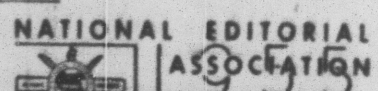


Largest General Weekly Newspaper Circulation in the Area THE UNION PRESS-COURIER

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MEMBER OF PENNSYLVANIA NEWSPAPER PUBLISHERS ASSOCIATION The endeavor of the Union Press-Courier is to sincerely represent organized labor in all efforts to obtain economic freedom. Material for publication must be signed by the writer as an endorsement of good faith. The Union Press-Courier circulation district covers all of Northern Cambria County and part of Southern Clearfield County. Published in Northern Cambria and Coalport-Irona Editions.

New Minimum Wage Bill

A higher minimum wage bill is in Congress and it appears that the President had asked for Organized labor, and even Congress, wants to broaden the coverage of the act to include some workers who are at present exempt from its provisions. Labor leaders have a two-fold purpose in their efforts to raise minimum wages. They aim mainly to cut down on the competition offered to unionized plants by competitors who pay low wages. But they also feel that a higher minimum will raise wages generally, since normal differentials will be maintained among workers of varying skills.

Opponents of wage fixing by law give two arguments against the present move. They argue that employers will discharge workers who do not produce enough to meet the higher rates. A second objection is that higher labor costs will be passed on in higher prices, to the gain of no one. These arguments are by no means new. They were used against the original 40-cent rate of 1938 and the 75-cent rate of 1950. Until recently there were few factual studies available as a check upon theoretical discussion.

Last year, however, the Department of Labor put out a factual study of the effects of the 1950 increase. The survey covered five industries particularly notorious for low wages. It studied earnings, employment profits, and other related factors in these industries. The conclusion reached by this study was that the 1950 increase was absorbed without any serious difficulty even by the lowest-wage industries. Of course, the inflation caused by the Korean War made the adjustment much easier. But it's still clear that wages can be increased by such firms provided that all competitors are in the same boat.

The argument that wage increases are cancelled out by higher costs likewise does not hold up under factual study. Since the Wage-Hour Act was passed in 1938, workers under its provisions have gained substantially in real wages. The gains were double those in the non-covered industries. But we must face up to the fact that the present minimum is less than half the average manufacturing wage. Many workers, even in the better paid industries, find it difficult to rear families on their incomes. Partially for this reason, about ten million married women are working outside the home today. Surely a nation as rich as we are can do better than we have done in distributing our wealth.

Just As A Thought In Mind

The writer isn't a youngster any more. In fact, being past 60, likely is considered by most of the population as being an olderster. While it doesn't affect us particularly, because of personal factors, we've often wondered just what would happen us if suddenly we were out of a job, had other thoughts than going on pension or relief—even though, to our own mind, we still are able-bodied and probably a good tradesman—well able to keep up our end with most any of those younger. We well know what would happen. Because of our age, we just couldn't get a job.

Which brings to our attention that Secretary of Labor Mitchell has warned of a discrimination in labor which is becoming a serious problem today. One doesn't have to be anywhere nearly 60 years of age to find the pinch. There is very definitely a discrimination against those of mature and advanced age. Mitchell points out that there are 42 percent more workers over 45, and 40 percent more over 60, than there were in 1940.

The danger is that they will be rejected simply because of their age, even although older workers in general are steadier, more reliable, and as productive as younger men. The Secretary said: "In addition to the moral wrong involved, we cannot afford the waste that is caused by discrimination against older workers." After all, it is, or should be, the province of Americans to give and provide work for all those who are able and willing to work.

Fancy, More Fancy Colors!

Back in the not-so-good old days when the first mass production of motor cars became a fact, and we, like a host of other folks, bought and drove a Model-T Ford (commonly known as a "Tin-Lizzie") you had only one choice of body color—just plain black. And we were completely satisfied, too. My, how we used to make it shine, and if perchance a bit of paint was scratched off, we never had a problem of matching the color. A little black enamel did the trick. In fact there are a lot of us who probably think it was a sorry day when that sturdy vehicle's successors started appearing in other colors.

Even old Henry Ford might stir in his grave, though, at a vision of this season's highways, states the Pittsburgh Press. There are now cars in every color of the rainbow, and seemingly every possible combination of colors. Ford Motors is among the leaders in the number of color varieties available. But now the industry seems to feel it has gone too far, an opinion doubtlessly shared by a man whose wife has her heart set on a combination of pastel pink and baby blue.

Detroit experts, The Wall Street Journal reports, think the public's taste is turning to darker and more conservative colors. Only 10 percent of the Plymouth buyers currently are choosing "Pompano Peach." (We think that's the color our own Press-Courier office secretary sports.) Another manufacturer learned in a sample poll that 14 percent—five percent more than a year ago—desired their next car to be black. That is good news for tired eyes. After all, most folks would rather hunt Easter eggs than drive them.

Salk Vaccine—And Parents

One by-product of delays and confusion in the polio vaccine program has been the complication of the decision parents must make individually about their own children. The question is simple enough. Is it better to have the shot as soon as the vaccine is available, or to wait until the summer epidemic season is past? The answer is not easy. And the fear of making the wrong decision will be tremendously disturbing to millions of parents.

This is not a question the Public Health Service can answer. It can only try to make sure that the vaccine is safe and effective, and, within the limits of safety, is available as quickly as possible. It is not a question the medical profession can answer with certainty, although for most parents the advice of the family physician will and should be decisive. But the decision still will weigh heavily on all parents.

There are, nevertheless, ways in which this decision can be made much easier. One is for the government to make all the facts available, the good and the bad, fully and quickly. Failure to do this earlier was one reason for the confusion. Another is for the medical profession to join fully and willingly in the administration of the vaccine program.

Six Solid Weeks Touring Europe

By MRS. THOMAS A. OWENS JR. This is one of a series of articles describing a recent trip to Europe by Mrs. Tom Owens Jr., Mrs. R. H. Shrock, Mrs. J. H. Shrock, Mrs. J. H. Shrock, covering ten countries, sponsored by the National Editorial Association.

No. 2 SPAIN Part I Sometime on television in a playlet, and also in the back of memories, we have had recollections of "The Night Train to Madrid," never dreaming that we would be going through the experience. Our itinerary had called for a plane trip from Lisbon to Madrid, a distance of approximately 500 miles, but the plans were changed from necessity, and reservations had been made for us on the Madrid Express, the supposedly "crack" train of the Iberian Peninsula.

Along about 8 o'clock of the evening of April 4th, we boarded the train, had what would be compared in the States as a Pullman Sleeper, but the comparison ends with the word only. We had first-class accommodations. There were second-class rates also. We had our evening meal and the morning breakfast, always Continental Breakfast as we were to find throughout our travels, consisting of rolls, very hard-boiled jelly, and coffee or tea. Dinner on the train was just "passing."

Train Narrow, Slow-Fast, Tough But our first-class sleeper coach—that was something. The berth liners were clean, but the balance of the coach was more than a trifle on the careless side. Entrance was made at the end of the car, but the car was so narrow that the aisle between the berths wouldn't accommodate the distribution of our baggage, so that at the window adjacent to each of the berths, the baggage had to be passed in to the owners through it by railroad employees before the train departed. This procedure had to take place at every stop along the line where first-class passengers boarded the conveyance. Second-class passengers had to sit on long seats, parallel with the length of the car, facing one another.

While there were shades on the windows, there wasn't any indication that the smoke and dirt from our coal burning locomotive wouldn't do us up badly while we were in retirement. So, heavy army blankets were hung over the windows to alleviate this condition to some extent. If one touched the blankets, it left you with a dirty hand. The berths were very narrow, not more than a couple of feet wide, the road-bed was extremely rough, at times the earlier portion of the journey was over mountainous terrain. Going up grade the train moved at excruciatingly slow speeds, but, once at the summit of a hill, we surely did travel over the bumpy road bed at a terrific gait. What time was lost in ascent, was made up in descent.

The novelty of the ride, despite the inconvenience that would have caused complaint to high heaven had the condition existed in the States, was taken in stride by our party, and really we took the position of enjoying it at the time, and since look back upon it with amusement. The Night Train to Madrid brought us into the capital of the Franco government at about ten o'clock on Tuesday morning, April 5th, after passing through beautiful olive groves, and quite interesting rural sights.

People, Bicycles, Burros or Oxen Starting in Portugal, and from our car windows in Spain, one strikingly common sight everywhere, was the method of carrying burdens of all kind, by the women and girl folk. Most every conceivable package was balanced atop their heads. The women wrapped a small turban about their heads, and this supplied the base. It was a common sight to see a couple of girls, perhaps traversing along a road or path, each with a large jardiner of water so balanced, and conversing happily. Everything seemed to be borne atop heads. We baskets full of laundry, perhaps, or a small bale of twigs or firewood, a bag or a box of groceries—just everything. But the method—there didn't seem to be any head balancing proclivities on their part. However, both men and women embraced employment of every kind. Their manner was made it imperative. We likely witnessed the homey side of the picture—and they were mostly the women.

Customs demands were very light and lenient in both Portugal and Spain—and our bags were not opened in either of the countries. We seemed to have all arrangements made in advance, and answering a few questions to the customs officials passed us by. From the time we landed in Europe, up until the time we arrived in Madrid, we saw very few automobiles, but bicycles and motor-attached bicycles and some motorcycles were common everywhere. It might be hard for readers to conceive, but it was not an uncommon sight to see mother and father and a few children all on one bicycle. One thing in my memory is a father who had a basket balanced on each side of his bike, and a child in each basket, probably twins. Out in the rural areas there were numerous carts drawn by either burros or oxen.

Religious, Public Buildings Fine And so, we arrived at the Hotel Empressor, Madrid, and our hotel room was fine, third floor front, and well furnished. Here, too, we were well fed—everything in courses, from soup to fruits. It was here that we were joined by Mrs. Haluska, who had come over by boat, and had flown down from London, England. Large packages of excellent literature were left for us in the hotel, but because of its weight it was left behind. Money exchange upon arrival in each country was always a bit puzzling, but we got used to it. Madrid is built on an elevated and undulating plateau of sand and clay. As compared with other capitals we were to visit later, Madrid had very few buildings of too much architectural interest. Of course we saw a lot of things well worth while. Fine paintings were predominant in most of the public and religious buildings, and it is known as the National Pantheon. Of the secular buildings visited the most important, and really one of our outstanding visits, was the Royal Palace (Palacio Real), here high ground overlooking the Manzanares. This building was started in 1737 and not finished until 1764. It is in the Italian style and, our guide told us, 240 feet square and 100 feet in height, the material being white Colomener granite. The most beautiful tapestries imaginable were part of the general furnishings, embellished by chandeliers of indescribable beauty.

township should be divided. An election was held as provided in the decree. The court approved their recommendations. In accordance therewith an election was duly advertised and notices were posted announcing the time and place of the election. The place selected was Benahof's Hill, and Oct. 24, 1883, was named the date for holding said election.

The Commissioners reported an election was held on April 15, 1884, with the result that 79 voted in favor of the division while those against the division was 5.

General Dividing Line We do not propose to follow the lengthy description of the dividing line. Suffice it to note some facts which are interesting: Millvale Borough, East Conemaugh Borough, Bales Grist Mill and Mineral Point were on the east side, as was the Little Conemaugh River. The entire length was the Pennsylvania Railroad. Jackson Township bounded both townships on the north, while Laurel Run flowed through West Taylor Township. It is bounded by Indiana and Westmoreland Counties, and Lower Yoder Township on the south.

The court made the decree dividing the Township of Taylor into East Taylor and West Taylor Townships. East Taylor has the Saltlick Dam near Mineral Point. It was in this township that the Southern Cambria Street Railway had a terrible accident in which 20 persons were killed and many were injured at Brookdale, the railway center on Aug. 12, 1916. It was a car loaded with Sunday School picnicers, which was crashed into when an empty car dashed down the mountain. The terrible accident caused the hair of the motorman of the light car to turn white almost overnight. It is the home of Wesley

"As I See It" STATE SENATOR JOHN J. HALUSKA

While the Hoxsey Cancer Clinic at Portage continues giving and taking depositions, the Johnston Tribune Democrat keeps rejoicing and creating their usual and misleading headlines. They take pleasure in picking out what is best fitted for their purposes from the depositions given and keep on telling the reading public that Dr. Newton C. Allen, medical director of the Hoxsey Cancer Clinic, and State Sen. John J. Haluska may now be sued on criminal charges which not only carry a fine but a jail sentence.

They haven't printed the answers given by the Pure Food & Drug men that were in favor of the Hoxsey Clinic. They haven't shown in headlines that Dr. Gordon B. Granger, assistant administrator of the Pure Food & Drug division, that federal agents who seized the drugs at Portage, and the District Attorney and some of their stooges of Washington County just plainly refused to answer questions that were asked them by the attorneys of the clinic. Benedict Fitzgerald and Arnold Smorto, No. they would not plead the Fifth Amendment but just definitely denied the government itself and said they refuse to answer the questions asked because they were privileged.

When the Senator and Dr. Allen were called to the federal court several weeks ago, they answered many questions, but both of them definitely refused to divulge the history of the patients very being treated at the clinic at Portage, mainly on the basis that they were privileged communications between a doctor and his patients. However, when Dr. Granger was questioned about a case which took place under his very nose in the state of Florida and was asked to disclose the name of the doctor and patient involved, he replied, "Mr. Fitzgerald, this is a privileged communication between a doctor and a patient and I refuse to answer."

The Johnston papers did not make headlines of that statement because the public would have realized that Dr. Granger is not entitled to any more privileges than Dr. Allen or the Senator.

And insofar as creating an impression that Dr. Allen and the Senator may be crooked and chicanes, we wish to inform not only the Johnston newspapers but also Dr. Granger and William Goodrich, who happens to be the chief prosecutor in this case, that we defy any of them individually or collectively to put such verbiage on record and prove such misleading insinuations. The writer has been called a lot of names throughout his long years of service in public office, but never once has his honesty and integrity been attacked by the stooges of Washington County just plainly refused to answer questions that were asked them by the attorneys of the clinic.

Next week's installment we will continue the Madrid story, as well as relate our TOLEDO experiences.

level, no matter what the passenger or luggage load. Packard created a new "free-breathing" V-8 engine, unshaking up to 875 horsepower, and delivering more driving force to the rear wheels at all road speeds than any car. Packard's Twin Ultramatic, smoothest of all automatic transmissions, gives you your choice of start! The new Packard is a matchless blend of grace and spirit, luxury and good taste. Truly, the one new car in the fine car field. Let us arrange a revealing test ride for you today!

SOME HISTORY OF CHEST SPRINGS

By FERDINAND D. WHARTON Chest Springs, Pa. (No. 2 of a Series)

Eben Nutter, the founder of the lumber business here mentioned in last week's Courier, became completely paralyzed some years later and was unable to speak. He died after a lingering illness and was taken back to Maine or buried.

His business was taken over by James Perry, who gradually sold the property and with his son, Charles, established a general store which was many years later taken over by his son Walter. Charles Perry was also Postmaster for many years, succeeding Mrs. Jane Cramer, who held that office for nine years.

First Catholic Church Built The first Catholic church here was built in the fall of 1859 and dedicated March 20, 1860. It was only a small wooden structure known as a Chapel and the first pastor was Father John Burns, pastor of the Saint Augustine Church.

The first resident pastor was Reverend James McCarran, and at that time there was no parochial residence and the pastor boarded with a private family until the residence was built— which was about a year later. Father McCarran only lived a couple of years, but was succeeded by Father Francis McKenna. He was succeeded by Father John Duggan and in turn by Father James Padden, then Father Carl Wiesbal, and at the present time by Father Joseph Cummings, who is in charge of Saint Monica's parish.

Methodist Church Constructed I have been unable to obtain the exact date that the Methodist church was built here, but it probably was about the year 1850. The minister from Ebensburg came here for services on Sundays in the church and later the minister from Patton came once a month. The church was abandoned about the year 1900, since most of the Protestant families had moved away, but there were several funerals and burials in the cemetery in later years. Today there are just a few marked graves. The church was torn down in the year 1916.

So, while it is true that we use some of the same drugs at Portage that are used at Texas, it is also true that the Hoxsey Clinic at Portage has a great variety of drugs that are being used in cancer treatments along with special preparations being used for experimental purposes by one of the greatest laboratories in America. Yes, we also have a few surprises and they shall be right at the right time and in the right place.

SEN. JOHN J. HALUSKA Courier Classifieds pay well! BANK by MAIL WE PAY POSTAGE 1st. Natl., Carrolltown

MARRIAGE LICENSES James Westrick, Hastings R. D. and Dorothy Adams, Spangler. Paul Joseph Manion, Colver, and Rosella Pauline Shevenock, Gallitzin. Thomas P. Hammill Jr. and Florence C. Rogers, both of Crescon. James R. Lohm, Belsaito, and Bessie M. Edwards, Ebensburg R. D. 2.

For the best vacation, a change of "seeing" is as good as a change of scene.

Advertisement for Packard cars. Features the text: "the New PACKARD with Torsion-Level Ride". Includes an image of a Packard car and the slogan "SMOOTHS THE ROAD... LEVELS THE LOAD... Automatically". At the bottom, it says "L. C. HEGARTY MAIN & MILL STREETS COALPORT, PA." and "Rest assured... with Packard Torsion-Level Suspension you get the most relaxing, most reassuring ride on any road today!"