

Drive Starts To Organize Truck Lines

NLRB Reveals Date For Compliance to Order by Carriers

A major drive to organize employees of four Texas motor freight lines into AFL unions began Monday.

At the same time, National Labor Relations Board announced that the companies have until June 8 to show they are complying with an order to "disestablish" a rival union. The NLRB order also restricts the companies from interfering with AFL organizing drive.

Alph Dixon, business agent for AFL Teamsters Union local, said the organizing drive started Monday following a meeting of AFL teamsters business agents with W. Miller, international representative of the union.

It is directed at employees of Cokes-Red Ball Lines, Dallas; Arrow Freight Lines, Houston; Brown Express, San Antonio, and Merchants Fast Motor Lines, San Angelo. These companies were named in the NLRB order along with Johnson Motor Lines, Johnson & Distributing Company, Sproles Motor Freight Lines, Fort Worth.

The company officials have taken exception to the ruling, but in Fort Worth, Dr. Edwin A. Elliott, regional NLRB director, said:

"We don't anticipate any trouble. The companies must notify our board by June 8 of their intentions for compliance."

The NLRB can seek an injunction in federal circuit court to enforce its order in the event any company fails to comply, Dr. Elliott said.

Meanwhile, on another Dallas front, telephone equipment workers employed by Western Electric Company were preparing to vote a strike ballot this week.

Over W. Cantrell, Northeast Texas representative of the Association of Communication Equipment Workers union (Independent), said the results of the mail ballot would be announced by Friday.

A strike, if voted by the 30,000 workers on a nationwide basis, would tie up the nation's telephone communication system like it did last year. At that time, telephone workers belonging to another union set to cross ACEW picket lines en route to their jobs.



REV. MALCOM BLACK

Services Set For Notable Ex-Minister

Services will be held Tuesday morning in Sterling City, Texas, for the Rev. Malcom Black, 93, retired Presbyterian minister and oldest living graduate of Texas A&M College until his death Sunday.

He was the father of Z. E. Black, manager of the Dallas Chamber of Commerce convention department.

A member of Texas A&M's first graduating class in 1879, Black also was the third native-born Texan to enter the Presbyterian ministry. At the time of his death, he was secretary of the Sterling County School Board, a post he had held for many years.

TUTORED AT HOME

Born in Shelby, Austin County, Dec. 10, 1854, of Highland Scotch descent, Black was tutored at home until he was eleven years old. He was able to read Latin and Greek readily before entering old Baylor University at Independence in 1870. His next college term was at Southwestern University, then located at Chapel Hill, Texas.

After five years in business, he entered A&M College in 1877. He was one of four graduated as civil engineers, passing his final examinations with a grade of 90.

But two years later he entered Union Seminary in Richmond, Va., and followed that up with work at Columbia Seminary, then located in Columbia, S.C. He was ordained Oct. 21, 1884, at Georgetown, Texas, and began his ministry at Marlin, White filling this pastorate he also

Hope of Killing Midway Fading As Vote Nears

City Appeals to Congress In Full-Page Newspaper Ad

Washington Bureau of The News

WASHINGTON, May 31.—Dallas is fighting uphill to stop appropriations for Greater Fort Worth International Airport.

The House will vote on the issue again Tuesday.

Rep. J. Frank Wilson said Monday there were less than ten chances out of a hundred he would be successful. But he said he was prepared "to pull all stops" in his effort.

The City of Dallas, meanwhile, appealed to Congress to postpone action on appropriations pending a "Full, fair and open hearing of both sides . . . with cross-examination of all witnesses so the full truth of this amazing case can be brought before the whole nation."

The city's appeal was in the form of a full-page advertisement scheduled to appear in Tuesday morning's Washington Post—just hours before the House hears debate on the Midway issue.

"When the House conferees ran into a blank wall in the Senate, I knew we were in trouble," Wilson said.

Senate appropriations conferees, supporting funds for Midway, refused to budge from their position. House conferees, instructed by a 71-to-32 floor vote to knock the Midway funds out, agreed to back down if they could get House permission.

"If we can get enough votes on the House floor—and I have not given up all hope—we can send the conferees back to tell the Senate the House is standing pat. That will give the Senate a chance to back down a little bit."

Wilson said he was considering whether to ask for a House inquiry into lobbying activities connected with the Midway case.

The Dallas advertisement in the Washington Post was addressed "An Appeal to Congress," and was headlined:

"It's not a local squabble!"
Signed by the City of Dallas, it said in part:
"This is not just a Dallas-Fort

Worth case. It is a test case of national and world crisis.

"We bring you our case because it is a test case. It is a key case in air transportation—and regulation. What threatens the oldest Municipal Airport in the country can wipe out your own port in your own home town. It could wipe out the National Airport right here in Washington.

"We admit that Texas air lines can save money by dumping Dallas and Fort Worth passengers into a cow pasture nineteen miles out, instead of bringing us into town where we can catch a bus for a dime or a taxi for \$1.25. We showed the public interest by spending \$4,000,000 of Dallas money on Love Field. We showed it by enlarged facilities just completed.

"Whose necessity is public necessity? Whose convenience is public convenience? Who ought to regulate air service—the air lines or the public? These issues are at stake. They are nation-wide issues. They are Congress-size in impact.

"We allege that the Fort Worth regional office of CAA arbitrarily, unreasonably and secretly planned this Midway Airport nineteen miles from Dallas to displace our modern, improved and adequate Love Field.

"We allege that the Midway site is hemmed in by water, railroad, power line and highway obstacles so as to make it dangerous. (One Fort Worth representative actually advocates depressing the right of way under runways to make room at this site.)

"We allege that a purported airport to serve an area of four counties was designated upon the advice and consent of Fort Worth unilaterally, and without notice or hearing for Dallas.

"We allege that CAA records have been concealed, changed and juggled to hide partisan and unilateral imposition of this airport against the will, against the necessity and against the convenience of 80 per cent of the flying patronage of the area."