

Marine 'Vet' Out To Sign 'Em Up

By TOM ROBINSON JR., Charlotte News Staff Writer
Stuart Taylor is a self-appointed Marine Corps adviser.

This reheaded 10-year-old has drawn up formal plans for a new jet-propelled tank with a suspended cabin and offered it to the Marines.

While not designing tanks, he wears a Marine Corps fatigue uniform with master sergeant's chevrons and service stripes representing eight years in the Corps.

This morning he came to the Corps' rescue in a new way. He showed up before Capt. M. J. Melton, ranking officer at the Marine recruiting office on Morehead St., and offered to walk around town with a sign urging young men to join up.

All he wanted in return was the not unreasonable wage of a dollar an hour.

He even brought his own sign—which he's shown wearing in these pictures.

The budding Marine, who's the son of Mr. and Mrs. C. G. Taylor, 204 Grandin rd., wants to make a career of the Corps.

"I have three aims in the Corps," he says. "I want to be in the regular ground troops, the paratroops and the aviation corps."

This triple-threat Leatherneck is a fifth-grader at Wesley Heights School—but says he plans to finish school and "enjoy youth" a little before entering service.



Stuart Taylor shows off his idea for signing up new Leathernecks

(News Staff Photos by Tom Franklin-Hastler)

A-Recruiting He Will Go

THE CHARLOTTE NEWS

★★★★
FINAL

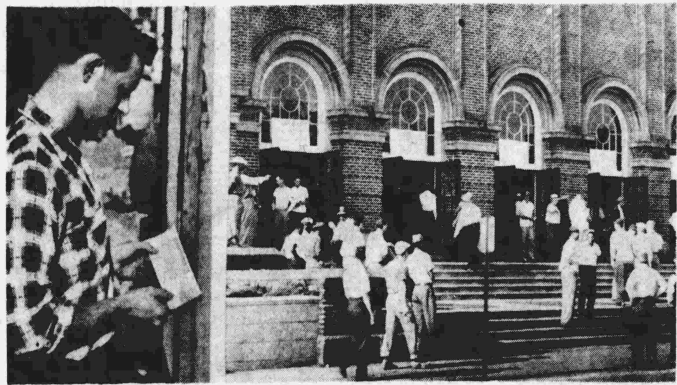
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John Sawa (left) and other Gary steelworkers pick up last checks. (AP)

Quit Germany, Letter Warns U. S. Troops

BOON, Germany (AP)—A German undercover group warned U. S. Ambassador James B. Conant to quit Germany or face a letter declaring.

"The Fighting Assn. for an Independent Germany" sent Conant a letter declaring:

"We will no longer bear the further presence of foreign troops on our holy soil."

It assailed what it called control of German policies by "Jewish money and foreign loans."

Chancellor Konrad Adenauer's government, it said, "plays the role of a willing lackey and a spineless dog which blankly licks the hands of those who prey upon the beaten him."

The letter, printed in German, said the organization "will take over leadership in the fight for great German interests."

It claimed the group has the strength to carry this fight through to a victorious end.

REQUESTS HELP

It told Conant: "In the spreading of our thought, you must and can help us. We turn to you for help which will be granted."

Maj. Gen. Clark L. Ruffner, the top American military official in Bonn, received a similar though differently worded letter. His was in English and identical with letters sent recently to other American generals and colonels declaring that U. S. forces must pull out of Germany.

U. S. authorities said American and West German intelligence are pressing an investigation. It is not yet clear whether the undercover organization is a group of cranks or Communists or a well-organized political movement.

Last Wages Drawn

Blue Skies Gray For Steelworkers

By GLENN WOLF

GARY, Ind. (AP)—What happens when Big Steel's gates are locked, its blast furnaces banked and more than half a city's working population is left without work—and without pay?

That's the situation in Gary, one of the world's largest steel mills, a city born on the Indiana dunes and grown to maturity on the fringe and the wealth of U. S. Steel's sprawling acreage there.

Looking up Broadway, the city's main artery, a month ago, you would have seen the familiar pall of smoke in the northern sky by day and a bright orange glow at night.

Today the sky is clear and people walk slowly, because 31,000 of them are in the 19th day of a nationwide steel strike in a city where nearly three out of every five workingtons normally labor. "The Mill."

Yesterday was payday for the 20,000 workers at the Gary works. A steady stream of men and women of all ages went to Municipal Auditorium to pick up their last check for work done before the strike. Some came alone, some

with their families. Worry and determination were on their faces.

A woman office worker who just paid said, "We're getting used to the strike. It's not the first one, you know. Like a lot of people, I've saved up money, but it would still be better to be working."

Another man, who wouldn't be named, said in a foreign accent: "It's not good. I'm only getting three days' pay. When that's gone, then what? Everyone except those collecting vacation pay is paid for three to five days—the payroll totaled two million dollars."

Brooklyn was crowded, but there wasn't much buying. Clothing stores and jewelers complained of "few customers and fewer buyers." Dave Stein, who operates a men's store, said: "We cut prices to the bone to bring in trade, but it hasn't helped much. Business is bad and we look for it to get worse."

A mill electrician, Dave Harris, 29, took advantage of the strike to finish building a home. He said: "We wouldn't mind the layoff if we had the ship."

See BLUS on page 3-A

Trouble With Parents, Not With Johnny

ANN ARBOR, Mich. (AP)—The problem, says a former New York City librarian, is not whether Johnny can read, but why his mother and father don't.

Mrs. Frances C. Savers, former director of children's work at the New York City Library, said yesterday at the University of Michigan that part of the trouble is children's reading is too easy.

Speaking at the 27th annual summer education conference, Mrs. Savers said:

"Only 17 per cent of the people in this country read books after they leave school whereas in England, Australia and Canada, it's 55 per cent and in Norway, Denmark and Sweden it's even greater."

One reason, she said, is that reading has been made too easy for children—so easy in fact it isn't enjoyable any more.

"We rob the children of the initial enjoyment of wrestling with reading," Mrs. Savers said, "by making all the words too simple and making the sentences too short and saying too little and feeling nothing at all."

Not all children's reading should be pleasant either, she said.

"Children want all the emotions," she added.

Inclusion Brings On Objections

BY EM PRICE

PARRIS ISLAND, S. C. (AP)—Pictures of six corpses—the bodies of six Marine recruits drowned on a forced march into a swamp—were introduced into the court martial of S. Sgt. Matthew C. McKoon today.

McKoon's attorney, Emile Zola Berman of New York, objected strenuously on the grounds that he already had conceded the deaths and the only purpose of the "macabre" pictures was to inflame the court-martial board.

The 31-year-old staff sergeant from Worcester, Mass., is on trial for leading the six recruits to their death last April 8 in a soggy mud flat over which water flows from Ribbon Creek at high tide.

McKoon is charged with involuntary manslaughter, oppression of recruits, drinking on duty and drinking in the presence of a recruit. All stem from the night march of Platoon 71.

DEFENSE OBJECTS

As each photograph was offered in evidence, Berman objected on the grounds that they were "inflammatory and gruesome."

The law officer, Navy Capt. Irving N. Klein of New York City, said the photographs could be used only for the purpose of identification.

His ruling came after Berman said that if McKoon took the stand and the pictures were shown to him, he would submit a motion for mistrial.

"They will not be used," Klein said, "for the purposes of shaking the accused."

Yesterday the court visited the swamp-edged creek into which McKoon marched his recruit platoon.

A misunderstanding barred newsmen from accompanying the court to the creek. Since the court ruling was in session, Col. Edward L. Hutchinson of Woodbury, N. J., ruled no pictures could be taken during the inspection. The order was interpreted by subordinates to mean all members of the press were barred.

Members of the court permitted pictures to be taken as the party returned from the creek. Photographers were not permitted to join the court at the water's edge.

Door Not Slammed Air Limousines

By JULIAN SCHEER, Charlotte News Staff Writer

No exclusive transportation leases have been offered to one and the door is still open for both a taxi service and/or a limousine service at Douglas Municipal Airport.

Airport Manager A. L. Quinn shed new light on a two-month-old misunderstanding today, explaining that the question of who will supply what service for airport passengers is up to the City Council.

However, he said the Airport Advisory Committee will recommend the acceptance of a preliminary \$60,000 annual, non-exclusive lease which was to be submitted this week by the Yellow Cab Co.

The committee reached its opinion—which will be shaped as "advice" to the Council—following a bid by a newly organized firm called Airport Transportation Co., which asked for a non-exclusive lease to supply limousine service for 5 per cent of the gross income.

The Yellow Cab Co. bid also has the support of the airlines supplying the city with service. A letter to the advisory committee from the Airlines Progress Committee, representing Delta, Eastern, Piedmont, Capital and Southern airlines, stated Yellow Cab's service was "excellent" and "complaints negligible if any."

The letter, signed by W. H. Wheeler, said no city the size of Charlotte "has the quality or flexibility of service offered here."

The Airport Transportation Co., headed by Walter Cathey, G. W. Lavender and J. H. Hammond, submitted its proposal to Mr. Quinn in May, requesting a lease for one year on a non-exclusive basis, or for 5 per cent of the gross income.

The proposal was brought before the advisory committee on July 9.

The committee neither accepted nor rejected the offer. Mr. Quinn said, out of respect, he recommended that Yellow Cab, which has operated without a lease and which has paid only a small charge for parking at the airport, be called in.

OFFER \$6,000

Yellow Cab then suggested a non-exclusive lease covering the present type of regular taxi service, offering \$6,000 a year for the lease, he said.

Limousines Tidy Cash Producers

By EMERY WISTER, Charlotte News Staff Writer

Has Charlotte been missing out for years on a tidy source of revenue?

A check of other Southern cities where airport limousine service is operated indicates Charlotte may have failed to take advantage of revenue possibilities in granting contracts for public transportation to and from the airport terminal.

Here's how such service is operated in five other Southern cities:

ATLANTA—The Atlanta Baggage and Cab Co., a subsidiary of Yellow Cab Co., has exclusive contract to operate service. Vehicles are buses, similar to those used in the nation's largest cities. City gets a guarantee of \$1,000 per year, or 10 per cent of money taken in, whichever is greater.

Last year the city realized \$36,833 from this source and with airline traffic increasing the sum is certain to be much higher this year.

JACKSONVILLE—The Airport Limousine Service operated by Safety Cab Service Co., Inc., runs "six or eight" passenger vehicles between airport terminal and city. The company pays the \$10,000 from the limousine franchise 15 cents for each person transported. Last year the city received \$15,337.

MEMPHIS—Arlene Transportation Service, Inc., operates 12-passenger limousines. The city receives 70 and 100 persons each day, which would mean that with an average of 1,250 passengers daily the yearly take would be \$45,520.

BIRMINGHAM—Veterans Cab Co. operates "Stretchout" vehicles. "Stretchouts," described as large station wagons, transport 11 persons. The city now receives a per cent of the \$1.25 fare, but in September will receive 9 per cent. In another year the City will receive 10 per cent of the gross. Last year the City received about \$10,000 from the limousine franchise.

Corps Pictures Shown At Trial

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2 Stricken Sailors Rescued

WILMINGTON—The much-feared North Carolina coast, a graveyard for hundreds of seamen, became a haven of mercy for two sick sailors taken off separate ships for emergency treatment yesterday.

A Norwegian seaman, in agony with a ruptured appendix, was lowered from the deck of a freighter onto a Coast Guard launch off Wilmington and rushed ashore for an emergency operation.

An American seaman was taken to Southport from a tanker with multiple fractures from a fall and was rushed to a hospital for treatment.

The Norwegian ship Sungrun wired a local shipping company telling the firm they had an emergency case on board and asked for advice. The master of the vessel had three alternatives.

The ship was running south from Philadelphia for the Dutch West Indies and had not scheduled a stop in North Carolina. The master didn't know whether to try to stop at Southport or at Wilmington.

The run to Wilmington is 30 miles up the Cape Fear River. The master could have put ashore at Southport, he thought,

and could have the seaman sent by ambulance to a Wilmington hospital. Or he could request a sea rescue.

It was decided that Dr. Duncan McEachern of Wilmington, the port doctor, would meet the vessel off the coast at 6 p.m. Dr. J. W. Hooper, also of Wilmington, joined the doctor on a Coast Guard launch; and they sped down the Cape Fear to meet the ship.

The run to the vessel was 40 miles, the 30 miles of Cape Fear water, and another ten miles at sea past the Wilmington sea buoy.

When the physicians boarded the vessel at 7:30 p.m., they found an 18-year-old Norwegian seaman in poor condition. He was lowered to the Coast Guard vessel in a cargo net described by Dr. McEachern as "not nice to ride in."

Then the Coast Guard headed for Wilmington fighting rather heavy seas behind a northeast wind. The trip back to Wilmington was slow as a result of the weather.

An ambulance met the ship at the port, and the patient was rushed to James Walker Memorial Hospital where Dr. McEachern performed an emergency operation.

DOING WELL

Dr. McEachern said the patient was doing "as well as possible" under the conditions.

Meanwhile, at nearly the same time, an Esso tanker—the S. S. Suez—anchored 20 miles off Southport to await a Coast Guard launch to remove an injured seaman from that ship.

The seaman fell from the rigging about 30 feet above deck, suffering multiple fractures. The Coast Guard took him ashore, and he was treated in a Southport hospital.

Our Weather

Cloudy, continued rather warm this afternoon with scattered showers and thunderstorms. Tonight and tomorrow cloudy and warm with scattered afternoon and evening thunderstorms.

Low this morning 70
Low tomorrow morning 71
High today 85
High tomorrow 90
High yesterday 90
Sunrise today, 5:22 a.m.
Sunset today, 7:38 p.m.

More Weather Data on Page 3-A

When Time Came They Couldn't Say Goodbye

CHICAGO (AP)—An estranged couple stormed into divorce court yesterday, determined to end their marriage.

Four hours after filing suit they left arm in arm, determined they'd try and save it.

A crowded divorce calendar forced Clarence Pennington, 27-year-old clerk, and his wife Mary, 24, to wait for their case to be called.

Mrs. Pennington had wanted last action. She said she needed support for herself and their 7-week-old daughter Susan.

Four hours later the lawyers returned. The Penningtons had changed their minds. They said they were disgusted with the arguing and shouting—usually over petty differences—by husbands, wives and lawyers in court. They wanted to give their marriage another try.

Butler, smilingly obliged and dismissed the suits.