



DECISION REVERSED—A crying Chinese prisoner of war, one of 65 who changed their minds and decided they wished to be repatriated to their homeland, is carried by two Indian soldiers to the exchange point at Panmunjom, Korea.

'Classless' Society of Russia Has A Place For Emerald Worth \$8,750

LONDON (AP)—A jewelry store on Moscow's Petrovka street recently displayed an emerald of several carats, priced at \$8,750 rubles.

That is about as much as an average Russian would earn in 4 1/2 years. It is officially \$8,750.

The store displayed the jewel because it knew there were potential customers.

Soviet propaganda contends Soviet society is "classless." Anyone who has seen Soviet citizens riding around Moscow in big, black Zis or Zim limousines will realize this is not so.

Small Pobeda automobiles are priced at 16,000 rubles (\$4,000) each. The demand is such that a long line of prospective purchasers assembled each morning at Moscow's one auto store. This means certain Russians can lay down in cash as much as the average worker earns in two years (there is no installment buying).

The evidence that some Russians live a lot better than others is all about in Moscow.

Who are these well-heeled citizens?

First of all, the upper class includes officers, particularly the senior officers in the armed services, and of militarized and semi-militarized organizations such as the police.

There are high-ranking industrial and economic executives, scientists and research men. There are responsible government and party officials, and successful people from the literary and artistic world. A certain number of technicians and workers, for reason of special skills or work in particular regions, benefit from special bonus payment schemes. Certain collective farm executives and farmers benefit from special bonus schemes for particular crops. Finally, some doctors and other professional men have lucrative private practice.

Often times big apartments costing nothing or almost nothing, and like privileges go with jobs the regime considers important.

This upper class is certainly increasing in size. As the state grows larger and more complex it needs more and more executives and specialists.

Some Soviet citizens make fantastic amounts of money. This applies particularly to the more renowned doctors with private practice. Writers, if successful, earn so much money they don't know how to spend it. Top scientists and generals are said to make very big salaries. And income tax rates are low—the top surtax rate is 13 per cent for "workers and em-

ployes"—a category which includes most of the upper class.

How do people get into the upper class?

The main factor to start with is education. Talent, hard work and occasional intrigue also play vital roles.

Some sprang from the pre-revolutionary upper and middle class. Most of the present members, however, were brought up by the Revolution from families of workers and peasants. These people are particularly strong for the Soviet regime, of course, since it gave them their opportunities.

Access of the upper class is still not closed to talented and hard-working youths from families of workers and farmers. But the new upper class tends to recruit its ranks from among children of families already upper class. Naturally, well-to-do Soviet citizens can provide better for their children's education than ordinary Russian families.

Of course, it is not only education that counts. Teachers and most doctors live worse even than many workers. They form an intellectual proletariat. It is logical to suppose that among this element of Soviet society in particular there is much discontent.

The Soviet Union is a land of contrasts. There is a glaring inefficiency all about and sometimes surprising technical accomplishment.

In Moscow stores, to buy one small piece of foodstuff or merchandise one has to line up three times. The first time, to get near the counter so as to see the price.

This inefficiency goes on every hour in the capital of the second greatest industrial power on the earth.

There is no pat or simple answer to the question of how efficient the Russians are, of how good they are on the technical side. The Russians do everything pos-

sible to confuse the subject. Their inefficiencies and deficiencies they try to conceal behind a flood of propaganda on the virtues of the Communist way of life.

Nevertheless, it is clear enough that the Russian workers taken in the mass are not efficient workers. This applies to Russian industrial workers as well as to others. It will be a long time before they catch up with their Western counterparts.

Russians have a natural mechanical aptitude which comes out with training and experience. At any rate that is my personal impression. They are not slow to understand modern machinery and techniques.

But they lack the mechanical experience which comes from growing up in a technically advanced society.

There undoubtedly are many workers in the best plants whose efficiency and skill are in much the same league as the West. It is in the mass that they have such a long way to go.

I think there can be little doubt that the Soviet Union has good scientists. Every account that I have heard credits the better Russian engineers with good theoretical mastery of their subjects. Furthermore the Russians watch most carefully all foreign scientific and technical developments. While keeping close track of all developments in the West, the Russians are able to conceal many of their own discoveries and inventions.

This gives the Russians some advantages but not so much as appears on the surface because of their inefficiency in applying the theoretical knowledge. Most industrial plants must be considered inefficient; some must be subsidized by the state in order to keep going.

Agriculture also requires greater amounts of labor in proportion to output than it does in modern Western countries.

The railroad system is about a quarter as large as the country needs. It must be considered inefficient in that it carries so much goods despite poor road beds and old rolling stock.

The industrial revolution in Russia—the distance Russia must travel before she can be counted as one of the world's more efficient countries—is, of course, still young. But for she can be counted as one of the world's more efficient countries is still very great.

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ALONG NATURE'S TRAIL By KEN McLEOD

Industry in just beginning to discover that it has a place in the field of conservation and many present day leaders of industry are intending that industry should do something about it. Conservation, up to the present time has been fairly well a personal subject, the personal expression of a few individuals who have seen the necessity for action and have attempted to stimulate the public mind.

This year, at the annual meeting of the Outdoor Writers Assn. in Missoula there were a number of representatives from "big business" who told the writers that their great corporations had finally realized that they, the corporations, had, like the individual, discovered they also had a stake in the Outdoor America. The individual conservationist was striving to preserve, and these corporations intended to do something about it.

This action on the part of industry will not be in the category of "making a better mousetrap" nor in the conservation of industry's use of natural resources—subjects which are just "good" business practices—but in the recognition by industry of the spiritual and moral values present in the outdoors and the necessity for their preservation as far as possible for their contribution towards peace and contentment of the American mind.

These leaders of industry were not all too sure just what form of action their program would take, though, in the case of some corporations, definite programs were under consideration or being put into action. One such contribution to the peace and contentment of the outdoors is being made by the Outboard Motor Industry, in its development of a new idea—the silent motor. Just how "silent" the new motors are, remains to be seen. However, the trend of action has been started to create a new note in the wilderness by eliminating the objectionable "whirr and roar."

The outboard motor has been a subject of a great deal of controversy. It was undoubtedly a great boon to the enjoyment of the outdoors but at the same time it was condemned for the offense it created to the quietude of nature. How many people have returned home after enjoying a day at a lake breathing a sigh of relief that they do not have to live where they must listen to the infernal droning and din of a flock of "aquatic ho-

rods" and more sedate "put-putters" running up and down their front yard. The individual who longs to be out in nature and enjoying something of the solitude of the wilderness has a great resentment towards the outboard motor which breaks the spell.

The leadership in the outboard motor industry, no doubt, has felt this criticism and so we find that the two large manufacturers of outboard motors are announcing the introduction of a new line of quiet motors. The Johnson motor people are proud of the fact that they have received a certificate of merit from the National Noise Abatement Council which is the first such award ever made by the Council to a private manufacturer.

The Evinrude motor people are proud of their new motor which they state marks the end of the proverbial "putt-putt" and begins a new era of noise-free operation. The advance made in motor design is attributed to the result of intensive sonic research that extended back to work on military motors during World War II. The Evinrude people claim that in the elimination of outboard motor noise there are several basic factors that had to be considered as not all noise is developed by the explosions of the motor. They developed twin resilient mountings for the motor. These soak up the engine pulsations before they reach the companion cushions so that every thrust is likewise absorbed against

hull of the boat. The propeller source of noise-producing vibration is blocked from creating reverberations in the hull of the boat. New contributions to carburetor design contribute to "whispering power" by the development of "turbo-silencers" which tune out the higher frequency sounds annoying to the human ear.

Thus the outboard motor people finally make a definite contribution to the peace and contentment of the outdoors by recognizing the fundamental basic objection to their product and doing something about it. The trend from now will be to see who can produce the most quiet performance, and once "quiet" motors appear upon the scene there will be an increasing public demand that the "aquatic ho-

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