

Noel 1965

The silence of the night air is interrupted—a squeaking door—a patter of little feet on the stairs—muffled giggles—excited whispers—the clicking of a light switch.

Yes, the pre-dawn of another Christmas day has come to the home. The neat piles of gifts, so meticulously wrapped, under the star-spangled tree are torn asunder—a sea of wrapping paper of kaleidoscopic hues—and a cyclonic display of Santa's best wares are scattered hither and yon—youngsters darting from one gift to another.

And as the sun gently rises over the horizon, the kitchen becomes the clattering cacophony of dishes and bowls, pots and pans, that finally merge into a Christmas dinner—fit for a king.

Then when the final hour has arrived—guests departed, tired but happy youngsters are tucked into bed for the night—quiet has been restored—the exhausted parents in the stillness of the night pause to reflect—how much of this day has been devoted to the true spirit of Christmas.

The joy engendered by the family gathering pays tribute to family life, which after all, epitomizes Christmas—and helps to provide a fitting recognition to the Prince of Peace.

drivers seem impelled to prove they must show their speed qualities. Then there are the imitation racing or so-called sport cars with their imitation speedway drivers. Then the owners of the first behemoths cruising at 80 to 100 miles an hour.

They pass on the right or left, they run on your rear bumper, they don't come to a full stop at signs, they pay no attention to turn signals of the car ahead but speed past.

Many pleasure cars, trucks and motorcycles run with mufflers open until the noise on city streets and freeways is deafening. If they know the rules of the road, they pay no attention to them or driver's manuals.

No wonder there is so much juvenile delinquency when there is so much adult delinquency.

There is not much use of talking about reducing automobile killings until the public abides by the commonest rule of courtesy and driving techniques.

In the meantime, try to keep out of the way of the drivers who think it is smart to break the traffic laws and don't be surprised at the mounting auto death rate.

End of Industry-Wide Labor Bargaining?

By ROGER W. BABSON

Babson Park, Mass., December 16—Arguments have been common over the pro's and con's of industry-wide labor negotiations, such as have existed for some time in steel. For the most part, steel executives have tended to favor such bargaining in their field. They have pointed out that this prevents the union from tackling one of the weaker companies, forcing on it an unrealistically costly contract, then folding this on the other firms.

Out of the coal industry came the idea of solid-front negotiations, developed by its "Big Daddy," John L. Lewis, president of the United Mine Workers. This spread in 1955 to the steelworkers, an offshoot of the UMW. But, the way it looks now, the scene is shifting again.

UNION BEGINNING TO WONDER

Most union authorities, at least in steel, have seemingly been satisfied with industry-wide negotiations. Now they are inclined to take a second look. After all the United Auto Workers did better than the Steelworkers in their latest settlement terms; and they bargained with each concern individually. So, steel labor leaders have established a committee to see if they can't improve their bargaining techniques.

Insiders know that many of the rank and file in steel want the union to take on the companies one by one. They think they can get more that way in wages and benefits. Also they believe they will have a brighter chance of settling special jobs differences of a non-economic nature at the company level. Union leaders are listening to suggestions. And it is more than possible that the practice of block negotiations with the biggest companies in an industry may eventually be dropped in steel, and possibly in some other fields.

LESSONS LEARNED IN 1965

Labor planners recognize that, in steel, they are under a new regime. I. W. Abel has replaced David J. McDonald as president of the Steelworkers, and he is not afraid to change tactics if he thinks it will be more rewarding for his membership. Negotiations this year seemed cumbersome to many unionists. Also, they feel that the government will always intervene when a whole industry is threatened, as it did in 1955 and other years before that. Actually, such intervention has almost always favored labor. But still, both sides are strong for free collective action.

Several of those on the new bargaining-study committee are known to have suggested company-by-company attacks earlier this year when the going was tough. Nothing came of it; but at least it showed how the wind is blowing behind the scenes in the union. Hence change may very well be on the horizon. It is expected that the committee will work up some proposals on this matter for consideration at next year's convention.

FEWER BIG-SCALE WORK STOPPAGES?

What will it mean to labor in general if industry-wide negotiations are dropped? For one thing, labor would then have little chance of forcing huge strikes that threaten the nation's welfare. This, in turn, would lessen the necessity for government interference at—or in the shadows behind—a bargaining table. As we have said, both management and organized labor would prefer to fight their own battles to the end without having the government step in.

It might prevent more small walkouts, but would undoubtedly mean fewer big tie-ups. One employer move in this direction has been seen in the New York newspapers. Originally, all of the city's papers closed down if one publisher was struck. But in the blow-up before last, one paper withdrew from the arrangement and kept printing while the others closed down. This year, two publishers stayed out of the "united front" against the union. So, once again, it looks as though both employers and unions are headed away from the controversial concept of multi-company bargaining.

No Eggs From Dead Geese

There have been considerable hurrahs for the mass of legislation, a total of 349 public laws, enacted by the 89th Congress in its first session. But, as a leading Washington, D. C., newspaper commented, "Little has been heard and not much will be said about the cost. . . . No one has any idea what dollar sign will have to be put on these programs as they come into full bloom in subsequent years."

There's also the question of where all the money will come from. From taxes, of course—but some of the laws recently passed or proposed may kill some of the geese that lay those golden tax eggs. The National Business Association, an organization formed by owners of small, private industries, has pointed out that government has nothing to "give" in its programs unless it has first "taken" from somewhere. And it can't continue to take from private industries unless the owners make enough profit to stay in business.

Talk to any small business operator and you will learn that various taxes and burdensome government regulations already are squeezing his profits more tightly day by day. Yet the administration is committed to legislation to increase the present minimum wage of \$1.25 an hour. Millions of workers in small firms would be brought under the proposed law for the first time; but many of them would lose their jobs instead of gaining an increase in pay.

Take a company of 100 employees now being paid \$1.50 an hour, and say the minimum wage is increased to the \$2.00 an hour advocated by the powerful AFL-CIO. The employer's payroll would rise \$50 an hour, \$400 a day, \$2,000 a week, and \$104,000 a year. If the annual profit has averaged only \$50,000, then the company must lay off workers and increase its prices, provided competition will permit.

The proposed new minimum wage law could easily trigger bankruptcy or voluntary closing of thousands of small firms. Thus it would close doors of opportunity for the unskilled worker, instead of opening them.

Don't Be Surprised

Horror is continually expressed at the numbers of persons maimed and killed annually on streets and highways in automobile accidents. As a matter of fact, it is astonishing that ten times as many are not killed. It's just luck they are not.

The majority of automobile drivers are the greatest lawbreakers and most discourteous individuals in the nation. Too many drivers think they have to show their prowess as racers by passing everything on the road.

First, there are the midget cars whose

CHRISTMAS NIGHT



Stories Behind Words

by William S. Penfield

Truckle

In many modern apartments, beds folded into walls so that the space can be utilized during the day.

The truckle bed, or trundle bed as it also was called was a space-saver in Colonial times.

A truckle bed was a small bed mounted on wheels. "Truckle" is the diminutive form of "truck," a wheel.

During the day the truckle bed was pushed under the master's large bed. At night it was pulled out and children or servants slept on it.

The servants and children were subservient to the master, therefore the term "truckle" arose meaning to yield to the will of another.



Exchangeite of the Year

Fred Bragg (left) receives a plaque from Leonard E. Bishop, president of the Exchange Club, honoring him as "Exchangeite of the Year." Selection for the award was made recently by secret ballot of club members. Presentation was made Friday evening at the club's annual Christmas party.—Photo by Dan Yarborough.

Your **BROADWAY** Program

Today, Friday and Saturday

SAMUEL BRONSTON...
JOHN WAYNE
CLAUDIA CARDINALE
RITA HAYWORTH
NOLAN-CURTIS-SMITH

CIRCUS WORLD

3:10, 5:40, 8:00
Saturday: 1:00, 3:20, 5:40 and 8:00

Monday and Tuesday, Dec. 20-21

The most Fantastic Journey Ever Dared
Vincent Price, Tab Hunter, Susan Hart
3:28, 5:22, 7:16 and 9:10

Starts Wednesday, December 22

Feature: 3:10, 5:10, 7:10 and 9:12

Give Theatre Gift Ticket Books For Christmas—\$2.00

Highlights From Clinton High

By PATSY SIMMONS

With Christmas season here, the spirit at Clinton High is centered mainly on one thing—December 21, the beginning of Christmas holidays! This year the students will get twelve days (including weekends) for holidays. However, a majority of the students have been complaining about the one and a half days of school next week. Why couldn't we just get out for the holidays this Friday?

This week the homerooms have been busy collecting food items from each student. Friday morning during chapel program each homeroom will donate a decorated basket of food. These baskets will be given to needy families in the city.

The Student Council is in charge of decorating the lobby of the school. They plan to put up a Christmas tree with gifts under it and a table decorated with open Bibles, candles, and greenery. Every year the deco-

ration adds a lot to the Christmas spirit at CHS.

Last Thursday the Chem-Biology Club held its monthly meeting. The program this month was the presentation of a film on narcotics. Bill Jacobs presided.

Clevenger Assigned

Marine Private Richard L. Clevenger, son of Mr. and Mrs. Clarence E. Clevenger, of Rt. 1, Clinton, was graduated from Marine recruit training at the Marine Corps Recruit Depot at Parris Island. During his eight weeks of in-

tensified training under veteran non-commissioned officer drill instructors, he learned small arms marksmanship, bayonet fighting, and methods of self-protection, as well as receiving instruction in military drill, history and traditions of the Marine Corps, and other academic subjects.

He has been assigned to Camp Lejeune, N. C., for four weeks of individual combat training and four weeks of basic specialist training in his military occupational field.

J. C. Cannon

Funeral services for James Clarence Cannon, 76, who died Tuesday were conducted Thursday at 1:30 p. m. at Calvary Baptist Church by Rev. J. W. Spillers and Rev. John D. Warren. Burial was in Laurens Cemetery. Pallbearers were Tom LeWain, Berry Trammell, David Leo Heatherly, and William Weir.

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CLINTON, S. C., THURSDAY, DECEMBER 16, 1965

The Clinton Chronicle

Established 1890

July 4, 1899 — WILLIAM WILSON HARRIS — June 12, 1965

PUBLISHED EVERY THURSDAY BY THE CHRONICLE PUBLISHING COMPANY

Subscription Rate (Payable in Advance) One Year \$4.00; Six Months \$2.50
Out-of-County One Year \$5.00

Second Class Postage Paid at Clinton, S. C.

POSTMASTER: Send Form 3579 to Clinton Chronicle, Clinton, S. C. 29025

The Chronicle seeks the cooperation of its subscribers and readers — the publisher will at all times appreciate wise suggestions and kindly advice. The Chronicle will publish letters of general interest when they are not of a defamatory nature. Anonymous communications will not be noticed. This paper is not responsible for the views or opinions of its correspondents.

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