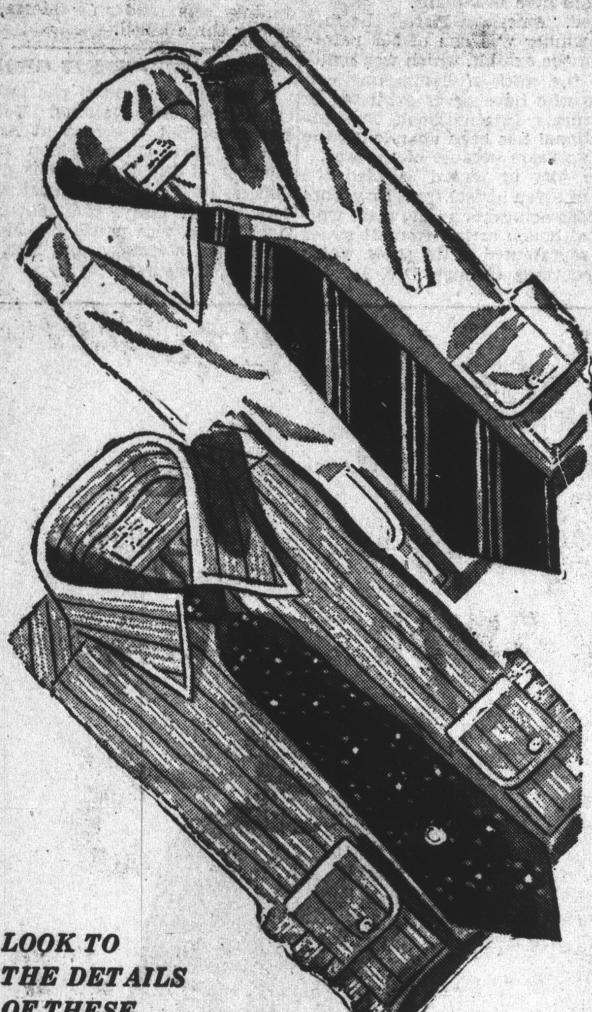


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"BEVERLY" BLUE LABEL SHIRTS... 1.29

It's those little hidden details of tailoring of which the average shopper isn't conscious that make or break a shirt value! Our buyer chose these because they were right! New fall colors and patterns! Clear white broadcloths, too, 136x60 thread count! Fused stand-up collars! Men's sizes 14 to 17.

FALL'S NEWEST PATTERNS! "BEVERLY" NECKWEAR 55¢ 2 for \$1

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ALL-WOOL LOAFER COATS 6.95

WITH ADJUSTABLE
HALF BELT



Yes, We've THE SELECTION THAT COUNTS IN SWEATERS 3.00

A sport coat that's tops in casualness! Carefully tailored for comfort! In plain colors of camel, luggage, green or blue. 3-pocket front! Small, medium and large sizes.



Usually 55¢ MEN'S FINE LINK AND LINK SOX 3 Pcs. \$1

The New
Nylon
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colors. Sizes 10 to
12.



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 300-defense-homes contract from the low bidder, Patrick J. Currier of Detroit, by the Public Works Agency on advice of Sidney Hillman, O.P.M. 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 O.P.M. 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 capital.

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—boiled to the surface in Mr. Hillman's accusation that the C. I. O.'s United Construction Workers Organizing Committee is merely a "radical" organization and the counter-accusations from D. L. Lewis, chairman of the U. C. W. O. C., that Mr. Hillman and the O.P.M. 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 Handicaps

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 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 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.

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

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



This group of British Royal Air Force 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 Sergeant H. Baley, Corp. C. A. Regan, Flight Sergeant T. J. McAndrews, Corp. L. S. Martin, Sergeant S. S. Payne, Corp. W. F. Hillier, Sergeant Ernest Poole, Flight Sergeant Harry Horren, 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 manufacturers 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 landing gear and rotate 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. Late these have proved too small. Today 1500-watt generators are being instead.

Superchargers—another most 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.

NEXT: Coast-to-coast assembly lines.

BLOCK'S DOWNSTAIRS STORE

OUR COMPLETE GIRLS' and BOYS' CENTER IS A GOOD PLACE to SHOP

1. JR. HIGH GIRLS' DRESS

For lively October festivities! Pleated skirt and with that longer torso look! Banded with velvet. Sizes 10 to 16.

4.50

2. Students' Wearpaca OVERCOAT

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

22.50

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

Fly front, slash-pocket style of husky-looking wool fleece. Luggage, teal or green. Sizes 14 to 22.

5. Dan'l Boone Aviation Jacket

9.95

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

BOYS' FANCY CORDUROY SLACKS, sizes 8-18 2.55

6. JR. HIGH GIRLS' PEASANT SKIRT

3.00

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

GIRLS' PEASANT BLOUSE, colorful embroidery, sizes 10-16, 1.25

7. BOYS' McGREGOR SWEATERS

2.00

An all-wool cable stitch sleeveless style in rich autumn tones. Full range of sizes.

BOYS' PLAID SPORT SHIRT, California style 1.00

HOCKMEYER CORDUROY JR. LONG PANTS, sizes 8 to 12, 2.49



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