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WILL EISENHOWER AND DULLES BE BOLD?

IN HIS Inaugural Address President Eisenhower asked Europeans "to strive with renewed vigor to make the unity of their people a reality."

without decreasing the extent of foreign policy conflicts between the U. S. and Europe, without decreasing trans-Atlantic trade barriers, without decreasing rifts over military policy.

IT WON'T TAKE LONG

WELL, the new Administration will have to learn lots of things the hard way, so its policy on "secret" Cabinet sessions will be disappointing.

THE WILSON AFFAIR

THE Charles E. Wilson affair probably will end Monday, when his name is scheduled to go before the full Senate for confirmation.

ENCOURAGING THE ARTIST

WHATEVER the physical disadvantages of cold, dry, arctic, says the purists, at least one can produce great art there free from the pressures of commercialization.

may offend a minority group otherwise disposed to buy the sponsored product. The only banned subject is religious controversy.

It is, to be sure, a fingers-crossed experiment. But Mr. Sherwood is a distinguished playwright with a record of fine plays.



People's Platform

Letters should be brief. The writer's name and address must be given, but may be withheld from publications in the discretion of the Editors. The News reserves the right to condense.

We Need Billy Grams

I HAVE read some letters in The News about Billy Gram. It is dangerous to try to hurt a man who is going about the world getting down on his knees in mud and snow and praying for a lot of us!

We Don't Need Billy Grams

POKING an irrelevant finger into the ribs of the Rev. B. Graham here is not an grounds condone his crimes and repudiations. The purpose of this letter is to present a refutation of the numerous crimes with which I have been charged, but rather to correct the impression that I am Catholic.

Our Economical Rural Police Dept.

I WAS gratified that your paper recently carried an editorial opposing placing the rural police force under the sheriff's office.

great single factor in the success of our rural policemen is their freedom from "politics" and their freedom from "police force where no tickets are "fixed" or special consideration shown because of the poverty or wealth, the unknown or "political" influence of the offender.

Mr. Editor, the sponsors of this legislation present same as an "economy" measure. Any thinking person knows that if these services are to be retained for our people it will take as many (and very probably more persons employed) under "political" leadership as under the present non-political ones.

To this total of some \$256,615.87, which otherwise must be raised by increasing normal tax levies, add some \$37,608.64 representing the value of stolen goods recovered and returned to their lawful owners.

It would appear to be unwise to start our "economy" by basically changing and upsetting the operation of such a department.

These further facts should be of interest to many of our citizens. In 1952 the rural police force had a 20.27 per cent increase in "calls" for help.

-TOM GLASGOW

What's Good For GM Isn't Always Good For Taxpayers

By MARQUIS CHILDS

BY GENERAL agreement of the ablest men nominated by President Eisenhower to the Defense Department is Brock Stevens to be Secretary of the Army.

Stevens made a good impression on the committee. He seemed much more aware of the need of the Senators to inquire into his financial relationships than did Charles E. Wilson, designated Secretary of the Defense, or Roger M. Kyes, to be Deputy Secretary.

A way may be found to confirm these men that will at the same time erode the doubt over their fitness to administer the re-arranging of the Defense Department. But the controversy is not over again the fitness of finding men sufficiently neutral - neither in ideas, neither in career ownership - to be entrusted with the vast responsibility that the executive branch of the government must shoulder.

One thing, however, should be stipulated, clear. Wilson is reported to have said that if it is good for General Motors it is good for the country and vice versa.

It is general property, it may be true. But it cannot be said that it is good for General Motors is in the interest of the government.

The Runaway Train Came Down The Track-Beep-Beep

By FREDERICK C. OTTMAN

THE SENATE Interstate and Foreign Commerce Committee is mandating that the Pennsylvania Railroad should not allow its locomotives to go roaring up avenues.

The gentlemen insist that rails are for trains and sidewalks for people and how come the Pennsylvania Railroad should be locking the walkways, but heard no horn. All it fell was a jerk.

They called in the crewmen for an explanation of what did happen when their train thundered through the station at 40 miles an hour and a 40-ton unit of 40-ton locomotive smashed through to the cellar below the passenger road.

Everybody agreed that the brakes didn't work. Nobody wanted to know why. The brakes were engineer Harry W. Brower plowing down track 16, going backward in a distressing and precocious horn.

Well, sir, J. H. Meng, the rear brakeman, was going about his duties in a roomette car. He heard a crash, but he did get jolting around.

"You fall to the floor!" inquired Chairman Charles W. Tobey (R., N. J.).

BR NO ROOM IN ROOMETTE. Brakeman Meng almost smiled. He said roomette cars are kind of tight. Not much clearance in any direction. He meant he would have fallen, except that there wasn't room.

"Roomettes are best things to get sleep in, I agree," said Senator Tobey.

Then there was Conductor Thomas J. Murphy, who was locking the doors and the brakes were noticed he was traveling good-awful fast. The conductor had sharp ears. He heard the beep-beep and he dived for the emergency brake valve in the vestibule. He yanked it, but nothing seemed to happen.

And that brings us to the front brakeman, Fred H. King. He'd been locking the walkways, but he heard no horn. All it fell was a jerk. He also grabbed for the emergency brake. Thirty seconds later... Blot!

The gentleman from New Hampshire did a stop unit of 40-ton locomotive smashed through to the cellar below the passenger road.

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Drew Pearson's Wilson Holds Millions in Oil, Banks

CHARLIE Wilson listed more holdings than his controversial General Motors stock in his first appearance behind closed doors of the Senate Armed Services Committee.

The man President Eisenhower selected to be Secretary of Defense listed millions worth of oil and bank stocks, and real estate, owned by him and his wife. Remarkable that a goldfish bowl is all right with the General Motors boss literally turned his pockets inside out for the Senators to see.

much about General Motors' policies. General Motors is not trying to make a lot of money out of World War II defense work in the war and did not out of World War II.

Wilson was completely frank about his large holdings. He listed, as follows, as follows: The 38,470 shares of General Motors stock, worth approximately \$2,500,000; 37,650 shares of stock in the La Gloria Oil Co. owned by Charles E. Wilson; 9,272 shares in the Texas-Illinois Natural Gas Pipeline Co. worth \$1,500,000; 15,000 shares of stock in the National Bank of Detroit; and 100 shares in the Anderson Banking Co. of Anderson, Ind.

What really got under the Senator's skin was Wilson's attitude about his health and position.

He assured Sen. Robert Hendrickson, New Jersey Republican, he would not, foresee any decision in which there would be a conflict of interest with the country's interests.

"For years I thought what was good for our country was good for the shareholders. I probably have one of the top jobs in the United States."

He assured Sen. Robert Hendrickson, New Jersey Republican, he would not, foresee any decision in which there would be a conflict of interest with the country's interests.

"I have a few miscellaneous small overrides, as they