

Ogdensburg School Board Should Deny Exemptions

Tonight the Board of Education will hold a regular session in the Ogdensburg Free Academy cafeteria. In addition to its regular agenda, the Board will be asked to grant 50 percent tax exemption to senior citizens with an annual income of less than \$5,000.

We think the Board of Education should examine the issue very closely before granting any such exemption. The city has already approved a 50 percent exemption for senior citizens with an income of less than \$3,500. We feel that the \$5,000 figure is too high. There are many young people in the community raising families that don't have an annual income of more than \$5,000. A young man raising a family with an income of \$5,000 is in a greater financial bind than a senior citizen with the same income. To grant the senior citizens the \$5,000 exemption would put a greater tax burden on the young people of the community.

The Board of Education is in no position to grant tax exemptions to anyone. Never before have school districts been in such a shaky position as far as state aid is concerned. Nobody knows how much state aid school districts will receive next year. The State is faced with its greatest budget crisis in many years, and will be forced to cut aid to communities and school districts, while increasing taxes to balance the budget. Governor Rockefeller's aides have announced that the state could face a \$750 million deficit in the current fiscal year.

It is unknown at this time how much Ogdensburg's tax base will be affected by Urban Renewal. The City is moving ahead with the Urban Renewal project, and for a period of time many of the city's downtown properties will be off the tax roll. How much, or how long, is debatable at this point.

The Ogdensburg School District has been fortunate in having an excellent financial administrator as superintendent of schools for the past 15 years. Jeff Dwyer is an expert when it comes to getting state aid. Jeff is controversial, but his biggest critics will be the first to admit his ability when it comes to working out state aid formulas. Jeff plans to retire at the end of the present school year and therefore won't be around next year.

Because of the reasons stated upon, and the unstable condition of our economy, we think it would be unwise for the Board of Education to take any action on the Senior Citizens request until a complete study has been made. A hasty decision on this matter could have a very negative affect on the school district.

CWK

The Newell Anniversary

The development of every modern American community depends in great part on its resources of industry, which provide livelihood for present and future citizens, and contribute to the opportunities for enjoyment of a good life, materially and otherwise.

One of the industries which has grown up in and with Freeport is this week celebrating its golden anniversary, the Newell Companies, which came here in 1921 as a branch of an eastern firm and was for years known as the Western Newell Company.

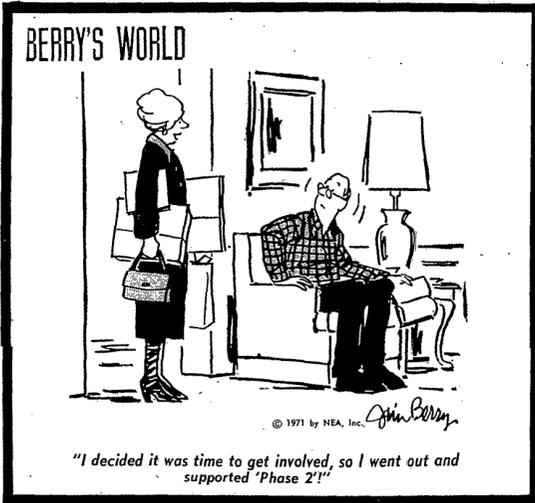
It should be said at once that the payroll benefits of any prominent industry are far from being its only or even its most important value to the community. Foremost with the Newell Companies, as with some others in the city's history, is the acquisition of new citizens, who become identified with the city's life, understanding it, enriching it, offering it the leadership which is indispensable to all progress. The founders of Newell in Freeport adopted it as their own, thus beginning a long period of mutual respect and cooperation. Such a merger of an industry with its community is not rare, but it is not often as fully realized as has been the case here in Freeport, and Newell is an outstanding example.

Of the pioneer executives of Western Newell, Leonard C. Ferguson came first, and a few years later Maurice F. Smith. Together with others, many of them natives of the city, they built a tradition of business growth and civic service, and can now look back on a half century of expansion, which even the Great Depression did not interrupt.

The entire city, its other industries, commerce and professions, joins in congratulating Newell for its achievement, and voices appreciation to the officers and personnel of 600 for its fortunate presence here in Freeport. Visitors to the open house this week will be able to see the plant in its present stage of development, and learn more of the subsidiaries it has acquired.

As for the future, it is true that history is being made more rapidly today than it was in 1921, but with a climate at least as favorable as that of the past fifty years, it is possible to look forward to the next with confidence.

Freeport Journal-Standard
Freeport, Illinois



JACK ANDERSON

Metcalf Finds Nazi Link To Greek Dictatorship

WASHINGTON—Sen. Lee Metcalf, D-Mont., a combat soldier against the Nazis in World War II, has discovered a Nazi taint in the U.S.-supported Greek military junta.

The outraged Metcalf has evidence that George Papadopoulos, the junta strongman, personally helped rehabilitate Greeks who betrayed their country by fighting beside the Nazis.

Some of Metcalf's data indicates that Papadopoulos actually collaborated with the Nazis in World War II. The Greek Embassy told us this was "malicious and untrue."

In fact, an affidavit in our hands reports a statement by Phillips (cq) Talbot, who was U.S. Ambassador to Greece at the time of the 1967 junta coup, that "we were aware that some of them were collaborators." Talbot now tells us he doubts he said it.

We have also learned that the veteran CIA station chief in Athens, James Potts, has had many reports of the junta's dark Nazi past.

The junta officials' collaboration with the Nazis goes back to the bloody 1941-44 years in Greece when it was under the thumbscrew regimes of Nazi Generals Walter Kuntze, Alexander Loehr and Maximilian von Weichs.

Metcalf dug out part of the story from a dissertation by Howard University political scientist Dr. Nikolaos Stavrou.

The Nazi trained, financed and directed Greek "Security Battalions" to hunt down the gallant Greeks who were carrying on the resistance.

When the war was over, according to Stavrou, the Greek government "stipulated that those who betrayed Greece during the war would be punished."

But some extremist right-wing officers returning from exile hated the Communists more than the Nazis. Their view, Stavrou said, was that the traitors were "good nationalist officers." The Nazi collaborators and the returning extremist exiles joined in a "Holy Bond of Greek Officers" from which many of the Greek junta military men of today have come.

—NAZI COLLABORATOR?—

Another Metcalf document is a confidential "discussion paper" published by the Hudson Institute "think tank" and written by Greek resistance leader Elias Demetrapoulos. It cites reports in Le Monde Diplomatique, an influential French paper, that Papadopoulos served the Nazis in World War II under "Major Koukoulacos, commander of security battalion armed

and equipped by the Germans."

Demetrapoulos reports that Papadopoulos, after seizing power in Greece, rewarded his old commander by making him head of the nation's gigantic Agriculture Bank.

Incredibly, Papadopoulos also issued a brazen decree that the time served by Greeks in the Nazi-trained Security Battalions and other quisling units during World War II would count toward government pensions.

This is a little like giving Axis Sally and Tokyo Rose social security rights for the time they spent broadcasting for the Nazis and Japanese.

We have learned that Metcalf not only is searching out the past of Papadopoulos, but of other prominent junta personalities to see what role they played in World War II.

These include H. Demeroutis, a militia commandant on the Aegean island of Euboea; Koukoulacos, who reportedly has retired from his bank job; former Central Intelligence head, General Alexander Natsinas for whom Papadopoulos worked and General Nikolaos Gorgoussis, a right-wing militarist.

Footnote: While Metcalf presses his probe on the Senate side, Rep. Ben Rosenthal, D-N.Y., chairman of House of Foreign Affairs European Subcommittee, is also looking into the junta's ties with the Nazis in Greece.

—STEAM DEATHS—

The Navy is inspecting hundreds of steam valves in the wake of an explosion which killed or injured a dozen sailors on the USS Trenton.

A Navy message to the fleet around the world, meant only for the eyes of top commanders, said "hundreds of these valves have been in service for years with no known catastrophic failures" except in the Trenton case.

Nevertheless, "it is important that means for preventing over-pressurization be implemented promptly. For the active fleet, it is recommended that commanders take action to have the necessary valve modifications made."

The scalding steam deaths, the wire indicated, were caused by faulty design, faulty installation or both. A court of inquiry in Norfolk has been sifting evidence to determine the exact cause.

The tragedy is that the Navy, in the past, actually fired a pipe inspector, Oscar Hoffman, for demonstrating the kind of diligence that would have turned up such faults. Meanwhile, we have heard disquieting reports that the Navy

did not learn from the Hoffman fiasco, but has also covered up warnings by other pipe inspectors.

Even as the Navy tried to find out whose goof killed the Trenton sailors, we have obtained a copy of a confidential report on another fire aboard the USS Roark. We told of the fire on the destroyer earlier this year. Now, the restricted report has verified our findings.

The document declares that on Jan. 19, 1971, lubrication oil from a strainer caught fire and burned insulation, belching up "a large volume of black smoke and six toxic or irritating gasses.

"Many of the oxygen breathing apparatus...could not be reached initially

because of the heavy smoke." The dramatic report states that some of the breathing equipment "did not function properly," while other masks were in lockers, and the keys were not immediately available. The hot torpedo tubes and torpedo magazine were...an item of immediate danger."

Most damningly, the Navy report found that the strainer and its shields had been reported "unsatisfactory" during sea trials before the Navy accepted the ship—but nothing was done about it.

The report recommends 24 steps to prevent such fires in the future and points out that only the quick action of sailors aboard the Roark prevented an even greater disaster.

The Good Neighbor



WILLIAM F. BUCKLEY, JR.

The Sorry Conditions Of Some Of The Airlines

SEATTLE—There is an air of resigned depression here, the assumption being that Boeing will never rise again. Boeing isn't out, but it is down, and it will be a while, longer than the economy of Seattle would like, before the supply of its airplanes wears so thin that it will need to re-employ the dozens of thousands of men and women who have been let go. Wernher von Braun was here the other day, and he reassured the community by saying that the Luddite spirit of the day will soon be spent, and before long, America will turn back to technology and go confidently forward. This would mean, among other things, the resumption of the SST program, and a happier economic future for Boeing.

The chances would appear to be happier even for Boeing, than for the American-run carriers. Figures recently published by "Aviation Daily" make the point with spectacular lucidity. The magazine made a study of five major employe categories at TWA, Pan Am, Air France, Lufthansa, and Alitalia. The statisticians studied the minimum and maximum wages paid to: mechanics, ramp servicemen, ticket

agents, accountants, and captains.

Pan Am pays its captains a little more, its mechanics and ramp servicemen a little less than TWA, but the differences are, for these purposes, negligible. Air France pays a little more than Lufthansa, which in turn pays a little more than BOAC, but again the differences are, for these purposes, negligible.

The lesson, then, is conveniently communicated by comparing the figures for Pan Am and those for Lufthansa. Pan Am begins its mechanics at \$11,000 (I round out the figures), and pays them a maximum of \$12,000. Lufthansa's comparable figures are \$4,000 and \$5,000. Pan Am begins its ramp servicemen at \$9,000, and pays them a maximum of \$10,000. Lufthansa's comparable figures are \$3,000 and \$4,500. Pan Am begins its ticket agents at \$9,000, and pays them a maximum of \$10,500. Lufthansa's comparable figures are \$4,000, and \$6,000.

Pan Am begins its accountants at \$9,000 and pays them a maximum of \$13,000. Lufthansa's comparable figures are \$4,000 and \$6,000. Pan Am begins its

727 pilots at \$40,000, and pays them a maximum of \$49,000. Lufthansa's comparable figures are \$20,000 and \$27,000. Pan Am begins its 747 pilots at \$48,000 and pays them a maximum of \$71,000. Lufthansa's comparable figures are \$20,500 and \$33,000.

"Added together," the survey concludes, "the five maximum salary levels for Pan Am and TWA (an average of the two carriers at each level) total \$118,500, while the same figure for the four European carriers is \$58,500." In other words, it costs the American carriers almost exactly double what it costs the European carriers to operate the airlines.

The classical concept of competition between nations with widely differing pay scales is that the richer nation will make up for the disparity by a higher capitalization per job. How does this apply to the aircraft industry? Here in Seattle they will sell anyone a 747 for the same price. And when these carriers are put into operation between Europe and New York there is the identical vessel there for the passengers to fly on.

Manifestly, there is no way out.

Unless....

Unless what? Well, unless the American carriers take on a lot more passengers than the European carriers. Here they have at least a temporary advantage. There are more Americans who want to go to Europe and can, than Europeans who want to come to America, and can. And when someone from Kansas City books a passage to London, he gravitates naturally towards an American carrier. But let Lufthansa offer a lower rate, and the Kansas City shopper will quickly shift — why not? That is the reason why the American carriers are so deeply disturbed by the rate war. In order to pay the much higher wages, the carriers have need of the extra business. Obviously, paying the wages they do, the foreign carriers can afford to transport passengers at lesser fares. And when the free market comes finally to the airplane companies, the American airlines are going to have to do one of three things: 1) lower their pay scales; 2) apply to the government for subsidies; or 3) go out of business, like the American ocean-going passenger lines. The likeliest of the three alternatives is the latter.

ART BUCHWALD

Kennedy Still Confirming He's Not A '72 Candidate

WASHINGTON—If the American people are suspicious of Sen. Edward Kennedy's political intentions, they certainly cannot be blamed. Every time you pick up the newspaper there is another story about Teddy Kennedy confirming he is not a presidential candidate in 1972. It isn't the denial that has people confused as much as, where Sen. Kennedy denies it.

As the campaign heats up we can expect more and more news stories on the subject. They might look like this:

WINDY FALLS, Iowa—Sen. Edward M. Kennedy told a cheering throng of 10,000 persons at the Windy Falls County Fair that he would not accept the presidential nomination under any circumstances in 1972.

The senator from Massachusetts said that the people must defeat Nixon or the country would be faced with inflation, unemployment, drought and financial ruin. He called on the citizens of Iowa to turn out the Republicans in 1972 and elect a Democratic President from the fine list of candidates who were now running, of which he was not one.

After his speech Sen. Kennedy visited an Indian reservation, a Mexican-American migrant labor camp, a United Auto Workers communion breakfast, a

chamber of commerce awards banquet and made a short speech during half-time ceremonies at the Iowa State-Nebraska Tech homecoming game, reiterating his determination not to run for the highest office in the land.

NEW YORK—Sen. Edward Kennedy spent 14 hours in New York City yesterday in a whirlwind tour. A Kennedy aide said that the senator from Massachusetts wanted to take his message that he was not a presidential candidate personally to all the five boroughs.

The senator unequivocally denied any higher political ambitions at a rally in Harlem, a Jewish temple in Queens, the Sons of St. Patrick in Staten Island, the Brothers of Italy in Brooklyn and the Save Yankee Stadium Citizens League in the Bronx.

Sen. Kennedy also met with Democratic Party leaders of New York State in his brother-in-law Steve Smith's Fifth Avenue apartment, to discuss ways of keeping his name off the ballot.

He then talked for an hour with Mayor John Lindsay in an effort to persuade Lindsay not to start a grass-roots Kennedy presidential campaign.

Before leaving New York, Kennedy rode up Fifth Avenue in an open con-

vertible with his wife, Joan, hoping to discourage New Yorkers from considering him as a Democratic hopeful.

After the ride Kennedy appeared on the Johnny Carson Show, the Dick Cavett Show, the David Frost Show and the Late-Night Movie, stating he would not even accept a draft at the convention in Miami.

Before leaving the city Kennedy visited a children's hospital, the women's house of detention and made a surprise visit backstage to shake hands with the cast of "Jesus Christ Super-

star."

WASHINGTON—A spokesman for Sen. Edward Kennedy said today that while the senator was flattered that he was leading Muskie in both the Harris and Gallup polls and was half a point behind President Nixon, he still would not consider under any circumstances the race for President of the United States.

Sen. Kennedy was unavailable for comment as he was en route to Ireland, Italy and Israel where he hoped to explain to those countries' leaders why he would not run in 1972.

On Prayer In Schools

By DON OAKLEY
It is ironic that those congressmen who voted against the school prayer amendment are now to be the objects of a campaign to defeat them for reelection in 1972.

That, at any rate, is the strategy announced by Mrs. Ben Ruhlin, the lady from Cuyahoga Falls, Ohio, who has been the moving force behind the amendment.

Funds will be raised to buy billboard space in the districts of all 162 members

who, she says, "(a) voted against the civil right of free school prayer and (b) ignored the proven will of the vast majority of the nation."

It is ironic because there can be little doubt that, in this instance at least, 162 politicians acted with honesty and integrity, which is the way religious people are supposed to act. There is no way of telling how many of the 240 others who voted for the amendment did so from conscience and how many because it was the safe and popular thing to do.