

Give One Time And Help Many — Give To United Appeal

THE CHARLOTTE NEWS

FINAL

Largest Evening Newspaper In The Two Carolinas
Charlotte, North Carolina, Monday, October 24, 1955

30 Pages—Price Five Cents

Soldiers Ask Pentagon For Plane Explanation

Two Firm In Denial Of Request

WASHINGTON (AP)—Two indignant Democratic senators flew back from Europe today, demanding the Pentagon explain its assertion that special planes had to be sent after them and other members of their party at a cost of \$20,000.

Firmly denying they ever asked any special transportation, Sens. McClellan of Arkansas and Stennis of Mississippi voiced their indignation after disembarking from a regularly scheduled Military Air Transport Service Constellation that brought them and 42 others from Paris.

Both said they expect top Defense Department officials to give an explanation of stories last week that they declined to adjust their schedules to travel on regular flights.

THEIR MISTAKE

Referring to the Republican-run Pentagon, McClellan declared: "If there was any intent to embarrass me, I positively refuse to be embarrassed by it. It's their mistake—there's no mistake on our part."

Stennis declared he would seek an explanation from Secretary of Defense Wilson—now in Europe for the Big Four meeting—or from whatever top officials are available at the Pentagon.

"I think they'll make a correction," Stennis declared. "I think they'll explain the facts."

The plane specially dispatched to fetch them from Madrid stayed in Europe.

Stennis was accompanied by his wife. McClellan's wife is due on a later plane.

McClellan described himself as "completely mystified" by the Pentagon announcement that he and other senators in Europe and the Middle East on inspection tours had demanded special planes.

"The whole purpose of our using Air Force planes was to save money," the Arkansas senator said.

"We could, of course, have traveled by commercial airlines at government expense, since our trip was purely for government business. But it is less expensive to travel on planes that the Air Force is flying anyway."

Both McClellan and Stennis said they returned at exactly the time originally planned. McClellan said he told the Air Force before his departure he had to be back today because of prior commitments. Otherwise, he said, he couldn't have made the trip.

The Defense Department announced last Thursday it was sending two special four-engine transports to bring home McClellan, Stennis and Sen. Chavez (D-NM).

The Pentagon later said "some misunderstanding" had arisen that the Air Force found after the senators left the United States. It said the planes were to bring them back on the dates they wanted to return. The announcement said the Air Force tried to change the dates but they knew nothing of any attempt to change the dates.

Chavez remained behind in Madrid and planned to return later to the United States.



News Staff Photo by Tom Franklin—Franklin
Powdery Phosphate Adds Eerie Touch As Trainmen Clean Up After Matthews Wreck

Freight Trains Rolling Again After Wreck

By CHARLES KURLAT
Charlotte News Staff Writer

Seaboard Railroad freight trains shortly after noon today—almost 24 hours after the two-train collision that killed three men and blocked the tracks.

Wrecking crews worked without letup through the night replacing the twisted rails and swinging demolished boxcars off the roadbed.

The track is Seaboard's main line from Charlotte to Raleigh. A company official said the new tracks are temporary. The clean-up operation will take about a week, he estimated.

SEPARATE INQUIRIES
The Interstate Commerce Commission, the FBI and the railroad are conducting separate inquiries into the crash.

The trains collided about 1:30 p.m. when a westbound freight apparently left a siding ahead of schedule. It plowed into the sixth car of an eastbound train which was turning into another siding.

Dead are Bill Collins, Raleigh, engineer of the westbound train No. 89; Hillard C. Massey, 37, of Raleigh, conductor of No. 89; and Horace Cato, 37, of Hampton, a fireman on the eastbound No. 72.

Collins and Massey died in the wreck. Cato's death was attributed to a heart attack suffered after he leaped from his engine when he saw the westbound freight about to hit his train.

LONG JOB
Dozens of section hands and a wrecking crew from Hamlet labored more than 20 hours, stopping only for food. They finally cleared the track at about 11 a.m. today.

Special Agent in Charge Ray J. Abbaticchio of the Charlotte FBI office said the FBI is investigating to see if any federal laws had been violated.

The two trains were on routine runs. Freight No. 89 had left Raleigh about 10 a.m. with three diesel engines pulling 49 freight cars.

Freight No. 72 had left Charlotte about 30 minutes before the wreck.

ZIG-ZAG PATTERN
The wrecked cars folded into a zig-zag pattern across the track. Some, demolished by the force of the crash, were being cut by acetylene torches.

The Matthews fire station answered the call first and doosed a small blaze in one of the engines.

The Matthews fire station answered the call first and doosed a small blaze in one of the engines.

The Matthews fire station answered the call first and doosed a small blaze in one of the engines.

The Matthews fire station answered the call first and doosed a small blaze in one of the engines.

Boxcars Stand On End After Matthews Wreck

News Staff Photo by Tom Franklin—Franklin

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Boxcars stand on end after the Matthews wreck. The wreckage is piled high with twisted metal and debris.

Overweight Health Hazard Noted

News Staff Photo by Tom Franklin—Franklin

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight health hazard noted. The image shows a person who is significantly overweight.

Overweight Blamed On Housewife

News Staff Photo by Tom Franklin—Franklin

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

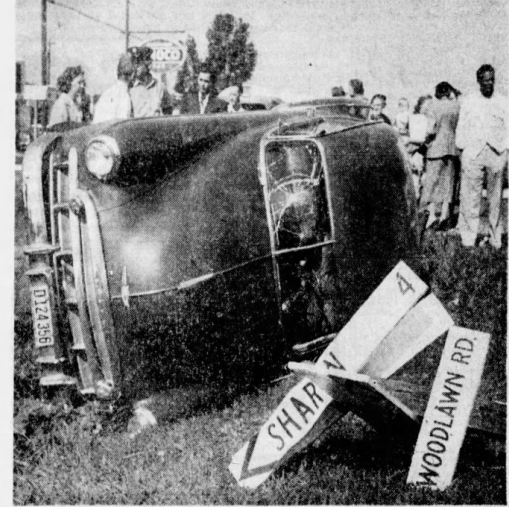
Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Overweight blamed on housewife. The image shows a woman who is significantly overweight.

Established Dec. 8, 1888



News Staff Photo by Tom Franklin—Franklin
A Fort Mill, S. C., motorist was charged with reckless driving yesterday after losing control of his 1943 Chevrolet, headed south on Pineville Rd. near the Woodlawn Rd. intersection. Neither the driver—Baxter G. Epps—nor a passenger, Richard H. Armstrong, also of Fort Mill, was injured when the car overturned. State Highway Patrolmen Tucker and Ballard charged Armstrong with public drunkenness and took the two men to Memorial Hospital for a check-up. The accident occurred shortly before noon.

County Wants Fair Leader To Pay Policemen For Work

By ANN SAWYER
Charlotte News Staff Writer

The president of the Southern States Fair will be asked to foot the bill for overtime of County Policemen who put in from 12 to 16 hours a day during fair week.

Dr. J. S. Dorson also will be asked again to pay \$1,027.71, the amount of last year's overtime.

The amount of money, which the county will pay rural policemen for overtime, has not been computed this year, but the extra hours total 776.

NO REIMBURSEMENT
Last year the county paid the bill and was not reimbursed by Dr. Dorson, Chairman Sid Y. McAden said today.

The board voted to re-submit the request for payment of last year's bill with the new statement.

This was the newest in a string of troubles heaped on Dr. Dorson since the fair closed its week's run.

The headaches started when the county paid the bill and was not reimbursed by Dr. Dorson, Chairman Sid Y. McAden said today.

The board voted to re-submit the request for payment of last year's bill with the new statement.

This was the newest in a string of troubles heaped on Dr. Dorson since the fair closed its week's run.

The headaches started when the county paid the bill and was not reimbursed by Dr. Dorson, Chairman Sid Y. McAden said today.

The board voted to re-submit the request for payment of last year's bill with the new statement.

This was the newest in a string of troubles heaped on Dr. Dorson since the fair closed its week's run.

The headaches started when the county paid the bill and was not reimbursed by Dr. Dorson, Chairman Sid Y. McAden said today.

The board voted to re-submit the request for payment of last year's bill with the new statement.

This was the newest in a string of troubles heaped on Dr. Dorson since the fair closed its week's run.

The headaches started when the county paid the bill and was not reimbursed by Dr. Dorson, Chairman Sid Y. McAden said today.

The board voted to re-submit the request for payment of last year's bill with the new statement.

This was the newest in a string of troubles heaped on Dr. Dorson since the fair closed its week's run.

S. C. COMMISSIONER DOESN'T SEE 'RED' OVER ORANGE TAGS

IF North Carolina doesn't mind the similarity in license plate colors in 1956 to South Carolina's, then the South Carolina folks don't mind either.

Chief Commissioner Claude R. McMillan said here today he sees "no difficulty" in the similar orange plates and if the Tar Heels don't mind "we're glad to be with them."

"Besides," Mr. McMillan said, "we don't want our people to pick out North Carolina people to arrest. They should find out after they catch them. This will assure it."

The next headache came last week when the City School Board decided against letting school children out of classes next year for a special "fair day" in the past, a "fair day" holiday has been declared so that children could take advantage of special admission fees.

Stennis was accompanied by his wife. McClellan's wife is due on a later plane.

McClellan described himself as "completely mystified" by the Pentagon announcement that he and other senators in Europe and the Middle East on inspection tours had demanded special planes.

"The whole purpose of our using Air Force planes was to save money," the Arkansas senator said.

"We could, of course, have traveled by commercial airlines at government expense, since our trip was purely for government business. But it is less expensive to travel on planes that the Air Force is flying anyway."

Both McClellan and Stennis said they returned at exactly the time originally planned. McClellan said he told the Air Force before his departure he had to be back today because of prior commitments. Otherwise, he said, he couldn't have made the trip.

The Defense Department announced last Thursday it was sending two special four-engine transports to bring home McClellan, Stennis and Sen. Chavez (D-NM).

The Pentagon later said "some misunderstanding" had arisen that the Air Force found after the senators left the United States. It said the planes were to bring them back on the dates they wanted to return. The announcement said the Air Force tried to change the dates but they knew nothing of any attempt to change the dates.

Chavez remained behind in Madrid and planned to return later to the United States.

Collins and Massey died in the wreck. Cato's death was attributed to a heart attack suffered after he leaped from his engine when he saw the westbound freight about to hit his train.

LONG JOB
Dozens of section hands and a wrecking crew from Hamlet labored more than 20 hours, stopping only for food. They finally cleared the track at about 11 a.m. today.

SEPARATE INQUIRIES
The Interstate Commerce Commission, the FBI and the railroad are conducting separate inquiries into the crash.

The trains collided about 1:30 p.m. when a westbound freight apparently left a siding ahead of schedule. It plowed into the sixth car of an eastbound train which was turning into another siding.

Dead are Bill Collins, Raleigh, engineer of the westbound train No. 89; Hillard C. Massey, 37, of Raleigh, conductor of No. 89; and Horace Cato, 37, of Hampton, a fireman on the eastbound No. 72.

Collins and Massey died in the wreck. Cato's death was attributed to a heart attack suffered after he leaped from his engine when he saw the westbound freight about to hit his train.

Report Is Encouraging Busy, Busy Week Ahead For Ike

DENVER, Colo. (AP)—President Eisenhower embarked today on his busiest work schedule since he was stricken with a heart attack.

A stepped-up list of callers followed encouraging weekend checkups and issuance of a declaration of unqualified support for Secretary of State Dulles in advance of the Geneva conference.

The President said Dulles "speaks for me with authority for our country" in the foreign ministers meeting opening Thursday.

Gabriel Hauge and Dr. Arthur F. Burns started a parade of official visitors to Fitzsimons Army Hospital for a conference on economic problems.

Burns, chairman of the President's Council of Economic Advisors, and Hauge, Eisenhower's personal economic adviser, will precede Henry Cabot Lodge Jr. into the President's sickroom today.

Lodge is chief U. S. delegate to the United Nations.

Eisenhower's decision to make public served as a notice to diplomats abroad and politicians at home that any voice raised in disagreement with Dulles can be disregarded insofar as administration policy is concerned.

It also served to emphasize the strength of Dulles in the United States government at a time when the influence of Foreign Minister Molotov in Moscow appeared to be on the wane.

Eisenhower's letter said that Dulles will be carrying a heavy load of responsibility at Geneva, not only as secretary of state, but as my personal representative, having my complete confidence, and with whom I have continuous close understanding."

Stennis was accompanied by his wife. McClellan's wife is due on a later plane.

McClellan described himself as "completely mystified" by the Pentagon announcement that he and other senators in Europe and the Middle East on inspection tours had demanded special planes.

"The whole purpose of our using Air Force planes was to save money," the Arkansas senator said.

"We could, of course, have traveled by commercial airlines at government expense, since our trip was purely for government business. But it is less expensive to travel on planes that the Air Force is flying anyway."

Both McClellan and Stennis said they returned at exactly the time originally planned. McClellan said he told the Air Force before his departure he had to be back today because of prior commitments. Otherwise, he said, he couldn't have made the trip.

The Defense Department announced last Thursday it was sending two special four-engine transports to bring home McClellan, Stennis and Sen. Chavez (D-NM).

The Pentagon later said "some misunderstanding" had arisen that the Air Force found after the senators left the United States. It said the planes were to bring them back on the dates they wanted to return. The announcement said the Air Force tried to change the dates but they knew nothing of any attempt to change the dates.

Chavez remained behind in Madrid and planned to return later to the United States.

Collins and Massey died in the wreck. Cato's death was attributed to a heart attack suffered after he leaped from his engine when he saw the westbound freight about to hit his train.

Firm Raises Paper Price

HAMILTON, Ont. (AP)—The Abitibi Power & Paper Co. has increased the price of newsprint \$3 a ton, effective Nov. 1, the Hamilton Spectator said it was informed today.

The newspaper said its business office was advised of the increase by a telegram from the Toronto sales office at Abitibi.

The rise is the second by a Canadian newsprint manufacturer. Last Tuesday St. Lawrence Corp., Montreal, announced an increase of \$3 a ton, effective Nov. 1, explaining its production costs had risen sharply.

A jump of \$3 a ton brings the price of newsprint to \$31 a ton, delivered in New York.

Officials at the Toronto office of Abitibi were not immediately available for comment.

Seven Marines Killed In Wreck

SANTA ANA, Calif. (AP)—A sedan going downhill braked into an approaching oil tank truck-trailer yesterday, killing seven young Marines in the crash.

It was one of the worst highway disasters in Southern California history. Wreckage and bodies were strewn along the highway. The undrilled broke off the Marines' machine, sailed over the truck and shattered the windshield of another car, but its driver was unhurt.

The truck's radiator was embedded inside the Marines' car.

The truck's radiator was embedded inside the Marines' car.

The truck's radiator was embedded inside the Marines' car.

The truck's radiator was embedded inside the Marines' car.

Our Weather

Considerable cloudy today. Widely scattered showers this afternoon. Much cooler tonight. Tomorrow clearing, windy and cooler.

Low this morning—19.
Low tonight—9.
High yesterday—75.
High today—83.
High tomorrow—62.

Breeze 6:35 a.m.; sunset 5:38 p.m.

More Weather Data on Page 2-A

What's Inside

Business 12A
Classified 11-13B
Comics 40B
Editorials 8A
Features 2B
Obituaries 11-B
Radio-TV 3B
Serial 14B
Sports 8-9B
Theaters 2B
Women 4-7B

Victims Of Bar, Chair, Manhole This Trio Had A Rough Weekend

It was still World Series time over the weekend at the home of James Lewis, 438 Fairwood Ave.

Lewis told police that he and his wife got into an argument and that his wife grabbed a baseball bat and lammed him on his head.

It took two stitches to close the gash on the top of Lewis' head.

JESSIE CHERRY, 838 Polk st., got the jolt of her life about 1:30 a.m. Saturday. She told police that her husband came home and awakened her by hitting her with a chair.

Author Marries Japanese Girl

CHICAGO (AP)—Arthur James Miebner, 48, whose books often deal with better understanding between East and West, yesterday married Mari Sabusawa, an American-born woman of Japanese ancestry.

The Rev. Jitsu Morikawa, pastor of the First Baptist Church of Chicago, performed the ceremony at the Graham Taylor Chapel on the University of Chicago campus.

Miebner, who had escaped from the prison camp when they spotted a man crawling through a field, it was Arthur Prewitt, 32, of Detroit, who had escaped from the prison camp.

The brothers held him at gunpoint and halted a passing state police car.

DUCK-HUNTING DRAKE BOYS GOT JAILBIRD

JACKSON, Mich. (AP)—The Drake brothers went duck hunting and bagged a jailbird.

Donald and Roland Drake were hunting seven miles from Peek prison camp when they spotted a man crawling through a field, it was Arthur Prewitt, 32, of Detroit, who had escaped from the prison camp.

The brothers held him at gunpoint and halted a passing state police car.

Prewitt has resumed serving 5 to 15 years for armed robbery.

Evening Prayer

Our gracious heavenly Father, we thank Thee for the faith of those who in the midst of great affliction have remained true to Thee. Help us to grow in faith that we shall prove true in our times of testing. In Jesus' name, Amen.

Overeating Health Hazard Noted

NEW ORLEANS (AP)—Doctors were urged today to "set your sights on the housewife" as a means of curbing overeating—and the most serious health hazard of our times—at least 20 per cent, perhaps as many as 25 per cent, of all adults in this country today are overweight to an extent that may impair their health."

And "all obesity," he declared flatly, "results from overeating—the most serious health hazard that is eating more calories than are needed for energy."

Overweight Blamed On Housewife

NEW ORLEANS (AP)—Doctors were urged today to "set your sights on the housewife" as a means of curbing overeating—and the most serious health hazard of our times—at least 20 per cent, perhaps as many as 25 per cent, of all adults in this country today are overweight to an extent that may impair their health."

And "all obesity," he declared flatly, "results from overeating—the most serious health hazard that is eating more calories than are needed for energy."

"There is a common notion that to be big is to be strong and healthy," he said.

"It is this misguided view which causes mothers to provide an excess of food for their children, insist on its being eaten, and so, in some cases, develop habits of overeating which persist into adulthood."

Evening Prayer

Our gracious heavenly Father, we thank Thee for the faith of those who in the midst of great affliction have remained true to Thee. Help us to grow in faith that we shall prove true in our times of testing. In Jesus' name, Amen.

Overeating Health Hazard Noted

NEW ORLEANS (AP)—Doctors were urged today to "set your sights on the housewife" as a means of curbing overeating—and the most serious health hazard of our times—at least 20 per cent, perhaps as many as 25 per cent, of all adults in this country today are overweight to an extent that may impair their health."

And "all obesity," he declared