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War Hogs Fight At TFX Plane Profit Trough

By MIKE DAVIDOW

TWO OF THE U.S. GIANTS in the "military-industrial complex" are slugging it out for one of the most lucrative contracts of the cold war.

That is the story behind the controversy in Washington over the recent contract awarded General Dynamics for the TFX, a new fighter plane able to carry nuclear weapons, fly 1,700 miles an hour and reach anywhere in the world in one day.

The contestants are:

General Dynamics, which makes the Polaris submarine, and Boeing Aircraft which produces the Minuteman missile.

The prize: a plum that will cost the taxpayer six billion to seven billion dollars.

General Dynamics got the contract, more costly than the sum FDR used to feed millions in one year.

The sinister thing, a sad sign of the present state of mind in our nation's Capital, is that no one rose to challenge the immorality of such misuse of the national treasury at a time when our schools are starved, our hospitals overcrowded, and the hungry children of coal miners in Hazzard, Kentucky lack one substantial meal a day.

No, the fight that has embroiled all Washington, and resulted in a probe by the Senate Permanent Investigations Subcommittee headed by Sen. John L. McClellan (D.-Ark.), is over which firm should get the spoils.

Railroads Reject Union Request To Renew Bargaining

SPOKESMEN for the railroads turned down a renewed proposal by leaders of the five operating brotherhoods for another try at negotiations, and looked longingly to March 29, the day when legal restrictions on their plan for mass firing would be lifted.

It is on that date that the federal injunction blocking the plan of the carriers to fire 40,000 workers expires. A Supreme Court ruling had rejected the appeal of the unions against the mass dismissal plan that had last year been recommended by a Presidential commission.

J. E. Wolfe, chief negotiator of the companies, said it was [illegible] until the both sides to fresh talks fails, the President will undoubtedly invoke the 60-day cool-off of the Railway Labor Act, which would both hold up a strike and the firings. That can bring a showdown in the late spring or early summer.

Interest, meanwhile, centered on the settlement of the five-year long dispute of the Railway Clerks and the Southern Pacific Railroad that averted a tie-up last week. The issue involved there, too, is job security due to automation, or "featherbedding," as the companies call it. Involved is revision or elimination of long-standing workrules that have given rail workers some job protection.

The agreement covering 11,000

AN EDITORIAL

Killers on the Loose

THE OUTLAWS responsible for the murderous hit-and-run attacks on Cuba see such forays as paving the way for invasion of U.S. armed forces.

In such a war the corpses of American boys would pave the road to restoring exploitation in Cuba.

The State Department has repudiated the attacks as "irresponsible" and "ineffective." But there is reason to believe that there are forces within the Pentagon who are supporting such incursions.

There is only one way to end once and for all the threat of war in the Caribbean. That is for the President to declare unequivocally that, whatever the official view of the government of the U.S. is with respect to socialism, it desires to live in peace with Cuba. The Cuban government has often declared that it wants peaceful relations with the U.S.

Such a declaration by the Kennedy administration, and its enforcement within the Pentagon and the CIA, would have the overwhelming support of the American people.

It would expose the war hawks as betrayers of our lives and our security, and would prevent our land being used as the base for Batista-type killers who want to drown the new Cuba in blood, and to restore the old exploitation.

Terror Spreads to Syria, Tunisia

MOSCOW — Brutal attacks on [illegible] secrets in Iraq after the Feb. 8 Communist parties have spread [illegible] coup there.