry for engines with more power—but without more weight—to handle all the extra jobs the modern warplane needs to do in combat.

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America's popular fleece overcoating tailored by one of America's top students' wear stylists! Full rayon lining. Camel, luggage tan, teal blue or chocolate. Students' sizes 33 to 38, or 17 to 22. Sizes 13-16...17-95

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3. Girls' Cord. Fingertip

A reversible model lined with soft, fine pinwale gabardine. Red, natural or teal blue. Sizes 10-16.

7.95

4. Students' FLEECE Fingertip

9.95

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5. Dan'l Boone Aviation Jacket

Zip-front model in two-tone leather combination, or fine quality suede. Two zipper cash pockets. Extension cuffs. Sizes 8 to 20.

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6. JR. HIGH GIRLS' PEASANT SKIRT

A soft spun rayon gathered dimd skirt, with wide banded waist. Three bright rows of rick-rack trim. Sizes 10 to 16.

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GIRLS' PEASANT BLOUSE, colorful embroidery, sizes 10-16, 1.29

7. BOYS' MCGREGOR SWEATERS

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