Weather
Fair and hot through Sunday.
More Weather Data on Page 12-A

THE CHARLOTTE NEWS

Largest Afternoon Newspaper in The Carolinas

★★★★★ Final

ESTABLISHED DEC. 8, 1888 — Charlotte, North Carolina Saturday, June 24, 1950 — 30 Pages—Price Five Cents

Smith Or Graham: North Carolina Decides Today

PLANE CARRYING 58 FEARED LOST

Gay Legionnaires, Auxiliary Fill Charlotte

5,500 Are Expected At Meeting

75 To Be Initiated Into 40 & 8 Group

By EMERY WISTER
Charlotte News Staff Writer

Charlotte streets had a festive air today as thousands of members of the American Legion and its Auxiliary came to the city for the annual convention of the North Carolina Department.

By nightfall, said Convention Chairman Paul R. Younts, around 2,300 men and women are expected to register for the big meeting which will run through Tuesday.

"We expect fully 5,500 persons here for this convention," said Mr. Younts.

The gay Legionnaire and Auxiliary members began arriving early, and old timers remarked that never had they seen so many arrive so early for a Legion convention.

Registration began early this morning. Auxiliary members registered at the Selwyn Hotel where all their activities will be held. Registration for the Legion convention was at the Charlotte, Barringer and Selwyn Hotel; headquarters of the Legion's fun and honor society, the 40 & 8, registered at the Charlotte Hotel.

Those who arrived in the city after 1 P. M. registered at the Armory where the grand parade and the wreck was scheduled for 3 P. M.

Shelton A. Campbell, of Hickory, grand chef de gare of North Carolina, said that approximately 75 Legionnaires are scheduled to be initiated into the organization this afternoon. Mr. Campbell was an early arrival at the convention as was John H. King of Durham, grand correspondent of North Carolina, and N. Carl Hudson, of Cherry Harbor, Wash., commissaire intendant national.

SOCIAL HOUR

Clarence E. Smith, of Raleigh, chef de gare de fer, or leader of the national organization was also expected in time for the wreck. A social hour will be held at 5 P. M. in the Armory followed by a banquet at 7 P. M. A dance will be held in the ballroom of the Hotel Charlotte at 9:30 for Legionnaires and Auxiliary members as well as the 40 & 8.

The 40 & 8 activities will carry over into tomorrow. A meeting of the grand chemindot, or executive committee, is scheduled for the Gold Room of the Barringer Hotel at 9 A. M., with the membership meeting at 10 o'clock. New officers and delegates to the national convention will be elected at that time. Leaders of the 40 & 8 said that they expected about 600 members to register before the day was over.

Mrs. E. C. Boyette Jr., who is in charge of registration for the Auxiliary, said that members were coming from all sections of the State and that she expected about 300 to register today. She pointed out that many women had been coming here and that those from the more distant points may not arrive until late in the convention. She said that she expected about 600 women to come here.

MRS. WARD DUE

Mrs. John Ward of Morehead City, president of the Auxiliary, is due in the city later in the day.

Lobbies of all hotels were be-

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THE LEGION CHECKS IN FOR THE CONVENTION

Mayor Victor Shaw, second from left, was one of the first persons to register for the annual convention of the North Carolina Department of the American Legion today. Miss Patsy Camp pins a badge on his lapel as State Legion Commander E. G. Godwin looks on approvingly.

Trophies to be awarded North Carolina units of the American Legion arrived here this morning. Here three Auxiliary members are removing them from their crates. They are Miss Madge Elliott (left) of Charlotte, convention trophy chairman; Mrs. Don McDonald (center), and Mrs. Warren Neil, general convention chairman. All the women are members of Mecklenburg Auxiliary units.

Members of the Legion's fun and honor society, the 40 & 8, were in Charlotte today for the convention. Here Col. Fred R. Younts (right), general convention chairman, registers three 40 & 8 leaders. They are Shelton Campbell (left) of Hickory, chef de gare of the grand voiture of North Carolina; N. Carl Hudson, commissaire intendant en fonds; and John H. King, next to Mr. Younts, grand correspondent of North Carolina.

Riding High On Boxcar

Forty & Eight Comes To Town

That shrieking, bumping noise you heard in the eastern section around noon today was the motorized train of the Rowan County Yellows, La Societe des Quarante Hommes et Huit Chevaux (40 & 8 to you), the fun and honor society of the American Legion.

The train, the rolling symbol of the 40 & 8, made its big big wreck at the Armory this afternoon and the Legion convention which started today. Dozens of Charlotte children clustered about the green engine and the little red boxcar and were taken for rides about the town.

The little beauty, it built to resemble the French box-car of World War I which transported 40 men and 8 horses.

An early arrival at the convention today was Miss Rose Lynn, of Asheville, a veteran among the vets on Army nurse in World War I. Miss Lynn, who has attended every national Legion convention with the exception of the first in 1921, registered at the Charlotte Hotel. She objected vigorously when a News photographer attempted to take her picture.

"Every time one of you fellows takes my picture my nose looks like Jimmy Durante's," she said. But she finally agreed to the photograph.

Legion pins, lapel buttons, neckties, caps, stickers for automobiles and other articles were going great guns in the Hotel Charlotte lobby. Milton Addington, adjutant of the North Carolina Department, was doing a land office business at his desk in the Hotel Charlotte lobby.

Convention are old stories to Charlotte's larger hotels, but today's visitors had their problems and the hotel personnel handled them efficiently and with dispatch. The phone lines were jammed with calls and the telegraph desks had to be manned by extra clerks. The Charlotte Hotel, for instance, was receiving from 2 dozen to 3 dozen telegrams daily. Legionnaires and members of the Auxiliary were several deep in front of registration desks all day as clerks worked at top speed to get all names on the books.

Charlotte restaurants and night spots have made extensive plans to handle the great crowds expected here. One square night club has employed an extra photographer and opened a dark room in its basement so that pictures of all persons taken in the establishment can be turned out at top speed.

Bucket men in Charlotte today was Carl Paul R. Younts, who managed to get a bucket for the convention. He circulated among the delegates and was virtually every place at once, carrying the bucket and soliciting funds. The bucket must be done at a convention.

Democrats Electing Senator

Bitter Fight Ends In 2nd Primary

RALEIGH — (AP) — Tar Heels trooped to the polls a half million strong today to settle the issues of a bitterly contested Senatorial runoff primary campaign.

At stake as they voted was the political fate of Senator Frank Graham, liberal supporter of President Truman.

Graham is opposed by Willis Smith, conservative Raleigh lawyer.

Reports from some sections indicated a heavier vote than on May 27 when Graham, Smith and two other candidates met in the first primary. A record 618,000 votes were cast then, and Graham led by 53,000.

Other points, however, reported the turnout was substantially less than the first primary.

A survey of several precincts in Raleigh shortly before noon showed a heavier vote than at the same time on May 27. Louisburg also reported more voters.

Asheville reported the vote "moderately heavy for runoff" and there were estimates that the vote there was from one-half to two-thirds of the first primary turnout. A "fairly good" turnout was reported at Charlotte.

The polls opened in the 1990 precincts at 6:30 A.M. and will close at 6:30 P.M.

The weather bureau reported that a hot sun was bearing down on every section of the state.

BITTERLY CONTESTED

The bitterly contested campaign leading to the runoff primary pareounted the issues on the Communism and FEPC. Cries of Socialism and Communism also ranged out through the heated 14-week drive.

The two men also unveiled their appeals to voters with radio broadcasts last night.

Graham spoke at a rally in Greensboro at the end of an all-day, 16-stop swing through Guilford County. His tour was one of handshaking and informal speechmaking such as he has concentrated on in the runoff campaign. He also was heard on a transcribed "victory roundup" broadcast.

Smith closed out his campaign with a brief speech at a rally in the Wake County Courthouse in his home city —Raleigh.

In his "victory roundup" talk, Senator Graham said that "for those who oppose me I have no ill will, but rather an understanding of their rights in a democracy." He expressed thanks to the "hundreds of thousands who believe in and work for our cause."

At his rally, Smith said "one or two would-be historians of North Carolina have 'historic' fact and truth to fool the people," but

See GRAHAM OS on page 12-A

BULLETIN

WAYNESVILLE —(AP)— Unofficial returns from Haywood County's Clyde precinct showed first in the North Carolina Democratic Senatorial runoff primary — today gave Frank P. Graham seven votes and Willis Smith seven. In the first primary, the voting was also unanimously for Graham.

Kannapolis Man Killed In Crash

GOLDSBORO — (AP) — Robert Wilson, 35, of Kannapolis, was injured to death today in the crash of the plane he was flying on a spraying job here.

Wilson was dusting the tobacco crop of N. B. Walters when the plane struck high tension wires. Sheriff Dewey Stroud said he was thrown clear of the wreckage but died before he reached a physician.

Western Rail Strike Scheduled Tomorrow

CHICAGO —(AP)— Switchmen on five big Mid-Western and Western railroads are due to strike tomorrow morning. Four of the roads have announced they will not try to operate.

There was no sign — early today — of any break in the deadlock between the AFL Switchmen's Union of North America and the carriers.

The five roads are the Chicago, Rock Island and Pacific, the Chicago Great Western, the Western Pacific, the Great Northern, and the Denver and Rio Grande Western.

Francis A. O'Neill, chairman of the National (Railway) Mediation Board said late Friday that "nothing is cooking" in the board's attempts to bring about a postponement, compromise, or settlement of the dispute. He said the board was in telephonic communication with both sides.

All the railroads except the Great Northern have said they'll quit rolling if the switchmen leave their posts at 6 A.M. (local time) tomorrow. In San Francisco, a spokesman for the GN said that all but 60 of their switchmen belonged to another union, and the line would be able to carry on.

The strike was called to enforce the union's demand for a 40 hour week with 48 hours pay. A fact finding board appointed by President Truman recommended the 40 hour week be slashed to 40 with an 18 cent hourly increase in pay. The union said this would cut members' take-home pay.

In addition to tomorrow's strike there are these added factors in the nation's rail picture:

On July 15, the Brotherhood of Railroad Trainmen and the Order of Railway Conductors may strike. By that time all the legal requirements to "cooling off" under Federal statutes will have been fulfilled. These two unions also disagree with wage and hour findings of a Presidential board.

July 11 is a possible walkout date set by the Pullman conductors' division of the conductors order.

In this case, the actual walkout may be delayed while the disagreement is probed by a Presidential board.

A 60-day delay would automatically come into effect if the President appointed fact-finders. The Pullman men want a reduction of the work month from 235 hours to 216 hours without loss of pay—plus some changes in working regulations.

French Government Falls In Test Vote

PARIS —(AP)— The French National Assembly overthrew Premier Georges Bidault and his middle-of-the-road cabinet.

The unofficial vote count as a Government motion of confidence was 353 against the Government and 220 ballots in its favor.

The vote came on the relatively minor political issue of the Government's opposition to a Socialist demand for wage increases for Government workers. But Bidault had made it plain that the real issue was whether France would be governed by his coalition cabinet or by another team.

In the voting Bidault was opposed by Communists, Socialists, De Gaullists and a scattering of independents, making his resignation inevitable.

He was supported by his own Popular Republican Movement (MRP) and many Radical Socialists.

Observers speculated over the possible effect the cabinet's downfall might have on the Schuman plan to pool Europe's coal and steel, over which the Government is negotiating with delegates from five other European governments.

BLOW TO PLAN

They said Foreign Minister Robert Schuman's resignation might prove a severe blow to his plan for a central control of Western Europe's heavy industry.

It was the first time under France's postwar fourth republic that the National Assembly formally refused a vote of confidence to a Prime Minister. In the past, 21 such votes had been asked and always had been accorded. Bidault himself had won six such votes.

The constitution requires that the opposition get an absolute majority of 311 votes in order to throw the cabinet out.

The Socialists, who have supported the Government even though they left the cabinet in February, approved yesterday they were deserting Bidault on the salary issue unless some "new element" appeared in the situation.

Bidault's backing otherwise came from two groups. One was his own Popular Republican Movement (MRP), a left-wing Catholic Party whose members include Schuman. The other was the multi-party middle - of - the - road group whose largest unit is the Radical Socialist Party.

The Socialists have said they want the Schuman plan to succeed. But they said also the proposed coal-steel pool would be dangerous unless the British joined. Britain has shunned the negotiations so far.

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Truman Voices Peace Hope In Dedication Of Airport

By ERNEST B. VACCARO
BALTIMORE — (AP) — President Truman voiced faith today in prospects for permanent peace despite the conflict which shakes the world.

And he expressed confidence the American economy "will continue to grow and expand" so that it can do its part in maintaining the peace.

However, he added, such economic progress requires faith on the part of the nation's people. If they look for the worst, he said, the worst will come.

The President, en route to his home in Missouri, made the 30-mile flight here from Washington to dedicate the new Friendship International airport "to the cause of peace in the world."

He declared, too, to the "growth and development of our country," even as he took a few verbal shots at "monopolies" who oppose the building of airports, dams and other projects getting Government grants.

Mr. Truman flew here with Maryland's Gov. William Preston Lane, Jr., and Mayor Thomas D'Alesandro of Baltimore.

The President was in for cake all again after the dedication to spend the week-end with his family at Independence and Grandview, Mo.

On his return to Washington Monday, the "flying Presidential" will have added 2,000 miles to the 53,760 he has logged since entering the White House on April 12, 1945.

In his prepared address at the airport, Mr. Truman said:

"Peace is not growing in the conflict which shakes the world today. It is our ability to show that democracy can solve the problems of the people, and provide them with greater opportunities and fuller lives.

"This airport is an example of democratic government in action.

"We would not build so elaborate a facility for our air commerce if we did not have faith in a peaceful future. This airport embodies our determination to develop the marvels of science and invention for peaceful purposes. It strengthens our economy to do its part in maintaining a peaceful world."

The President said the airport will aid the development of Baltimore and that it was "planned on the sound assumption that our economy will continue to grow and prosper."

"Of course, this will not happen automatically," he went on. "Our economy will expand only if we plan for expansion."

Rent Controls To Continue 'Til 1951

WASHINGTON —(AP)— Federal rent controls now will continue for the remainder of this year, and probably through 1951, Senate leaders said today.

A bill extending the rent controls two years to Oct. 1, 1951, passed Friday by President Truman.

It calls for end of controls Dec. 31 except where cities or their local governments vote to keep them. In such cases they could continue locally until June 30, 1951.

Mr. Truman had asked for a full year's extension.

Wreckage Clues Found In Great Lake

May Be Worst U. S. Air Disaster

MILWAUKEE— (AP) — Captain George Parkinson of the Naval Reserve said today a destroyer escort had reported finding what it believed to be "unmistakable" traces of a missing Northwest Airliner.

Capt. Parkinson said the captain of the destroyer escort, Daniel A. Joy, told of marking a spot six and three-quarter miles due east of South Milwaukee where it found pieces of paper and oil bubbling to the surface.

The Joy was searching the area on its own volition after interrupting radio search broadcasts at 8 o'clock this morning (CST). It has marked the spot with two life rings attached to grapping hooks, Capt. Parkinson said.

The air liner, with 58 persons aboard, disappeared last night in a thunderstorm over Lake Michigan.

9 SLICKS FOUND

Hours after dawn today, searching planes and surface craft found nine oil slicks and a little to indicate the wreckage on the lake's choppy surface east of Milwaukee.

One slick was about six miles off shore, the other about one mile out. The nearest was considered the most the one farthest from shore.

Two vessels were converging on the slick farthest from shore. They were the Joy and Coast Guard cutter Spencer, and surface craft from Coast Guard stations at Kenosha, Wis., and Grand Haven, Mich.

The oil slicks were not conclusive evidence that the big plane had crashed into the lake. A tanker or other lake ship might have made it.

Northwest Airlines officials refused to give up hope that the plane may be safe. They said the plane may have been thrown off course with its radio out of communication and gone into the Northern Wisconsin woods.

SEARCH EXPANDS

The air search expanded heavily, planes from Michigan to Colorado joining in.

Meanwhile searchers reported a third oil slick on the east side of the lake about 20 miles northwest of Benton Harbor, Mich. Lake sailors have said oil slicks are usually caused by the dumping of waste resulting usually from fuel oil seepage of ships.

But, if the big plane did crash into the cold lake, officials of the airline said, it could not stay afloat very long with its capacity load.

The Westerner, en route from New York to Minneapolis-Saint Paul, encountered a heavy thunderstorm and strong winds in the Chicago-Lake Michigan area at the time it last reported by radio to the CAA office in Chicago. The pilot did not mention any weather difficulty, officials said.

DYE EXPLAINED

Coast Guard surface craft reported that the green dye marker in the water near the oil slick six miles from shore. Later, it was explained that the dye, used in the type of life raft which United Airlines says floated the plane, spreads a bright blue-green, to mark the place the pilot ejected the rubber raft.

Dye marker is usual equipment on life rafts. Officials of the Northwest Airlines said the plane did not carry the dye.

"I still think the DC-4 four engine air coach are best, it will be a good many days before the U. S. commercial aviation history.

There was a crew of three aboard the craft. The skipper was Robert Lund, 35 of Hopkins, Minn. Co-pilot was Vern F. Wells, 35, of Minneapolis. Stewardess Bonnie Ann Feldman, 22, of St. Paul completed the personnel.

The night plane last reported its position at 11:15 P. M. (CST) yesterday, Minneapolis Civil Aeronautics Authority said Capt. Lund told them he was over the Eastern edge of Lake Michigan at the time.

He asked permission to descend from 2,500 feet to 2,000 feet. The CAA denied the request because there was too much traffic at that altitude already.

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Once Over Lightly
By THE OLD SHAVER

A long story in a few words: Subject—other women. . . . Scene—Some of these days when I've got a few extra bucks to splurge on my wife. . . . Action—I'm headed at the 3 and 10 cent store.