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ONE OF THE WORST ice storms in modern times glazed the Mecklenburg, Mich., area, trapping a number of residents in their homes as a half-inch layer of frozen rain and sleet sealed doors and windows. Here Deputy Sheriff John Privack uses a blanket to knock the ice from the home of Mrs. Ida Fowler, 56-year-old widow. (AP Wirephoto)

Granary Demolished Four Believed Killed in Philadelphia Blast

Scores More Injured; Property Damage High

PHILADELPHIA (AP)—Weary firemen today poured tons of water on the smoldering wreckage of a demolished granary where four men were missing and feared dead from a blast that cut a 10-block path of damage through Philadelphia's 30th and Market St. emergency alert in the area rocked by the tremendous blast last night. Four persons remained on the critical list in hospitals. Scores of others were treated for injuries of varying degrees.



A Truck Bears Evidence Of The Fury Of The Blast. (AP)

Not until the cold morning air cleared away the pall of black smoke was the extent of the destruction fully revealed. As far as the eye could see there were broken windows, smashed automobiles, scattered debris.

The scene of the explosion was two blocks west of the Schuylkill River that separates the downtown portion of the city from West Philadelphia.

Across the street from the blast-damaged building the miller plan of the Tidewater Mill and Elevator Co.—the new Philadelphia Bulletin four-story building took full full fury of the blast.

Wide DANGER Windows were reduced to glass powder, ceilings fell, partitions were hammered out of shape and office furniture was overturned.

The force of the blast tore down communications lines on Market Street, knocked electric signs off buildings and showered the area with fragments of metal and wood.

The explosion was felt 3 miles away. The City Hall switchboard reported an estimated 2,000 telephone calls were received in a four-hour period.

Workers in the demolished plant's warehouse said they were alive "by a miracle." An employee of a nearby business place said it seemed as if a train roared as it went and burst with hellish fury.

CHANCE OF ANOTHER Firemen and police probing the red-hot debris for dead and injured worked under strain, well aware of the chance that another blast might occur.

Twenty-five of the injured were students at Drexel Institute's night college, less than a block from the rear of the granary.

Sandwiched between the street and the granary was a tenting to light a pilot light in a drying vat when the blast was struck off. The building collapsed almost in the vicinity and burst into scorching flames.

Purdy and three of four other employees of the milling firm escaped with minor injuries.

"It was a mad explosion because that's the sort of thing that happens in places like this," Purdy said.

All the lights went out. I remembered I had a flashlight in a back pocket and got in touch with two men in the No. 21 line. I helped get them out. I turned off all the switches I could, but I couldn't get to the main switch—it was too far away. The fire was raging and I had to get out.

James Pierce of Millville, N.J. who was in the granary's front lot with two other drivers—now listed as missing—said he emerged from the blast alive "by the slimmest of chances."

"There was a sudden flash," he said, "and I was blown under the desk. It sounded like two locomotives, striking each other. It was released today."

The seven members of the committee have been meeting here since yesterday morning. Pearsall said the group has made a lot of progress during that time.

The committee will also be recommending the dealing with the school segregation problem. The report itself is expected to result in a special session of the Legislature this summer.

Pearsall said the committee has received tremendous help from legislators and school groups with whom it has conferred during the last 10 days. Their advice and counsel has influenced the final determination of the report.

Asked if the report would be lengthy, Pearsall replied, "It's not going to be short. It's rather long, but anything beyond that."

Showdown On Tax Scandals Shaping Up

ST. LOUIS (AP)—A federal grand jury appeared today to be leading for a quick showdown with the government over the handling of an investigation into tax scandals in the Truman administration.

The jury has complained it has been sidetracked by the Department of Justice in its efforts to determine whether tax fixing by highly placed government officials occurred in the Truman administration.

Both St. Louis newspapers have reported growing dissatisfaction among the jurors as to the way the investigation has been going.

The Department of Justice has indicated that it wants the jury to delay its work for several weeks.

The Post-Dispatch has reported some of the jurors feel the purpose of the delay is to provide a reprieve for the Truman administration.

The newspaper also reported some of the jurors feel they are due to having enough evidence to merit indictments against high officials in the Truman administration.

The Post-Dispatch has reported the grand jury's complaint was precipitated by failure of the Department of Justice to seek indictments charging former government officials with obstructing the prosecution of income tax evaders.

One set of charges has resulted, Matthew J. Connelly, T. Lamar Caudle and Henry Schwimmer are accused of conspiracy to fix a tax case. Connelly was an executive assistant at the White House in the Truman administration. Caudle was head of the Justice Department's Criminal Division, Schwimmer is a Kansas City attorney. They are scheduled to go on trial May 7.

The Department of Justice suggested the grand jury go into recess until after the trial. Publicity about its work over similar or related cases might become grounds for a plea the defendants could not get a fair hearing, government attorneys said.

Pearsall's committee has been holding meetings since last July 3 when it began work on the segregation problem.

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\$200,000 Expansion Set For Air Terminal Building

By EMERY WISTER Charlotte News Staff Writer

Announcement of a proposed three-phase \$200,000 expansion of the Municipal Airport Terminal building was made today by Airport Manager Al S. Quinn.

Mr. Quinn pointed out completion of the program hinges on availability of funds. He said the cost of the expansion should be between \$180,000 and \$200,000.

Decision to expand the building on the north side means that plans to extend the short east wing have been temporarily abandoned. It was at first proposed to extend this wing or build a small structure adjacent to it for the post office in the building and lease the present room used by the Post Office to Delta Air Lines. However, this has now been changed.

The north addition has been completed. Delta will move its operations room from the space formerly used as a baggage claim room by smaller airlines, and this space will again be used for its original purpose.

The additions to the building are in addition to Eastern Air Line's proposed \$60,000 air cargo building and a proposed maintenance building. A modern motel is also being planned for the airport, which should bring total cost of all construction projects past the \$1 million mark.

IN EFFECT SOON The new will go into effect as soon as "No Parking" signs can be erected, the highway commission announced.

Today's decision comes almost three months after City Traffic Engineer Herman Hoese imposed a ban of his own on parts of Providence Rd. that restriction was lifted by the City Council.

When the highway commission prohibited "peak hour" parking on the section of Providence from Queens Rd. to the city limits, the decision today means there will be no parking allowed on the street out as far as Queens except on Sundays, when cars can park between 8 a.m. and mid-night.

IT'S A HIGHWAY Providence Rd. is State Highway 16, so the highway commission has jurisdiction over parking on it—inside city limits.

The commission announced in January that parking bans would be forthcoming on congested streets of the city which didn't take some action of its own.

General Council Brooks Tuesday's decision came after "careful study" by state and local engineers.

The action was recommended by Commissioner James A. Hardison of Washburn.

Engineers found the city's 5th and State Traffic Engineer Robert Burch said after that four he would back the bans which came today.

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No Plans For Site

Piedmont Building To Be Torn Down

Charlotte, which learned of plans for a major addition to its skyline Tuesday, got news of a subtraction today. The four-story Piedmont Building at 218 S. Tryon St. is coming down.

Charles A. Stokes, an official of the Anchor Mills Corp., owners of the building, said the structure will be razed in May.

No plans for the site have been announced. Mr. Stokes said only "We will tear it down. We have no further plans for the property."

He did say it was "conceivable" the site will be used as a parking lot, but added, "There's nothing definite about it."

BUILDING The Piedmont Building was constructed in 1898 and was regarded as the city's first "skyscraper." During the early part of the century it was regarded as a model of advanced architecture and crowds flocked to the building on Saturday afternoons.

Then it was regarded as a prestige building and some of the city's foremost citizens had offices there.

Mr. Stokes, who said Anchor Mills purchased the building from the Aetna Insurance Co., added that there are a few tenants still in the building, but that all will be out by May.

Announcement of the razing of the old building came just two days after the Wachovia Bank & Trust Co. announced plans for a \$10-million-plus phase for a history building at the corner of W. Trade and S. Church Sts.

Evening Prayer

Dear Father, as we think of our Lord Jesus Christ, may our imaginations be so vivid and our spiritual sensitiveness so keen that we may honestly face Him and respond to Him by dedicating ourselves to His service. In His name. Amen.

They'll Use Ski Tow For Easter Services

LEADVILLE, Colo. (AP)—What is believed to be the highest Easter sunrise service in the nation will be held atop 11,750-foot Cooper Hill. Participants will be borne to the top of the hill by a ski tow. Services will start at 9:30 a.m. at the base of the hill and will move to the summit for the blessing and final prayer.

All Saved From Burning Ship

PROGRESSO, Mexico (AP)—Port officials said today all the passengers and crew of a Mexican motor vessel that had been rescued. The ship burned and sank in the Gulf of Campeche last week.

TRAFIC HELP Capt. Henkel said the new system will be a boon to the flow of traffic. The current practice of towing in an automobile with a wrecker usually ties up traffic while the wrecker crane is being fixed to the bumper of the car.

CARS WHICH have been towed to headquarters in the past usually contain a note in which the police department is responsible during storage in the city barn. The new system will alleviate this condition, since the car owner will drive his automobile away from the scene, escorted to the police department by a motorcycle officer.

'Clamp-Down' For Real In Parking Pay Up, Or The 'Wheel Boot' Comes

By DONALD MACDONALD Charlotte News Staff Writer

The word from Traffic Capt. Lynn W. Henkel is "pay your parking tickets, or else your car can be 'hand-cuffed' and rendered useless on the spot."

In a new clamp-down on in-vehicle parking violators, the city today authorized use of a new locking device called a "wheel boot," which can be strapped on the wheel at your car like the claws of a giant lobster.

This will prohibit a parking violator from moving his car until police arrive to unlock the wheel.

What's more, it's legal, they say.

COSTS \$175 Capt. Henkel said the police department in Denver, Colo., RETIRED PEOPLE live well at the Dixie Inn, Vass, N. C. (Adv.)

lotte Police Dept." After the motorist contacts police headquarters, an officer will arrive in the scene to unlock the wheel boot and escort the parking violator to police headquarters.

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