

# Cold War, Battle of Nerves, On in Legislature Between Republicans and Democrats

**GOP Doing Good Needling Job Particularly in House; Dever Is Still 'Bull' Ahead'**

By HENRY G. LOGAN  
 Boston, May 6—What appears to be a battle of nerves, or a miniature cold war, is taking place in the Legislature, particularly in the House. The Republicans, spark-plugged by a clever public relations man, are adept at coining phrases and fashioning word-darts, are tugging, scratching and getting under the skin of the Democrats. The latter, if they were wise, would ignore the irritating efforts of their opposites in politics and go their ways, but as they are proving, instead, they answer back and bring on the defensive, their answers are never as clever or convincing as the charges they seek to answer.

Democrats inept  
 This week brought a good illustration of the puerile, unconvincing tactics of the Democrats. The Republican leaders had issued their monthly report, as they call it, on things legislative and executive. Naturally, the report belabored the governor's tax program in its "soak-the-poor" angles. That catch-phrase has bothered the governor and his official family no end. But, instead of issuing a statement by way of reply, or, at the best, by having his legislative leaders do the dirty work—quite naturally, of course, because the soul-searching attacks come from legislative leaders on the other side of the political hedgerow. So, it fell to the lot of Speaker "trip" O'Neill, Jr., to do the answering. He started off well; he got in the

characterization of the GOP report as "mumbo-jumbo" in his first sentence. Then he took up, in the next sentence, the "soak-the-poor" phrase, charging the Republicans have offered no alternative program, a tacit admission the governor's program will soak somebody, but who would the Republicans do otherwise? Then the speaker indulged in a bit of explanation, sort of softening his opening thrust, when he outlined briefly the governor's "soak-the-poor" program of taxation. That completed, he began a new paragraph and asked, "Who are the poor?"

And he continued the infection in his sentences by asking if the poor were the icecreams, the insurance companies, the public utilities, the automobile dealers? Because, said Mr. O'Neill, "they're the one who show the most concern about the pending tax proposals." He charged it to be evident that the Republican leaders are showing "affection for the moneyed interests—as brazen as it is traditional." That line of contention has a very familiar ring. William Jennings Bryan used it back in 1896, and practically every Democrat to be seeking higher offices has twanged on the same monotonous harp-string ever since.

Facts are ignored  
 Mr. O'Neill fails to tell the public what he and every other legislator and public official, particularly Tax Commr. Henry F. Long and the Democratic-controlled Public Utilities Commission, ought to know is true,

namely, that the public utilities, electric companies, banks, insurance companies and other engaged in producing wealth, cannot go on forever absorbing new and additional taxes, paying the demands of organized labor, backed by Democratic officeholders, for pay that is 500 per cent higher for some of the skilled trades today than it was 25 years ago, and proportionately the same for unskilled trades, in some instances even higher. They either must have relief or go out of business. And to obtain relief, their only avenue is the buying public.

If invested capital cannot earn a profit, it ceases to be invested capital. It is turned into a loss account, and no one is interested in it. The taxpayer, goes around throwing money away. These interests Mr. O'Neill attacked simply pass on the taxes that Gov. Dever's "soak-the-poor" program will entail, to the customer. He, in the end, pays the bills, and the Democrats can cover up the public at large the truth from the public all they want to: the primary facts remain the same; they are economies in its truest form.

Gov. Dever is bulling ahead with his program in spite of rebuffs by the Supreme Court, by the Legislature, and by individuals who are interested enough to voice their disapproval. He was denied the right to tap the highway fund for his Metropolitan Transit Authority deficit, so he has turned to the general fund. The highway fund is made up of monies paid in taxes on automobiles by 25 per cent of the public—the automobile-owning section. The general fund is made up of monies which all citizens contribute in some form, openly or by means of hidden taxes.

Poor Soul of State  
 Maybe the Supreme Court would rule the governor has the right to dip his greedy fingers into that fund, but the question goes to the Supreme Court and the governor wins, or it doesn't, and he plows ahead with his plan, it is going to make the taxpayers of Central, Western, Southern and Northeastern Massachusetts pay for something for which they do not, in a very great majority, drive any direct benefit, and in most instances, any indirect benefit, and the governor and his cohorts can shout to the contrary as long and loudly as they want, they still will be fooling and mistreating the non-Metropolitan citizenry. Incidentally, the governor is going to take \$2,000,000 from the general fund, as contrasted to \$1,900,000 he recommended be taken from highway fund. Just a measly \$100,000 more; what's that to a man whose mental processes move in figures of nine or more digits, as do Gov. Dever's?

Beat down, Gov. Dever, and crack down on your legislative minions for that tax program. Shout to industry to stay in Massachusetts, and then tax it to death until it has only a very few avenues of survival left open. It must either accept continued losses until it goes into bankruptcy; move to a state where government is good and decent and not carried on solely on the idea of in and spend, which is the lazy man's idea of governing; go out of business entirely, thus throwing more people out of work and upon the backs of the thrifty who have to pay Social Security taxes to support those who are spoken of as "unfortunate"; or retrench drastically. Illustration of retrenchment is had in one of the big radio networks. It has announced a 20 per cent cut in salaries, and its survey shows, according to a statement issued, that it has been employing 33 1-2 per cent more engineers than necessary.

Railroad System  
 Watch any big corporation that is run in a businesslike manner and see what happens when it is confronted with heavy added expenses and cannot afford to continue under conditions immediately prevailing. Specifically, let's take any large railroad system to illustrate the point. When its employees demand and obtain substantial pay increases, or when taxes mount heavily, or any other financial burden is added, the first thing the management does is reduce help. Any railroadman who has watched conditions will tell you that is true. The Railroad Brotherhood know this and are among the most intelligent of organized labor groups, there is a tendency to stop demanding more and more wages just for the sake of getting them, because the Brotherhood leaders recognize that with each pay boost, more and more employees are laid off and they go on to some form of dole, whether it be private or public. The employees recognize this, too, and it is a safe bet that the general public will not witness any demands in railroading for large pay increases for a long time to come. The brotherhoods may seek other types of benefit, such as vacations with pay, health insurance, or the like, but they aren't going to make demands that will shove many of their members in the ranks of the unemployed. Other union leaders might well take a leaf from their book to the profit of everyone.

Two sides of the employee question come into the picture in so far as the MTA is concerned. One says the payrolls are loaded down by about 30 per cent more than the operation; the other says the hourly rate of pay, about \$1.45, is a dime lower than in other large-city transportation systems, and hence, the expected demand of the MTA union groups for a pay increase will have to be granted, to add to the growing deficit of more than \$30,000 a day. One cannot but wonder why, in the face of years and years of mounting deficits, there hasn't been a change in management. It doesn't solve the problem to contend the MTA has the best general manager known to railroading circles.

Problem Is Legislative  
 He may have that reputation and still need to change ideas with respect to this particularly transportation problem. It has been said by former trustees of the road that suggestions for changes fall on unfruitful ground and hence, improvements that might prove profitable are not tried because the ideas of the past are so entrenched that they are immune to change. A new management might inject new life into the system, and perhaps get rid of some of the excess personnel said to be burdening the taxpayers of the district.

The problem is really the Legislature's, and it is solved simply by charges on the part of the Democrats that a Republican-controlled Legislature saddled the road upon the public back in 1918, and subsequent GOP-controlled Legislatures have not solved the burden. If the Democrats add to past mistakes by making more, that's not solving the trouble. Two wrongs do not justify anything. Just because

Republicans made mistakes in the past—if Democratic charges be accepted, their face value—is no justification for the Democrats to indulge in another mistake. Fundamental fault of our present Democratic administration on Beacon Hill is that the majority of the Democrats—a few added-brained Republicans, too—have no knowledge of the value of a dollar.

They strut about in their abyssmal economic ignorance, and talk hundreds of millions with no more knowledge of what \$100,000,000 means than they have of economics generally. Spend and talk; and then talk and spend; and strut before the microphone and talk and talk; and then delay and delay, with endless, futile motions for rollcalls, reconsiderations, substitutions, and just plain "heeing." All costing the public more and more and getting it nowhere but deeper into the dismal swamp of debt and taxes.

No one ever thinks of shouting for economy nowadays. Just tax and spend. Let the public pay, well knowing that most of the public's attitude is much the same as Mark Twain's statement about the weather—every one talks about it but none seems to do anything about it. The public grumbles, doesn't talk about high costs, but it doesn't bother, except in rare instances, to be rough with the lawmakers, and so they do as they darn well please and hope their constituents will either not notice it or not do anything about it if they do notice it.

One group back in Springfield and vicinity has shown this week what organized effort can do to make the legislators realize somebody is watching them. That group is the schoolteachers. They flooded the legislators of their area with letters until the solons threw up their hands and quit trying to answer. They asked newspapers to say they had

received the letters and noted content, but for the writers not to expect individual replies—too many hands.

**Twenty Year Club Annual Banquet**  
 The eleventh annual banquet of the Springfield Armory Twenty Year Club, will be held May 19 at the Officers' Club Springfield Armory. There are 125 active members and an equal number of retired members in the club. The retired "Armorsmen" look forward to this reunion each year. The club was organized in 1938 under the leadership of General Gilbert H. Stewart with seventy-five members having twenty years or more service. Maj. Gen. Archie L. Old, Jr., commanding general of Westover Field, will be the principal speaker. His subject will be the "Berlin airlift and the Berlin situation."

An evening of good fellowship and an excellent entertainment has been arranged by the following committee: Raymond A. Brodeur, chairman; Frank J. Clark, John P. Garvey, Edward H. Guss, Edward P. Marshall, James T. Hallahan, Joseph J. Skowronek, Raymond L. Swords, Matthew F. Sullivan. The president of the club, Robert E. Flynn, will act as master of ceremonies.

ing the City of Chicopee and John Strzpek, driver of the tractor, for \$5000 each for personal injuries, while the same amount is asked from Strzpek by Eileen Vincent of Springfield, appears for Julia Mori, while Jacob Richmond represents the other two plaintiffs, Judge Daniel D. O'Brien, presiding.



RAYMOND A. BRODEUR  
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## WSFL Celebrates First Birthday

Frequency modulation station WSFL will observe its first year of broadcasting tonight with a special anniversary program at 7:30 at which Mayor Brunton and other city officials will be present.

The station first started broadcasting at its State St. studios May 7, 1948. Its policy, officials said last night, has been and will be to cover all local programs of interest to the public.

The station was also notified last night that the Federal Communications Commission had approved its petition for a standard broadcasting transmitter in East Longmeadow. It expects to be on the air on a n. frequency by Aug. 1.

## Chicopee Damage Suits Continued

When the civil session of Superior Court closed for the week end yesterday, four cases involving a collision between a passenger car and a snow grader owned by the City of Chicopee were still on trial, and will be continued Monday morning. The suits, in which total damages of \$19,000 are asked opened Thursday.

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