

# Stamp Honoring Mellon Recalls Days Spent in New Deal Justice Dog House

By LYLE C. WILSON  
United Press Correspondent  
Washington—(U.P.)—Andrew W. Mellon might be a Civil war hero or the name of a horse so far as the present generation would know or care. But the old timers around town have not forgotten the spry and restless little man who stuttered in his speech.

A three-cent stamp bearing Mellon's likeness was dedicated in his honor Tues-



Lyle C. Wilson

day. Perhaps the old man's bones can cease rattling now in protest against what his friends hotly called a notable effort to smear his memory forever.

It was just 20 years ago that FDR's New Deal Department of Justice sought to indict Mellon on charges of fraudulent income tax returns. Mellon, Pennsylvania's greatest financier, had been secretary of treasury in three successive Republican administrations—Harding, Coolidge and Hoover—1921-1932. He was for years called the greatest secretary of treasury since Alexander Hamilton. But Mellon's luck faded with the

great depression and former President Hoover whisked him out of the cabinet to be ambassador to Great Britain before the election of 1932. The old man had become a political liability.

**Mellon No Crook**

But that did not mean he was a crook. The Roosevelt administration, however, was slugging the so-called reactionaries in 1935 and Mellon was a standout. As former ace treasury agent and tax commissioner Elmer Irey related to William Stocum for the book "The Tax Dodgers," it happened like this:

"The Roosevelt administration made me go after Andy Mellon,"

Irey said. "I liked Mr. Mellon, and they knew it, so the FBI took first crack."

**Jackson Needed Help**

"Bob Jackson (later attorney general and Supreme Court justice) was made Internal Revenue Department chief counsel and he said to me: 'I need help on this Mellon thing. The FBI investigation was no good. You run one on him.' The FBI evidently had found no tax dodging."

"In a short time Irey got a telephone call from Henry Morgenthau Jr., secretary of treasury. The secretary said: 'Irey, you can't be 99 2-3 per cent on this job. Investigate Mellon. I order it.'"

Irey explained his personal viewpoint that Mellon was innocent although admitting it was not his place to judge. Morgenthau's answer was: "I'm directing you to go ahead, Irey."

**Jury Refused to Indict**

Mellon's tax paying easily survived investigation, and that was that. The grand jury refused to indict.

Mellon was a patriot by his own and the standards of many others but he was no softy. He was, in fact, hard in many ways although a wispy little man,

physically, given to fluttering through down town traffic in Washington like a startled bird. Treasury corner tourists usually scoffed when a guide suddenly urged them to believe that the slight figure dodging the trams and autos at 15th and Pennsylvania was, in fact, secretary of the treasury of the United States.

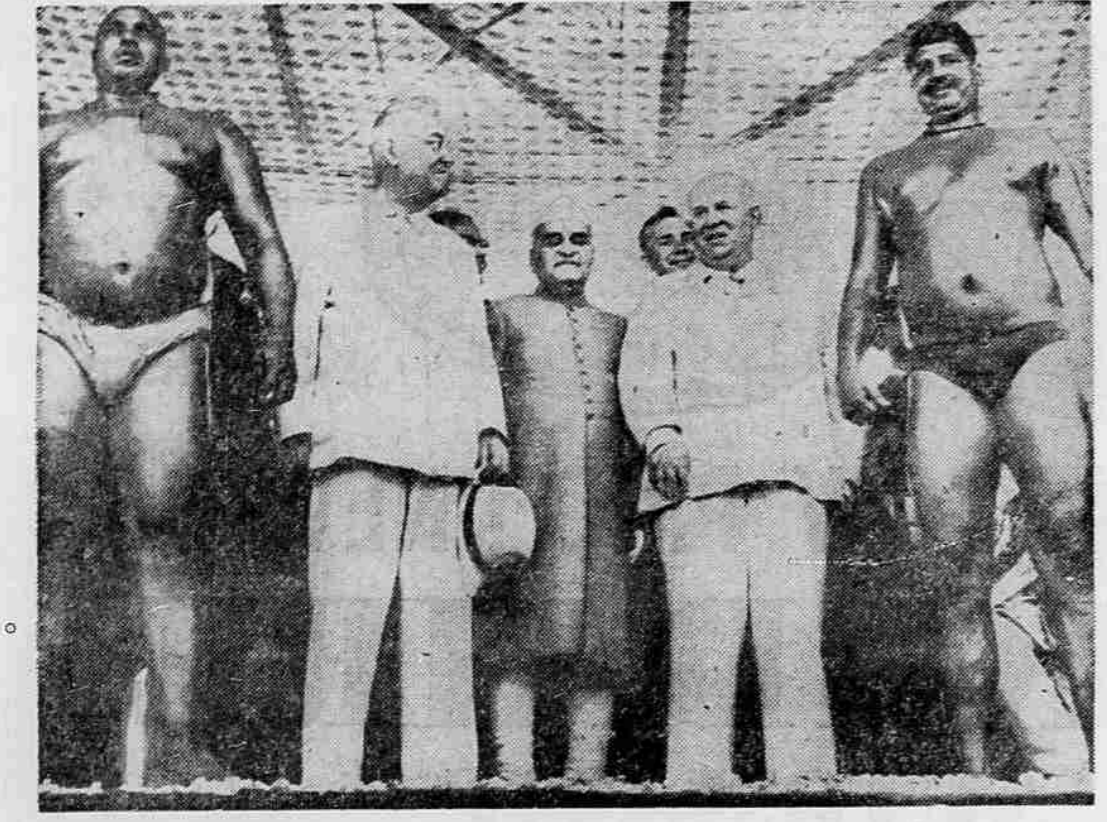
**Brutalities Charged**

His coal and iron policy in industries Mellon controlled long were under charges of strike brutalities. When depression

came there is the word of Mr. Hoover, himself, that Mellon had only one formula: "Liquidate stocks, liquidate labor, liquidate the farmers, liquidate real estate." Although a great giver to good causes, churches, museums and it is true, hungry men and women, Mellon was hardly a humanitarian. But neither was he a tax dodger. The grand jury refusal to indict after FBI and treasury investigations seems to call a foul on the New Deal against an old, tax-wise innocent man.

**OK MARKET**  
1202 North Riverside

**OPEN EVERY NIGHT 'TIL MIDNIGHT**



**NO MATCH**—Soviet Premier Nikolai Bulganin (left) and Communist Party boss Nikita Khrushchev (right), with their host, the Maharajah of Jaipur (center), are dwarfed by the towering bulk of two wrestlers who entertained the Russian leaders during their visit in Jaipur, India. The wrestler on the left was released from jail, where he is serving a life sentence for murder, to exhibit his power in the ring.

**Jewish Soldiers Will Spell Christian GIs**

Friedberg, Germany—(U.P.)—Jewish soldiers of the U.S. 29th Field Artillery battalion will man all posts on Christmas day to give Christian soldiers free time for religious services.

An Army announcement said the Jewish soldiers had volunteered to stand guard, do kitchen police work and all other necessary tasks on the holiday.

**NATURALLY**

Hartford, Conn.—(U.P.)—A meeting of officials to turn over to the New Haven Railroad property for construction of a new station to provide more efficient service was delayed several minutes. Finally the railroad's representative, Atty. Thomas J. O'Sullivan, arrived and explained, "The train was late."

**JOHANN STRAUSS Shows Clean Pair of Heels**

WALTZING SEEMS SO TAME THESE DAYS THE MAMBO'S GOT MORE PEP

PERHAPS THE YELLOW PAGES CAN HELP ME LEARN THE STEP

FOR DANCING ACADEMIES IT PAYS TO LOOK IN THE 'CLASSIFIED' PART OF YOUR TELEPHONE BOOK

Used by 9 out of 10 people as a guide to those who sell or serve Pacific Telephone

Find it Fast in The 'Yellow Pages'

**Around Hollywood**  
By ALINE MOSBY

Hollywood—(U.P.)—Fess Parker has turned in his coonskin cap, officially buried his Davy Crockett character and admitted that the nationwide storm he has caused is down to a drizzle.

A year ago Parker's furry top and shoot-'em-up iron launched the country's sub-sub-deb set on the biggest hero worship craze since Hopalong Cassidy. But Parker confesses that the kids have left their coonskin caps to the moths.

"Too much heat in too short a time," drawled the lanky actor as he sat in his modern hillside home. "But I'm grateful to old Davy. I only feel we should let him rest in peace—and give him back his cap."

The second of this year's two-part Crockett television series was aired on "Disneyland" last week. Unless Disney runs them again in the spring, that's the last of Davy.

Parker meantime has starred in a Disney color feature, "The Great Locomotive Chase," a Civil war story. He was promoted to a fancy frock coat with black velvet piping and a wide-brimmed gray hat.

"My wardrobe will knock you out," grinned the slow-talking actor. "Before I had a full beard, but now I'm close-shaven. I still get killed in this movie, though. But in my next Disney picture, 'Westward Ho, the Wagons', I live. And I even get the woman."

Although Parker's role in Disney's TV series is over, "The Great Locomotive Chase" was filmed for home screens also. The program, "A True Life Adventure With Fess Parker," will be televised next spring and "that will help me make the transition."

**Successful Switch**

"Actually, I've switched from Davy more successfully than I imagined," said Parker. "When we were on location in Georgia, the kids would come up and say,

**Basic Rules by Railroad Group Keeps Cars on Move**

San Francisco—(U.P.)—Did you ever wait at a railroad crossing while a long freight train slid by and wonder who keeps tab of the nation's scrambled freight cars?

How did some get so far from their home lines? Who keeps things straightened out? Why, at times, are there so many empties? Why, at other times, are there no empties?

Although there are a total of 1,785,849 freight cars in the United States today, including 716,874 box cars, certain areas report an acute box car and hopper car shortage such as that being experienced in the lumbering sections of Northern California and Southern Oregon. Why?

One man who knows some of the answers is Clarence H. Grant, tall, gray-haired general superintendent of transportation of the Southern Pacific.

"Some cars leave our shops at Sacramento brand new and never come home," he said. "Sometimes there's a reason. All railroads want new cars. The old ones and the broken ones, like poor relatives, are those that come back."

**Basic Rules**

Grant explained that there were certain basic rules laid down by the American Association of Railroads in Washington to keep the cars rolling. The basic doctrine is the Freight Car Service Rule. This calls for a

loaded car to be routed as directly as possible to its destination and, when empty, to be routed by the most direct route back home.

"This rule, of course, is often violated," Grant said. "But then there is the per diem rate of \$2.40 for each car, running from midnight to midnight, and charged by the home road when the car is on a foreign line. When we get foreign cars, naturally we want to get them off our line and onto someone else's as quickly as possible. But when there is a shortage everybody grabs cars—the best cars."

Shippers frequently upset the system. Cars consigned to one market are re-routed en route to another market where the commodity shipped is selling better. Some cars are consigned without a destination specified, subject only to instructions en route.

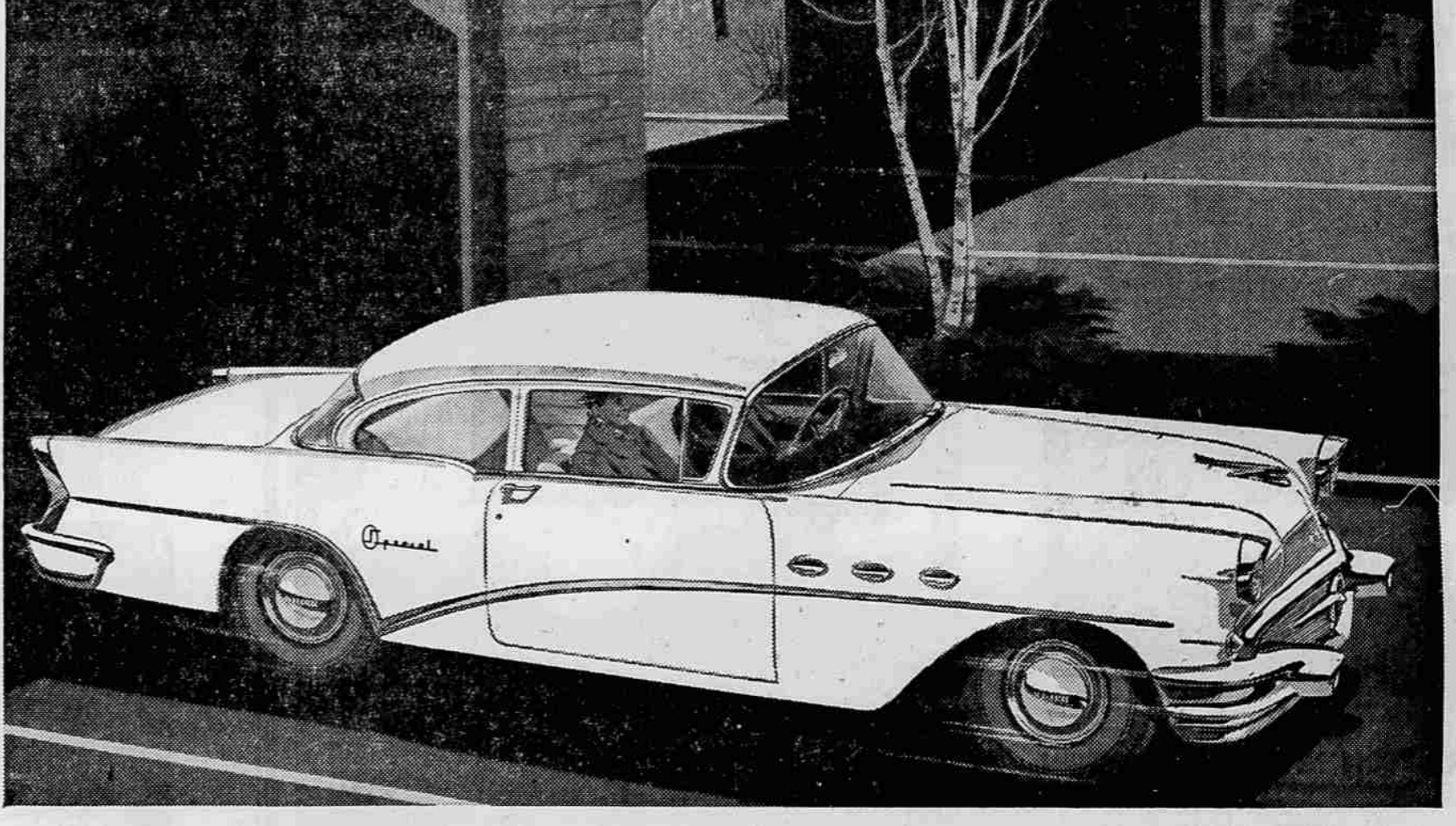
**Card System**

"Girls punching holes in cards keep track of the cars," Grant said. "The cards, of course, are run through machines to keep a running inventory of where the car is, on whose railroad it is and whom to charge for it."

A set of such cards may represent an entire freight train as it leaves Los Angeles for Ogdenville, one of the "portals" of the West. Here an interchange from the Southern Pacific to the Union Pacific occurs and the freight leaves for Omaha, where other interchanges can occur, the cars going over the C.B.&L. and on to Boston, or the C.&N.W. to the Twin Cities or Chicago. The original freight train now is completely scrambled and its cars have been absorbed in other trains on other roads.

"But each company makes out a weekly and a monthly report," Grant said. "This is designed to show where the cars are and to be held the AARO tells where a surplus of cars is located. Each month the railroads swap charges for the \$2.40 per day on each car on a foreign line."

The individual railroad can determine where each car it owns is by looking over the records of the auditor of freight accounts. These records show the number, the interchanges and whether the car is loaded or unloaded.



**That's right — you can buy a '56 Buick**

for only **\$2495<sup>00</sup>\*** delivered locally!

**WHAT'S NEW in the '56 Buick SPECIAL?**

- NEW 322-cubic-inch V8 engine of 8.9 to 1 compression ratio—highest ever for this bedrock-priced Series
- NEW Extra-Massive Frame and Precision-Balanced Chassis, engineered all new from front to rear for extra-rugged roadability
- NEW Deep-Oil-Cushioned Luxury Ride—with all-coil springing and true torque-tube drive
- NEW Sweep-Ahead Styling—with choice of Fashion Color Harmony inside and out
- NEW Smoother-Action Brakes with Center-Groove Linings and Suspended Pedal
- NEW Stepped-Up Gas Mileage
- NEW Interlocking Safety Latches and Safety-Aim Headlamps

**Best Buick yet**

\*2-door, 6-passenger Buick SPECIAL Sedan, Model 48, illustrated. Any state and local taxes, additional. Prices may vary slightly in adjoining communities. A wide variety of extra-cost equipment and accessories available at your option.

**Ride TRAILWAYS New**

**VISTA-LINER**  
100% to:

COMA	\$ 8.60
SEATTLE	\$ 9.15
LOS ANGELES	\$10.70
SAN DIEGO	\$12.40

plus Fed. Tax

Save On TRAILWAYS Family Plan Fares

**CONTINENTAL TRAILWAYS**  
148 NORTH FRONT TELEPHONE 3-1853

SEE JACQUE GLEASON ON TV Every Saturday Evening

WHEN BETTER APPOINTMENTS ARE MADE BUICK WILL SEND THEM

**SKINNER'S GARAGE**  
143 SOUTH RIVERSIDE PHONE 2-6265