

# 'Shall Not Forget'--Story Of Dive In Atomic Sub

By SEN. ALBERT GORE

WASHINGTON (AP)—How deep the Nautilus can dive is a secret. But there is no secret that I had nervous twinges as she plunged under the surface in excess of 300 feet.

How fast she will race through the dark, briny depths is also a secret. But it was the thrill of a lifetime to break all previous records in this respect as the midnight hour approached.

The fright, which I frankly admit, and the exhilaration, which I shall not forget, were only aspects of an enlightening, enjoyable, and inspiring experience.

The food that we ate was cooked by atomic power. The water that we drank was distilled from ocean water by atomic energy. The submarine was not only driven but lighted, heated, and air-conditioned by atomic energy. In fact, all power for all purposes was exclusively nuclear in origin.

**THE INITIATION**

Though I have been involved in atomic legislation for more than 10 years, this was my initiation into the atomic age.

The first few hours were calm and uneventful. It must necessarily be so until we reached really deep water. If the captain had taken his nervous passengers into a pre-cipitous plunge without some hours of conditioning, I'm not sure that all the pounding hearts would have survived. Though none of my colleagues would admit to being scared, they had a certain nervous look about them that made me think they felt about like I did.

We boarded the submarine about 2 p.m. at New London, Conn., and almost immediately the Nautilus started down the Thames River. We wrapped ourselves in Navy jackets to stay on deck until we reached open waters. The nippy New England weather, plus the lateness of the hour, gave us ravenous appetites for the luncheon of sandwiches and coffee.

After lunch, the committee broke up into parties of two or three to inspect the vessel. Each one of us carefully placed upon the lapel of his coat the instruments to test radioactivity that had been given us upon boarding the Nautilus.

**QUICK GLANCE**

Upon entering the reactor room, I noticed Sen. Pastore (D-R.I.) taking a quick glance at his. Of course, I am sure it was entirely out of curiosity. I looked at mine, too, even though I had

previously sneaked a glance. The gauge reached from zero to 300. At no time did my gauge register more than two points. Sen. Anderson's (D-N.M.) gauge registered highest after the hour, standing at 10 points. One may easily absorb 200 points on a warm muggy day.

The atomic reactor was, of course, the center of interest. We were mere inches from lethal, deadly radioactivity. Yet, we could feel its thrust upon our hands upon this still, warm, but quiet source of enormous power.

The plane carried our nervousness and ask more questions of Rear Adm. Hyman G. Rickover, who was entitled to more credit than any other person for the Nautilus.

After a bit, each senator and representative went to his separate quarters of the crew are better. We were told, than on any other submarine. We saw the tower, the control room, the torpedo compartment. Here, in a room, our parties stayed during a submergence and mock firing and loading of the torpedo tubes.

After about 2½ hours of thorough and detailed inspection, we returned to the central compartment to exchange views, josh each other about our nervousness and ask more questions of Rear Adm. Hyman G. Rickover, who was entitled to more credit than any other person for the Nautilus.

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Established Dec. 8, 1888.



THIS AUTO crashed into the Trinity Methodist Church at Oil City, Pa., just below a ston showing hands clasped in prayer. The car occupants, Frank and Clair Tock, both of Oil City, were hospitalized. (AP Wirephoto)

## 6th Blast Of Series

## Marines Practice Atomic Warfare

LAS VEGAS, Nev.—(AP)—Two thousand Marines practiced today with a live atom bomb—the sixth nuclear device of the 1955 test series.

The blast was set off atop a 500-foot tower at 5:05 a. m. and was described as junior grade.

The Atomic Energy Commission, shortly after the explosion lighted the desert sky and shook Las Vegas, announced that Marine maneuvers proceeded as scheduled.

Plans called for the Marines to take shelter from the explosion in trenches several thousand yards away and then to move cautiously toward the blast area at Yucca Flat.

**MARINE PLANES**

Of 115 aircraft taking part in the maneuvers, 28 were Marine helicopters and 22 Marine jet fighters. Originally the AEC had scheduled a major nuclear blast for today. If this plan had been carried out the military maneuvers would not have been conducted. But after weather conferences, it was decided to go ahead with the smaller test.

Yesterday the Marines moved into bivouac areas 11 miles distant. The plan called for some of them to remain at this distance. Others in trenches 3,500 yards from the detonation tower were to move into leading zones after the explosion and board helicopters for an airborne attack on simulated objectives in the blast area.

Watching today's test were Army Navy Air Force and Marine Corps observers.

Today's shot was seen as far away as Los Angeles, San Francisco and Phoenix. At Las Vegas, 75 miles from the Yucca Flat test site, it was seen as a quick, white flash with a diminishing orange color that lingered for a second or two. The cloud rose fast and high and quickly started breaking up. It was expected to move northward.

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## 24 Italian Miners Killed

SPOLETO, Italy (AP)—An explosion nearly 1,000 feet deep in a lignite coal mine today killed at least 24 miners and injured 10 others. First reports said none were trapped in the workings.

The blast occurred in a mine at Morgano di Spoleto, a hamlet near this city about 65 miles northeast of Rome. Apparently caused by accumulated coal gas, it smashed through the tunnels at 6 a. m., just as the day's second shift was starting to work.

The injured, some in serious condition, were rushed to a hospital here.

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## Our Weather

Mostly cloudy with scattered showers or thundershowers today. Fair to partly cloudy and colder tonight. Fair tomorrow and colder.

Lowest this morning—64.  
High tonight—68.  
High tomorrow—68.  
High today—69.  
High tomorrow—48.  
Sunrise 6:24 a.m.; sunset 6:38 p.m.

More Weather Data on Page 2-A

## FPC Would Drop Gas Price Power

Wants No Control Over Production

WASHINGTON (AP)—The Federal Power Commission asked today that Congress take away its power to set the price for natural gas sold by producers to interstate pipelines.

Chairman Jerome J. Koykendall announced the FPC stand at a House Commerce Committee hearing on legislation to exempt such gas producers from federal regulation. These bills would upset a 1954 Supreme Court ruling that the FPC should set the wellhead price of gas destined for interstate commerce.

**READS REPORT**

Koykendall's report which he said was agreed to by four of the five commission members, Commissioner Claude Draper dissenting. Koykendall said:

"It is the considered opinion of the majority of this commission that legislation should be considered which will exempt from the operations of the Natural Gas Act independent producers and gatherers of natural gas who sell gas at wholesale to pipeline companies engaged in interstate commerce."

Koykendall said that it is the commission's understanding that bills by Reps. Harris (D-Ark.) and Hineshaw (R-Calif.) are "intended to accomplish that purpose."

**HOT ISSUE**

The question of FPC control has been a hot one for years.

The chief lines of combat in Congress have been between legislators from gas-producing states of the Southwest and those from gas-buying Midwest states.

In 1950, Congress enacted a bill by Sen. Kerr (D-Okl.) declaring that FPC had no power to regulate independent gas producers.

Some critics of the bill said it would cost consumers 500 million dollars a year.

**RIVAL CLAIMS**

Speaker Rayburn (D-Tex.) argued it would not raise the price of gas "by one red cent." But when the bill passed the House by a vote of 176-174, Rep. Dingell (D-Mich.) shouted "Ho, ho, ho!"

President Truman vetoed the Kerr bill. Later, the FPC under the chairmanship of Truman-appointed Mort Walker decided it did not have powers to regulate independent gas producers. This stand was upset by a 5-3 Supreme Court decision last year.

**PARTIDIDGE IN MALAYA**

SINGAPORE (AP)—Gen. Earle E. Partidge, commander of the U.S. Far East Air Force, flew to Kuala Lumpur today to get a first-hand look at Britain's war operations against Communist terrorists in Malaya. Partidge arrived from Tokyo.

**Evening Prayer**

Heavenly Father, forgive us for lukewarmness of our love for Thee, especially when the world around us is so greatly in need of the witness of Christian lives. O God, draw us to Thee and make our lives vital with the spiritual power of Thy love. In our Redeemer's name. Amen.

**Cites Slander Against Wacs**

## Army Defends Its Women's Corps

WASHINGTON (AP)—The Army today came out with a full defense of its women in uniform against what it called a widespread and sometimes vicious campaign of slander in World War II.

The story of the formation and development of the Women's Army Corps (WAC) is told in an 80-page volume which forms a part of the Army's official history of World War II.

In a foreword by Maj. Gen. Orlando Ward, former chief of military history, the Army candidly said the book would stress the misunderstandings and the difficulties into which the Wacs ran headlong.

Ward said the Army did not

always understand the WAC, its needs and temperament and the many other things that make "beating the son of a woman, should have known but did not, much to his continued embarrassment."

The history was written by Major E. T. Treadwell, a WAC staff officer in the war. She now is assistant director of the Dallas, Tex. regional office of the Civil Defense Administration.

The volume recounts obstacles that had to be overcome, from the fact that the Wacs were not Army, by the first WAC director, Mrs. Oveta Culp Hobby, now Secretary of War, Education and Welfare.

Early WAC uniforms, worn by men's wear manufacturers, were

cut with wide collars and narrow hips. Hems of skirts could not be easily raised or lowered and "suspenders on girdles were too short and pulled ruins in stockings." The Wacs also had trouble with the Army Medical Corps, whose examinations were based on male anatomy.

The greatest detail is devoted to the battle against what started out as a strictly gossip and rumor campaign but mounted by 1943 into a full-fledged movement to accuse the Wacs of wholesale immorality.

Army intelligence agencies found that some of the reports stemmed from actual incidents, but involving women wearing uniforms similar to those of the

Wacs. The history says large numbers of prostitutes in civilian clothes, calling themselves "victory girls," purchased and wore dresses so nearly resembling that of the Wacs that it was difficult even for Army people to distinguish between them.

A lengthy investigation determined that among people who spread false rumors were male Army officers who resented the Wacs in principle and who feared being replaced in comparatively soft assignments. Some wives of soldiers overseas and jealous civilian women were also found responsible.

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Foster found the body while making an early morning routine check.

Detectives B. W. Stogner and J. W. Fosterman talked with building employees this morning and learned the following:

**TO 17th FLOOR**

Joseph Deese, 216 N. Long St., an elevator operator who recognized Hodges as an employee of Western Waterproofing Co., carried Hodges to the 17th floor. Deese said the young man told him, on the way up, that he was going to the company office. Hodges is employed as a laborer.

Deese said that instead of going to the office at room 1708, he immediately walked straight down

the 17th floor at approximately 6:30 o'clock last night. An elevator operator took Hodges to the 17th floor and said the young man walked out a rear door to the fire escape.

From all indications, Capt. W. A. McCall of City Police Dept. said Hodges' death was suicide. But person saw him leap from the fire escape, and police were not discounting a possibility that the man's body might have been swept off the fire escape by high winds.

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See ARMY on page 2-A

See MAN on page 2-A

See DOCTOR on page 2-A

Largest Evening Newspaper In The Two Carolinas

Charlotte, North Carolina, Tuesday, March 22, 1955.

# THE CHARLOTTE NEWS

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FINAL

24 Pages—Price Five Cents

## Killed As Plane Hits Mountain In Hawaii

## None Aboard Craft Survives Tragedy

HONOLULU (AP)—A U. S. Navy transport plane with 66 aboard crashed into a Hawaii mountain early today and the Navy announced there were no survivors.

The huge plane crashed and exploded into flame inside the Lualualei naval ammunition depot on the west coast of Oahu 29 miles from Honolulu.

At the time of the crash there was a low overcast and it was raining heavily.

AP correspondent Roy Essogyan said from the naval depot that the plane crashed about halfway up the side of the mountain.

**STILL FLOWING**

Essogyan said the wreckage still was glowing about three hours after the crash, which came at 2 a. m.

The plane carried 52 passengers and a crew of 9, the Navy reported.

The big transport took off from Hickam field here late yesterday and was four hours and 26 minutes eastbound when it turned back.

**LIKE THUNDERCLAP**

A police officer five miles away heard the crash and described it as "one big explosion like a thunder clap." He said "the whole sky was red" for an hour and a half.

Cmdr. J. Smith of the Hawaiian Sea Frontier said the plane was an R6E from the Moffett Naval Air Station near San Jose, Calif.

Washington headquarters of MATS said the plane took off from Hickam Field, Hawaii, bound for Travis Air Force Base, Calif.

**LAST MESSAGE**

The last message from the R6E, Navy equivalent of DC-8, said the airplane was at 2,000 feet, 15 miles from Barber's Point. MATS said the plane apparently had developed engine trouble and had turned back for Hickam.

Visibility at the time was 5 miles. Headquarters said the passengers included 20 Army personnel, 16 Navy, 19 Air Force and 2 dependents of military personnel.

Washington officials said that since January, 1951, the Pacific division of MATS has carried over one million passengers and crossed the Pacific over 40,000 times with out a passenger fatality.

## Man Plunges To Death From Office Building

The body of a 20-year-old Negro who fell from the 17th floor of the Liberty Life Bldg. was discovered early today on the roof of operator look Hodges to the 17th floor and said the young man walked out a rear door to the fire escape.

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## Cold Wave Due To Hit Here

A brisk, winter wind gave the March lion something to roar about today as the temperature hit a toboggan slide.

A low of 30 degrees is forecast for morning as cold air poured through the mountains to wipe out the first signs of an early spring.

The mercury had already started to drop early this afternoon. Shortly after 9:30 this morning the temperature hit 67, its high mark for the day. Then came the first cold air and the thermometer recorded the change. At 11:30 the temperature was down five degrees to 64.

**COLD NIGHT**

The Weather Bureau said, however, that no major change can be expected before sundown, but that the night will be bitterly cold.

The cold air, rushing down from Canada on a circuitous route, hit the Carolinas a body blow. No section of the state is expected to escape the bitter blast and fruit trees as well as flowers may be damaged.

Dogwood trees and azaleas are expected to be easy prey for the cold air which poured down from the Midwest West, curved into Alabama and then hit a northward trail. Peach growers also feared

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## Doctor Admits Killing Wife And 3 Children

MALESTER, Okla. (AP)—Pittsburg County Atty. James Whyte announced today Dr. Ben T. Galbraith, 34, McAlester physician, confessed he killed his wife and three children last Thursday.

Galbraith began giving details of his slayings soon after he was brought to McAlester from Henderson, Tenn., where he was arrested yesterday.

His wife and three children were found dead in the blazing home Thursday morning. At the time Galbraith said he went to Oklahoma City for a medical meeting, and then spent the night at Norman, Okla.

A charge of murder in connection with his wife's death was filed but there was no mention of the child in the way up, that he was going to the company office. Hodges is employed as a laborer.

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