

They Stand Out From the Crowd

May Ninomiya says she reached her position as editor of *Screen Romances* and associate editor of *Film Fun* because she could spell. She started in the publishing business fifteen years ago in the subscription and sales promotion departments. Because of her orthographical accuracy she was



promoted to secretarial work and graduated from there into the editorial department. She gets her name from her Japanese father, but is called Miss May for short. At twenty-nine, she is the youngest woman editor of a large motion picture magazine. Her hobbies are photography and cooking. In private life she is Mrs. Walter Kelley.

Lawrence Langner, whose prolific pen has been dipped into three theatrical successes of the New York season, is an international patent law expert by profession. Together with his wife Armina Marshall he collaborated on "The Pursuit of Happiness," which will soon be produced in London. He also collaborated with Arthur Guiterman on Molière's "School for Husbands," and was a co-producer of "Champagne Sec." All three plays were tried out in his summer theater laboratory at Westport, Conn., which frequently grosses more than \$5,000 per week. Mr. Langner is a director of the Theatre Guild and a great friend of Bernard Shaw's, with whom he carries on a voluminous correspondence. Last year on Shaw's one day visit to New York he called unexpectedly at Mr. Langner's home.



Nikolas Muray

Dexter Fellows for more than twenty-five years has been the press agent for the "Biggest Show On Earth." City editors and hosts of others throughout the land know him as a jovial, genial man whose abilities as advance man for Barnum and Bailey's, Ringling Brothers' Circus have brought him nationwide renown. As a boy in Fitchburg, Mass., he hung around shows and theaters, eventually drifted into the game as publicity man for Pawnee Bill and later for Buffalo Bill's "Wild West Show." His enthusiasm for acrobats, elephants, sideshows and the rest of the big tent activities have not dimmed despite his lengthy years of experience.



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Cartoonists

As They See Themselves



A Self-Portrait for The Literary Digest

Herblock. Full name: Herbert Lawrence Block. Born in Chicago, 1907. Single. Studied drawing at Art Institute of Chicago. Attended Lake Forest (Ill.) College two years.

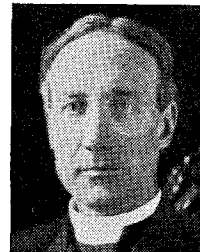
Career as police reporter lasted two weeks. Decided cartooning might be easier. Freelanced. Began drawing political cartoons for Evanston, Ill., paper.

Became editorial cartoonist Chicago *Daily News*, 1929. Moved to N.E.A. Service in Cleveland first of 1933. Have been fortunate in having swell associates at both places.

Habits: reading in bed at night and walking the floor most of the day. Like to ride horseback. Pet aversion: noises. Secret ambitions: to travel; to write stories; to play the accordion. Also hope some day to get my desk cleaned up.

[A cartoon by Herb Block appears on page 46.]

Barney Thorne Phillips, chaplain of the Senate since 1927, is Washington's busiest clergyman and known for the spontaneity of his sermons. His church is one of the largest in Washington, and during Easter week, he was so busy, the only place one could see him was in the pulpit. He is popular in Washington society, attends many functions and is not averse to cocktail parties. Tall, with prominent features and a deep resonant voice, which he uses as if he had been trained for the theater, he is known for his organizing abilities. His church has one of the best choirs in Washington.



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James S. Montgomery is a husky, heavy set, gray haired, bushy-black eyebrowed, good natured theologian who has been chaplain of the House of Representatives since 1921. He was born at Mount Carmel, Ind., and his first business enterprise was selling newspapers, after which he became a reporter. It was during his reportorial days that he became converted while covering a Methodist revival meeting. The preacher said to him, "Young man, you pray." He left, prayed, came back and in three weeks was given a license to preach. Afterwards he went to Oxford. He is out of sympathy with ministers who make their sermons "long winded and very complicated," likes to talk slumped in a soft chair with his legs outstretched, enjoys hearing funny stories. He says the day is easy when someone tells him a funny story in the morning.



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What's the Name, Please?

Felipe Espil—Ambassador from Argentina—calls himself *feh-lee'peh ess-peel'*.

de Lima e Silva—Ambassador from Brazil—in his native tongue it is *dee lee'ma ee sil'va*.

Trucco—the Chilean Ambassador—not a rime with *stucco*: it is *true'ko*.

Ahmet Muhtar—the Turkish Ambassador—with the German or Scottish *ch*, it becomes *ahch-met mooch-tahr*, no major stress.

Charalambos Simopoulos—Minister from Greece—with initial *h* as in *hew*, it sounds *hah-rah'lahm-bos see-nio'poo-los*.

—Frank H. Vizetelly.

Margherita Sarfatti, robust Italian feminist and official biographer of Premier Mussolini, has come to explore the United States from coast to coast, to enable her to write series of articles on American life and customs. She became associated with Mussolini in Milan when he edited the newspaper *Avanti* and she wrote for the art department. She was one of the original Fascists, and took part in the march of the blackshirts on Rome, for which she won a Fascist campaign medal. Mrs. Sarfatti is a widow and lost one son in the war. Her life of Mussolini has been printed in nineteen languages.



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At the Observation Post

The Disastrous Railroad Strikes Have Been a Feature of Recovery From Other Major Depressions, History Is Not Likely to Be Repeated in This Instance

DISASTROUS railroad strikes have been a feature of recovery from other major depressions. As the country climbs out of the economic swamp in which it has been mired during the last four years what is to prevent a repetition of history in this particular?

Already the familiar tension is apparent. The representatives of railroad management and labor have met in Washington to reconcile their conflicting demands, but so far without success. Under pressure from the President and from Joseph B. Eastman, Federal Coordinator of Transportation, both sides have given ground but they have not agreed, and Mr. Eastman, as conciliator, has announced that further efforts toward agreement must wait on the President's return. So the threat persists.

Fortunately it is not a threat to excite any immediate panic. To be sure, while the calamity to the nation of a general railroad strike remains a possibility, only fools would treat the situation with levity. But the time has not arrived for discouragement, much less the jitters, and the chances seem bright that its arrival will be indefinitely postponed.

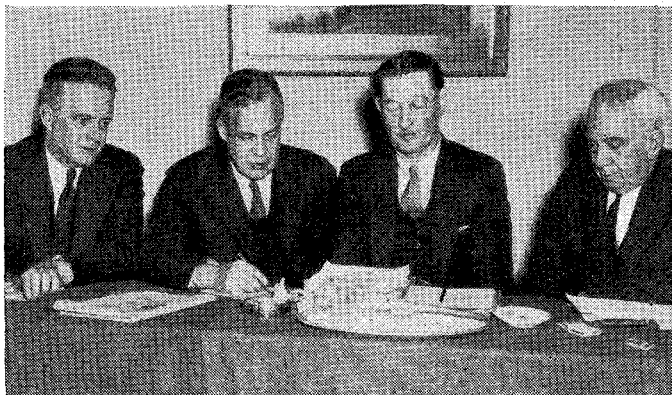
"Orderly Procedure"

Mr. Eastman, in the announcement referred to, made this plain. "The fact should be emphasized," he said, "that there is no present prospect of a strike, and that if further effort at settlement fails the controversy must proceed in accordance with the orderly procedure provided by the Railway Labor Act." In other words, the Railway Labor Act adopted in 1926 provides a safety valve which did not exist when in the '70's and the '90's the boiler burst strewn the landscape with wreckage.

Since its enactment the mere presence of this statute has operated as a peacemaker. Both the railroads and their men, rather than invoke its elaborate machinery, have preferred direct negotiation. In this manner, in January, 1932, they first reached their agreement over the 10 per cent. deduction from basic rates of pay and have since twice extended it. The proposal to extend it for another six months from its date of expiration on June 30 is at the bottom of the controversy, and the question is not whether a strike impends but whether at long last the dispute will defy the previous method of its settlement and have to wind its way through the statutory mill.

The Railway Labor Act provides that a

dispute of the sort shall be decided, if possible, in conference between duly authorized representatives of the carriers and of their workers. Failing a decision by this means either side, or both sides, may invoke the services of the Board of Mediation, a permanent body of five members appointed by the President with the advice and consent



Wide World

Joseph B. Eastman, Federal Coordinator of Transportation, and his aides confer with a representative of the railroad managers. (Left to right) O. S. Beyer, Director of Labor Relations; Mr. Eastman; W. F. Thiehoff, chairman of the committee of managers for the railroads, and James W. Carmalt, of Mr. Eastman's office

of the Senate. This board to-day consists of Samuel E. Winslow, a former Republican Congressman from Massachusetts, as Chairman; Franklin P. Glass, an Alabama newspaper publisher; Edwin P. Morrow, former Governor of Kentucky; Oscar B. Colquitt, former Governor of Texas; and John Williams, whose modest entry in *Who's Who* gives no clue to his past.

The Board of Mediation need not wait for an invitation but may proffer its services on its own initiative. In either event, it is authorized to put itself promptly in communication with the parties to the controversy and use its best efforts to bring them to agreement. If unsuccessful it must at once do what it can to persuade them to try arbitration.

An agreement to arbitrate, if and when it is forthcoming, must stipulate among other things that each side will faithfully abide by the award. Each side shall select one arbitrator (or two if they prefer) and the arbitrators so chosen shall select a third, or a fifth and sixth. In case of a deadlock at this stage the Board of Mediation must step in and name the remaining arbitrator or arbitrators.

Should either party refuse to submit to arbitration then the Board of Mediation, when in its judgment the dispute threatens substantially to interrupt interstate commerce, is in duty bound to notify the President, who may appoint a commission to investigate and report to him respecting the quarrel. After the creation of such a com-

mission the law forbids any change in the conditions which gave rise to the row for a period of sixty days—it prescribes a two-months' truce.

The mere recital of these provisions will suggest to the reader the boredom with which both railway executives and labor leaders regard the prospect of an appeal to the "orderly procedure" of the Railway Labor Act.

Already the railway executives have indicated their willingness to drop their demand that after June 30 the present deduction in pay be increased to 15 per cent. The railway union representatives have on their part shown an equal readiness to forget the 10 per cent. raise, in addition to the restoration of basic rates on which they first insisted. President Roosevelt has proposed a six months' extension of the present cut except in the case of those employees getting less than the minimums established in the NRA codes. Their pay, he believes, should be adjusted

forthwith. The executives have received his proposal favorably. Labor, however, has not, holding out for a full restoration of the 1929 scale.

Would Revise Law

Incidentally, Mr. Eastman has suggested to Chairman Rayburn, of the House Committee on Interstate and Foreign Commerce, a thoroughgoing revision of the Railway Labor Act. He would set up an adjustment board of thirty-six members, divided equally between labor and management, for the compulsory settlement of grievances. This board would have no jurisdiction over changes in rates or rules. These would remain in the province of the Board of Mediation, made up, however, of three instead of five members. It is Mr. Eastman's notion that the proposed adjustment board, divided into four parts to deal independently with the grievances of the different groups of crafts, would relieve the Board of Mediation of a large class of disputes which now comes before it.

But perhaps his most significant recommendation concerns the inclusion permanently in the law of those provisions in the Emergency Railroad Transportation Act of last year (a temporary measure) which protect the right of collective bargaining. To some extent because of these provisions the issue of union recognition can not complicate the present controversy, a circumstance for which the country should be duly grateful.

W. M. H.