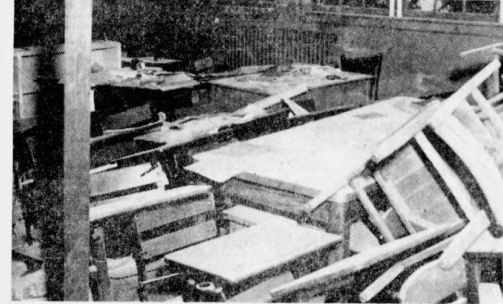




At Myers St. School, Books were Tossed All Over the Rooms . . .



. . . And Desks Were Placed On Top of Each Other.

Planning Group Named

Hospital Addition Drive Progresses

By HARRY SHUFORD
Charlotte News Staff Writer

The Memorial Hospital Board of Commissioners today approved a recommendation to undertake planning for new hospital facilities, and named a 10-man committee to carry out the recommendation.

The action is the indirect result of an 11-month study project by a special committee of the Social Planning Council which studied Negro hospital facilities and needs in the county. Results of that study were made public early this year.

The committee, headed by Frank W. Steep Jr., recommended that a 250-bed addition to Memorial Hospital be built to take care of existing needs at the hospital. It also said such a new wing would take care of the needs of the Negro population.

The hospital board's move today, however, made no direct reference to the proposed "Negro wing" at the hospital. Rather, it accepted a recommendation of its executive committee to "accelerate to the request of the City of Charlotte by undertaking the preparation of preliminary architectural plans and specifications for additional hospital facilities to be located in the city."

COMMITTEE NAMED
As a further positive action, the board named a 10-man "special study committee" to carry out the

recommendation. Charles Rich was appointed chairman of the special committee, and other members are Carl M. Crow, Stanley Black, James J. Harris, R. S. Dickson, E. C. Griffith, Irvin Boyle, E. M. O'Herron, John B. London, and F. J. Blythe as an ex officio member.

The General Assembly then followed that committee's recommendation. The City Council indicated a \$20,000 item in the May 3 bond election to cover the suggested hospital study, but that was knocked out by a legal ruling.

The committee also suggested special legislation authorizing the city to carry out the

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Official Dodges Quiz About Affair With Girl

WASHINGTON.—R. George V. McDavid, security officer of the Small Business Administration (SBA), acknowledged today he sponsored the immigration from Germany of a "Miss X."

But to a question whether he had "formed a liaison" with the girl he replied he did not know what was meant.

McDavid was in the witness chair at a stormy hearing by a Senate Civil Service subcommittee investigating the Eisenhower administration's employee security program.

McDavid, a slender bespectacled man, protested bitterly that the subcommittee was delving into his personal affairs. Sen. Neely (D-W.Va.) told him at one point that he evidently intended to "evade and refuse" to answer questions.

The questions as to the girl went back to 1951 when McDavid was a security investigator in Germany for the now-defunct Displaced Persons Commission.

Paul C. Hadlick, one of the subcommittee's lawyers, asked McDavid if prior to the arrival of his wife in Germany, he

had "formed a liaison with a German girl?"

Although protesting he didn't know what was meant by a liaison, McDavid said, "I met local girls."

Hadlick did not say what he meant by "liaison" but instead passed on to other matters.

Under further questioning, McDavid testified he had given the required employment assurance for the girl when she applied for permanent immigration to this country. The girl was referred to in the testimony only as "Miss X."

The government employee who had formed a liaison with the girl he replied he did not know what was meant.

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Our Weather

Partly cloudy and quite warm today and tomorrow with widely scattered afternoon or evening thundershowers. Partly cloudy and warm tonight. High yesterday—83. High today—92. Low tomorrow—71. Low this morning—79. Low tonight—76. Sunrise, 5:15 a.m.; sunset, 7:41 p.m.

More Weather Data on Page 4-B

Distress Message Sets Off Intense Sea Hunt

Crash-Fire Report May Be Hoax

By FRANCIS STILEY
NEW YORK (AP)—A fantastic saga of the sea—and possibly one of its greatest hoaxes—was touched off in the pre-dawn hours today with a strange radio report that survivors from a flame-swept fishing boat had been picked up by a foreign submarine.

Many hours later it was just as big a mystery as when the story began to unfold at 2:25 a.m. A sweeping air and sea search produced only one feeble possibility of a clue to whether anything at all actually had happened.

FEEBLE CLUE
This was an unmarked life jacket found by a Coast Guard cutter about five miles from the scene of the purported boat distress. It was estimated to have been in the water less than 24 hours.

The affair got off to a frantic start when a tugboat out of New York picked up a radio message from what was said to be the 40-foot fishing boat, Blue Star.

This message said that the Blue Star, with 21 persons aboard, had hit an unidentified object, had caught fire and was sinking some 30 miles east of Barnegat, N.J., or about 35 miles southeast of the entrance to New York harbor.

50 MILES AWAY
The tug was about 50 miles from the spot. During the next hour the tugboat, the Nancy Moran, had various reports from the purported vessel in distress, then at times reception became poor and communications failed.

Among other things, the tugboat radioed that fire continued to sweep the craft, that there was an explosion in the engine room, that the boat had a hole in the side and was sinking. Life rafts were said to have been destroyed by the flames.

At one time said Capt. Mitchell Lane of the tugboat, his radio informant expressed belief he would have to jump off the fishing boat.

Then there was a scream and 20 minutes of silence.

THREE SAILORS HURT IN FIRE

NEWPORT, R.I. (AP)—Three sailors were reported recovering today from burns on the face, hands and arms suffered yesterday when lubricating oil flared up on a wild heeler, a 19-foot Sturtevant 60 miles south of Newport.

One of the injured was identified as chief engineer Sam Richards of Newport.

Names of the other two were withheld pending notification of their families.

The Sturtevant was en route to Norfolk, Va., with five destroyers when crew members discovered diesel engine failure. While they were checking, the oil ignited.

The ship turned and headed for Newport while a speedboat with a physician and hospital equipment headed out to meet her.

The Sturtevant put up at Goat Harbor for repairs.

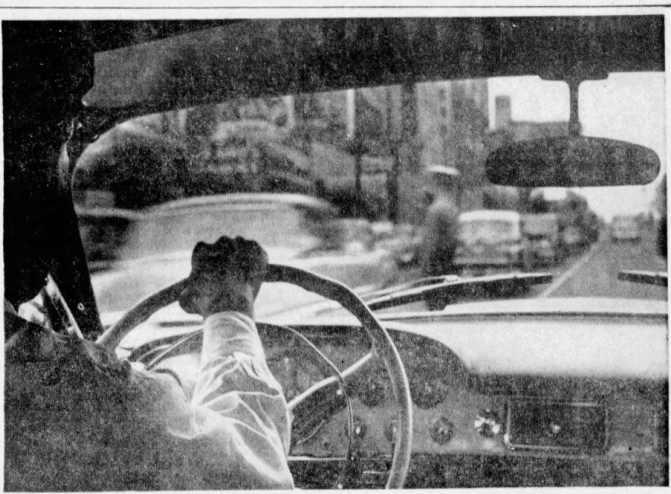
Evening Prayer
Almighty God, we thank Thee for Thy words of promise. Take from our heart all doubt and unbelief, we pray Thee. May we feel Thy presence and follow Thy guiding hand. In the name of Jesus Christ our Saviour we pray. Amen.

There is an incomplete link in the Blue Ridge Parkway, that lying between Linville (Beacon Heights) and Blowing Rock.

The state—who buys the property and gives it to Uncle Sam for development—wants to cut a five-mile road across Grandfather Mountain from Beacon Heights to Sandy Flat Gap. They want 11,000 acres in all and have condemned the land that use.

In Washington the National Park Service has \$3 million earmarked for the project.

See MORTON on page 4-A



View From the Fire Chief's Car: Can He Get Through the Traffic Safely? (News Staff Photo by Tom Franklin-Walters)

Reporter Tries An Emergency Vehicle

Ride With Chief 'Wasn't Even Scary'

By HARRY SHUFORD
Charlotte News Staff Writer

It's a funny thing, about how you stand on the curb and watch the fire chief whizzing by and think "Good grief, lookin' go."

And then to ride in the car yourself, you aren't really whizzing at all. It's not even scary. What with all the recent talk over traffic regulations for ambulances and other emergency vehicles, The News sent me to ride with the fire chief to get a first-hand description of how an "emergency vehicle" is operated.

DIFFERENT VIEWS
After all, there's bound to be quite a difference between what the driver sees and what we see from the curb.

Fire Chief Donald S. Charles was quick to give his OK to my riding in a chief's car to a fire.

"Make yourself at home," he said, waving his arm about Headquarters Station at the corner of E. 4th and Davidson Sts. "If you hear the bell ring, hustle over and get in Car 2, over there."

My next step was to contact W. B. Austin and Charlie Long, on duty in the fire alarm control office. They promised to give me the sign if a fire call came.

TWO-HOUR WAIT
About two hours later I was talking to Long about the alarm set-up when Austin put down the telephone and called out, "get going, we got one."

I dashed down the steps and was standing by Car 2 before they had time to hit the bell. Then, "Bang-Bong," the bell sounded once, indicating that fire equipment from other stations would answer. The alarm, only a chief's car would go from headquarters.

Within three seconds, that fact, a pair of feet came plunging down at me from almost overhead as Robert E. Honeycutt the driver, came zipping smoothly down the brass pole.

We jumped in the car, and as he started the motor Deputy Fire Chief G. L. Barnett piled in the front seat.

Smith Metal works on Com-

merce St." he snapped, and we were off.

The big siren at the corner of Davidson and 4th Sts. let out a howl as we slid out the fire station doors and slowly swung into 4th St., heading west.

FAST PARKING
Ahead, between our car and

Caldwell St., I could see cars fanning out and pulling over to the curb, as if all their drivers had decided to park their cars diagonally at once.

With an effort I turned my eyes to the speedometer and saw the needle start swinging upward, to 15, 20, then to 25

As we cruised up the short block to Caldwell St., where we slowed to 15 miles an hour even though we had the green light.

Back up to 25 again in the short block to Brevard St., where another green light ushered us through, again at 15 miles.

About this time I became aware that the siren on the car sounds different from the inside. Listening from the curb it always sounded as a high-pitched shriek that nearly bursts your ear drums. Inside the chief's car it only sounds like a harsh grinding noise, but you can hear it screeching out the window.

We started picking up speed as we neared the railroad underpass—25, 30, then 35; and as we started up the hill I got a glimpse of the College St. intersection. It was blocked!

Cars waiting for the light choked both lanes of traffic on our side of the street. Parked cars on the other side took up a third lane nearly to the corner, and cars facing us had stopped in the only remaining lane, their drivers dutifully obeying the siren.

Honeycutt coasted up the hill toward the mass of cars and it seemed as if we were making a normal approach to a traffic light. He spotted an opening, just enough room for us to slip through from our inside lane of traffic to the inside lane of opposing traffic at 15 miles.

Here we were, going up 4th St. on the left side of the street and I looked ahead, seeing what Honeycutt had already taken notice of—a couple of cars getting ready to turn into 4th St. from College St. had stopped and backed out of the intersection to make way for us.

FOUL ODOR
The ordinance was designed to eliminate the dumping of industrial waste into Sugar Creek which had become notorious for its foul odor.

How extensive the creek's cleanup will be this summer was undeterminable but with the law in effect for five weeks and with only one plant discharging into the sewer under official permit, the prospects were not too bright.

Mr. Franklin made it plain that this department is anxious to cooperate with plant operators in their endeavors to comply with the ordinance provisions.

The industrial waste ordinance was adopted July 19, 1950, and

7 Others Submit Plans

One Plant Given Discharge Permit

By DICK YOUNG
Charlotte News Staff Writer

Only one outside industrial plant so far has secured a permit to discharge its waste into the Sugar Creek sewer outfall.

This announcement was made today by W. M. Franklin, superintendent of the city's Water and Sewerage Dept.

Barnhart Mfg. Co. is the lone plant meeting the provisions of the five-year-old industrial waste ordinance which became effective June 1.

Mr. Franklin said there are seven other plants which have submitted plans for approval and are known to be in the process of construction in order to comply with the law.

These were listed as Chadbourne Hosiery Mills, Inc., Highland Park Mfg. Co. (two plants), Arnold - Hoffman Co., Hudson Hosiery Mill, Pierce Poultry Co., Southern Wipers Inc. and Wright Laundry & Dry Cleaning Co.

Thirty-two industrial plants are located in the Sugar Creek drainage area and are subject to the provisions of the industrial waste ordinance.

CHECK PLANNED
Mr. Franklin said that within a short time, a check of these plants will be made and a list of those making no effort to meet the law will be prepared for submission to the City Council.

Mr. Franklin made it plain that this department is anxious to cooperate with plant operators in their endeavors to comply with the ordinance provisions.

The industrial waste ordinance was adopted July 19, 1950, and

Owner Fights To Save Grandfather Mountain From State Road Builders

By JULIAN SCHEER
Charlotte News Staff Writer

It is an easy car to spot. It's traveling the main roads now and its license plate is revealingly a low number—NC 135—and scores of people recognize its young driver.

He's Hugh MacIver Morton, an intense, red-faced young man with long, thinning hair. He's a man with a mountain and he's a man with a mission. He hasn't jockeyed the car down the back roads yet, but he's prepared.

OWN'S MOUNTAIN
Hugh Morton is a young man with Grandfather Mountain, a scenic attraction he owns near Linville and which he boasts as

"Carolina's Top Scenic Attraction."

His mission: save it. The state and federal governments are casting covetous eyes toward the mountain he owns.

This week, after hours of preparation, he hit the road to line up support.

See MORTON on page 4-A

There is an incomplete link in the Blue Ridge Parkway, that lying between Linville (Beacon Heights) and Blowing Rock.

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View From Grandfather Mountain: Will A Parkway Mess It Up?

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