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Fla., Oct. 7 (UP)  
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FRIDAY, OCT. 7, 1949

THE INDIANAPOLIS TIMES

PAGE 25

Escaped Convict  
Sought HereFlees From Restaurant  
By Outwitting Guards

A convict who outwitted guards returning him to Michigan City and eluded squads of pursuers was still at large today, believed to be in Indianapolis.

Guards who allowed him to go alone to a rest room without handcuffs were blamed for the escape of Fred A. (Pete) Pacella, goldup artist and former Indianapolis cab driver, last night in Lebanon.

A guard and a trusty who were returning Pacella to Michigan City removed his handcuffs while they ate in the Lighthouse Inn on N. S. 52 at the south edge of Lebanon.

The wily Pacella finished his meal and excused himself to go to the rest room. His guards did not handcuff him.

Flees Through Window  
Inside the rest room Pacella removed his coat and wriggled through a small window. He left the door locked behind him.

When he did not return immediately his guards discovered the escape and called in Boone County officials and state police to search for him.

Searchers said they believed Pacella stole a car three hours later some nine miles away at Whitestown. They theorized he might either have hitchhiked a ride or hopped a freight at New York Central tracks near the restaurant.

State police put up road blocks and halted all cars for several hours. However, authorities said Pacella was a former cab driver and would have known side streets and back roads.

Police said they believed Pacella headed for Indianapolis. In the coat left behind they found a letter from an Indianapolis girl friend.

## Sentenced for Holdup

The guard and trusty were returning Pacella to Michigan City after he appeared in Hancock County Court in Greenfield yesterday for hearing on a petition for a new trial. He was serving 10-to-20 years after he pleaded guilty to auto banditry and armed robbery in the daylight holdup of the Greenfield Railway Express office Sept. 18, 1946.

Pacella was arrested five days after the holdup in St. Louis, Mo., after he was alleged to have issued 12 fraudulent checks on blanks taken from the express office. His father-in-law, William Andrew Rutherford, 33, was arrested two days later and charged with aiding the holdup.

Both men, who gave the Lorraine Hotel as their addresses, subsequently confessed. Pacella, however, asked for a new trial saying he entered the guilty plea under duress and without advice as to his legal rights. The judge, Samuel J. Orfutt, took the petition under advisement.

Charge Bus Driver  
Took \$4500 From Fares

COLORADO SPRINGS, Colo., Oct. 7 (UP)—A 54-year-old bus driver charged with embezzlement admitted today that the nickels and dimes he cribbed from fares and express charges netted him \$4500 over seven years.

District Attorney James F. Quine said Joy L. Pitts, veteran driver for the Cripple Creek-Victor Stage Lines, admitted the thefts since 1943. Pitts said he kept about \$2 out of each day's collections.

Company officials first became suspicious when another driver, substituting while Pitts was on vacation this summer, turned in greater than normal collections every day.

The stage driver said he had used the money for food and doctor expenses over the years.

## BLAME PILOT IN CRASH

LOS ANGELES, Oct. 7 (UP)—The Civil Aeronautics Administration charged today that incompetence of commercial pilot James I. Hayter caused a plane crash in which singer Buddy Clark was killed last Saturday night.

TRUMAN'S APPETITE SHARP  
WASHINGTON, Oct. 7 (UP)—President Truman and the Missouri delegation in the House ate through the better part of two Missouri country hams for breakfast today.

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FALL



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DOUBLE YOUR MONEY BACK!

## WHY A STEEL STRIKE ?

United States Steel wants to do what is right by its employees. We have always sought the loyal cooperation and friendship of our employees.

United States Steel favors proper programs of insurance, welfare, and pensions for its employees. We have had insurance and pension plans in effect for many years. We are ready and willing to try to work out with the Union through collective bargaining any changes in our existing programs for insurance and pensions which are now necessary or desirable.

Last week we made an offer to the Union to pay as our share of the cost of programs of insurance and pensions to be negotiated with the Union up to an average of 4 cents an hour for insurance and 6 cents an hour for pensions. That was a very substantial offer on our part. It would provide at our expense insurance and welfare benefits which our employees do not present enjoy. The adoption of such programs would add more than \$50,000,000 annually to our costs of operation.

The Union flatly rejected this liberal proposal and called a steel strike against us. Why? Simply because United States Steel is not willing to agree in advance that it will pay the entire cost of insurance and pensions for its employees.

Because of the Union's adamant stand that we must pay the entire cost of insurance and pensions for employees, the Union has deprived our employees of an opportunity immediately to obtain, without additional cost to them, insurance protection far superior to that which the employees now possess.

United States Steel proposed to pay as its share of the cost of an insurance program about \$5.70 a month for each participating employee. A single employee would pay as his share about \$2 a month and an employee with dependents about \$3 a month. Our employees on the average are now paying under existing welfare arrangements more than these amounts each

month for lesser benefits. The payments by our employees under the proposed insurance program would not reduce their present take-home pay.

A proper and financially sound pension plan calls for most careful consideration. United States Steel has offered to join with the Union in making a joint study on pensions, and, upon the completion of this study, to negotiate with the Union for a pension plan to be included in a new labor contract, effective on May 1, 1950. As an indication of its good faith, United States Steel has offered to pay up to 6 cents an hour as its share of the cost of a mutually satisfactory contributory pension plan. Here again, the Union flatly rejected our proposal.

The only issue in the present steel strike is this:

Shall United States Steel be forced now to agree that it must pay the entire cost of insurance, welfare benefits and pensions for its employees? An assumption by the employer of complete financial responsibility would amount to the adoption of a major and highly costly principle, probably for all time. Moreover, such action by a large steel company would probably set a pattern for all American business. There is grave doubt as to the financial ability of American industry, alone to pay the cost of adequate insurance and pension programs for employees. Furthermore, is it not in the best interests of the employee that he participate in the creation of a savings account for his future welfare?

Social security in which both employer and employee share the cost has been the established order in this country for many years, as evidenced by the Federal Social Security Act.

Why should our employees and the whole nation suffer the disastrous consequences of a steel strike, from which the employees have so little to gain?

UNITED STATES STEEL