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A HARD BLOW TO THE DEMOCRATS

ADLAI STEVENSON of Illinois has been a capable governor, and might have been a capable President had he chosen to seek the nomination and election in 1952...

His withdrawal is a body blow to the Democratic Party. Governor Stevenson, though not yet well known, has been a considerable name in the South, and was considered acceptable to most Southerners...

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SNEAKING AWAY WHEN THE CHIPS ARE DOWN

CHALK UP another propaganda victory for the Soviets, and a fub for the U. S. Menday the U. N. Security Council refused to even consider an Asian-African complaint against France's treatment of Tunisia...

This week's attitude of course increased the suspicion in Tunisia and other countries seeking greater independence that Russia, not the U. S., is their friend...

According to the Doctor (III) Review "The blood blank closed by drawing blood from 32 doors..."

NOW THIS IS THE WAY IT IS

THERE was this primary, see, way up northeast and a general who won't vote for a candidate beat a Senator who was both a college president who should have been neither...

Then they went West to the land of milk and butter, where the college president ran against a man who ran for another man, another general, who said he wasn't a candidate...

Then they moved next door to the land of the cheese and the Senator who lost up northeast won 24 delegates and the governor from the far shore won six and the college president who wanted to split his men with the general who wasn't a candidate...

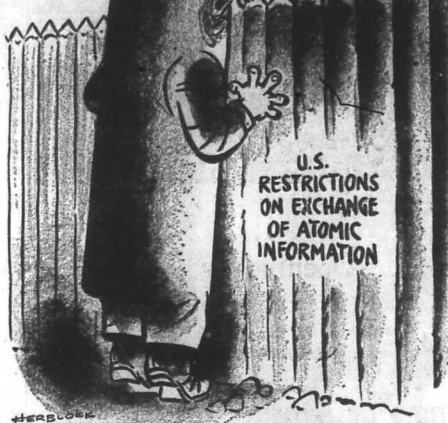
State prison officials plan to install TV sets in the death row. The assumption may be that a man of Berle will do the job.

A manual of politeness which was published in 1859 in Philadelphia: "In the case of a dinner party, the dinner is announced, the mistress or master of the house gets up, invites the company to follow to the dining room, and sets them the example by passing out first..."

Traffic accidents cost the lives of 1,071 persons on the highways of North Carolina in 1951.

There were 37,606 traffic accidents on the streets and highways of the state last year.

Traffic accidents caused injuries to 15,123 persons in North Carolina last year.



The North Carolina Economy Fewer Failures, More Firms

By CONGRESSIONAL QUARTERLY THE whole was more favorable than in 1950, in North Carolina and throughout the nation, according to a Congressional Quarterly survey of economic trends.

During last year the number of firms in operation rose almost to the postwar peak reached in 1949. There were 4,007,400 firms of all kinds going last year, 3,968,400 in 1950.

A majority of the states—22—shared in the increased business population. Fourteen states showed declines in the number of firms operating while two states showed no change from 1950.

North Carolina there were 74,700 firms going last year. This compares with 72,000 in 1950, and 70,100 in 1949.

1951 there were 70 business failures in North Carolina—a decrease from the 1950 figure of 95.

The period between March 31, 1948 and March 31, 1951 reflects wide regional changes among the major industries—showing a decrease in wholesale trade, finance insurance and real estate; an increase in the number of firms in the other three industries—manufacturing, mining and quarrying and retail trade—showed a decrease.

During this period the greatest relative increase in the number of firms in operation occurred in Florida—the greatest relative decline in Nevada.

ALL INDUSTRY EXPANDING In North Carolina percentage increase in the number of firms in all industry was 6.27 per cent. Percentage increases in number of firms in major sections of the state's economy between March, 1948 and March, 1951 were:

Table with 2 columns: Industry and Percentage Increase. Includes Mining and quarrying (18.87%), Contract construction (30.35%), Manufacturing (12.25%), Transportation, communication (17.14%), Wholesale trade (5.69%), Retail trade (3.95%), Finance insurance, real estate (8.65%), Services industries (1.82%).

An indirect reflection of business activity can be mirrored through the amount of defense contracts awarded to the states. Of a total of \$33,963,940,000 worth of contracts distributed to the states from July, 1950 through September, 1951, North Carolina received \$282,366,000, eight-tenths of one per cent of the total.

Following publication of their tax chiefting, the two gentlemen from Virginia went to jail—though not until a suspiciously long delay.

A newspaperman always likes to believe that he's ahead of the news, that he's completely accurate and never omits anything important from a story.

I thought I did justice to Hardy and Davison but I didn't. One of the most important parts of the story was omitted. This was the manner in which the two asphalt kings scraped up \$35,000 in cash to make pay-offs and buy their way out of a jail sentence.

The money was sent in a brown manila envelope on Sept. 23, 1949, and delivered to their attorney, Howard Vesey. Of this amount, \$10,000 was to be paid to the "Democratic campaign fund," and the \$25,000 balance to "Mr. X."

THE Western Union strikes, and the steel strike, and the telephone curtailment, remind me of the days of the late Spring here again, and once more they have closed the door. I can tell it is a bad omen because everybody is out in the playing fields, hollering for more and more screaming. Can't the consumer?

In very many fields the consumer who is only the poor jack who plucks in the steady, ready money for service, is the scapegoat of it all. This is a fresh approach to civilization, born of recent years, in which the man who pays the freight is scorned for the payment. The old idea of a buyer's market is as dead as technocracy.

All the troubles that man is heir to seem to be the customer's fault. Management has a fight on its hands; labor has a fight with management. The grapes of their mutual wrath get crushed against the customer's door.

The air lines were bristling in their indignation for customer conveniences and the food they fed him would have fagged a goat. The air was nearly nil. There were loud screams. An adjustment was made.

On trains the Pullman conductors openly sought bribes and caged drinks in the club cars. The air was nearly nil. There were loud screams. An adjustment was made.

Present German Crisis As Serious As Korean Matter

By JOSEPH & STEWART ALSOP WITHOUT attracting much serious attention, the foreign policy of this country, of Britain and of the United States, has been seriously agonizing crisis.

The most urgent choice of course is that concerning Germany. In two critical notes which this election-absorbed country has hardly noticed, the Kremlin has offered the unification of East and West Germany, on the ostensible basis of free elections, with the proviso that the new, unified Germany shall not favor any such combination as the Atlantic Pact.

Acceptance of the Kremlin offer means sacrificing the West German position which is the basis of the American policy makers, which nonetheless includes this Soviet offer. It holds that this Soviet peace offensive may mean a great deal more than its predecessors.

They argue that the Kremlin offer, however genuine, is merely a ploy by the new unity and strength of the West, and may even be prelude to a new attack on the serious settlement. They do not suggest slowing down the NATO effort or abandoning German rearmament at this time.

Moreover, this is only one part of a much larger pattern. The recent tempting offers of much needed business before the assembled British and German industrialists. But if these offers are accepted, the existing ban will be lifted on simultaneous shipments to the Soviet empire.

While the consumer bought less last year, he paid more for his purchases. Prices, which have risen steadily since the outbreak of the Korean War, continued on their upward trend. Since June, 1950, they are up ten per cent. But they remain fairly stable as 1952 began—the first rise since 1949.

The farmer fared well last year. To ending a three-year decline, farmers' net income reached \$15 billion—\$2 billion over the 1950 level. In spite of the 1951 price levels, the picture is not as bright as it seems. Higher prices set by the 1952 survey indicated farmers won't have as much land under the plow this year as they had in 1951. And their income may reflect this.

DAVIDSON even wrote a letter about the payoff plan. Dated April 29, 1949, and addressed to his attorneys, Davidson's letter was apparently split into two parts.

When we employed the former Vesey, Prince and Clineburn, we paid a \$5,000 retainer fee and later, after several conferences at the suggestion of Vesey, we put up \$25,000. However, we did not donate \$10,000 to the Democratic campaign fund and the balance, \$15,000, was to be paid to a certain Mr. X.

When we later appeared in court, a Mr. Shepard, it was, as when he succeeded in having our case killed as criminal prosecution. No payment was to be made to anyone. Vesey included, until one day, we definitely killed. This was very plainly set forth in the meetings and was distinctly understood by Vesey and all concerned.

That was the set-up by which the two road contractors planned to avoid serving jail sentences, and the most interesting thing is who was to pull the tax wires and get the \$35,000 payoff.

Drew Pearson's Merry-Go-Round

ONE of this column's first exposes of tax fraud four years ago was the story of two highway contractors, W. Hardy and F. McKenna Davison, built the winding labyrinth of asphalt roads around the giant Pentagon building during the war and then sneaked out of paying taxes to Uncle Sam.

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Asphalt Kings Tried To 'Fix' Prosecution

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Kansas City Friend

CHEFFARD strenuously denied any part in an attempted fix. Asked several times whether he had ever been offered \$25,000—as stated in Davidson's letter—he never answered. He got called into the case through a friend, Walter Maloney.

Maloney is a former Kansas City attorney who came to Washington to work for the State Department. He was Senator from Missouri. He once served as judge of the Jackson County Court, as did President Truman when he was a young protégé of the late Senator.

Maloney's question about the case, said he and Shepard were supposed to split the fee 50-50, but in the end he was paid nothing. He said he was not involved in the case. The case "had gone too far, was in the penal division, and there was too much of a record on it."

When the two men were arrested, the asphalt king tried to pay Harry Byrd, Virginia's 1952 gubernatorial candidate, \$25,000 to get Byrd stalled afterward that he gave them no aid.