

Shutdown

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but if our customers can't take our products we'll be forced to shut down."

Dixon indicated that pig iron and coke were already hard to get, and that an extended strike would cripple almost all heavy industry. He stated that the effect of the coal strike was only now being overcome, and that production of heavy industry would suffer the most and its effects be more far reaching than in the various other industries.

The Malleable Industries employ about 900 men, and is the largest industry in Benton Harbor. It is currently operating one shift.

Nurserymen in Berrien county, already plagued by an absence of rain, were also placed in critical situation by the pending rail strike. With little more than half of their shipping season completed, local nurserymen faced the loss of thousands of dollars unless the rail strike was averted at the last minute.

Rather than risk having perishable plants and bulbs being caught in the mail when the strike goes into effect, virtually all nurserymen in this area either stopped entirely or curtailed all shipments today. If the rail strike should continue for any length of time, the nurserymen would be caught with thousands of items which could no longer be shipped to customers.

The Auto Specialties Manufacturing company will not be as quickly affected by the rail tieup if it occurs. Officials of the company indicated that it would be from two to three weeks before a complete shutdown would be necessitated due to lack of raw materials.

W. W. Carver, executive of the Auto Specialties, stated this morning:

"We're continuing production and going along until something happens. We've got enough raw materials on hand for about 30 days of operation. Our shipping problems from our three plants won't be too large, because all but the largest of our products are distributed to our customers by truck."

Carver indicated, however, that the length of time that the big local industry would continue in operation would depend somewhat upon the operation schedule of the plants they supply. Auto Specialties production is for a large part allied closely with the automotive business, supply crank shafts, brake drums and other items to the industry.

The Industrial Rubber Goods company is in somewhat the same situation, having enough raw materials on hand for some period of production, but depending upon the demand of their customers to settle the length of time they will continue in operation. Industrial Rubber is also closely allied with the auto industry, supplying rubber items for the manufacture of automobiles.

The prospects for the rest of the state and the nation at large were also dismal. Industrial Michigan, it was feared, would be brought to a dead standstill if a strike were extended through as much as a week. Auto factories, who have changed over to new models only recently, faced almost immediate shutdowns.

Shortages of fuel and food were expected here as well as throughout the state. While the twin cities were in no immediate danger as far as food was concerned, other Michigan metropolitan centers were already feeling the pinch. Fresh fruits and vegetables were selling in some cities for almost double their usual price.

LOCAL BUS LINES were already preparing extra equipment to handle the expected increase in travel when local rail service ends, late today and tomorrow. The South Shore Lines, running from the twin cities to Chicago, is not expected to be affected due to the fact that the trainmen are not members of the brotherhood. This was not official as yet, however, line executives stating that they were awaiting results and were "sitting tight."

Mail service to and from the twin cities also faced curtailment. Postmaster Anne Parsal stated today that emergency and regular truck service, as well as Star routes, will provide mail service during the railroad strike. She added that she expected an embargo would be placed on parcel post packages and mails handled will probably be limited to first class matter and local newspapers.

Mrs. Parsal said that arrangements have been made to carry on first class mail service in the area served by the local postoffice if rail service is discontinued.

The Grand Rapids postoffice will make one trip a day to and from Benton Harbor by truck, covering intermediate points, to the north of this city and as far east as Hartford. The trip this way will start at 4 a. m., arriving in Benton Harbor at 8 a. m. Returning to Grand Rapids, the truck will depart Benton Harbor at 4 p. m., reaching Grand Rapids at 8 p. m.

This service will be supplemented by The News-Palladium rural circulation service, which will carry first class mail and newspapers to points north and east, the postmaster said.

For covering points south, the local postmaster has arranged to borrow a truck from the Benton Harbor Naval Reserve. It will make two daily round trips to Michigan City, covering intermediate points along the line.

The first trip is scheduled to leave Benton Harbor at 9 a. m., ar-

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iving at Michigan City at 10:30 a. m. It returns to Benton Harbor between 1 and 2:30 p. m.

The second daily trip leaves Benton Harbor at 4 p. m., arriving in Michigan City at 5:30 p. m.

DETROIT, May 10 (AP)—Michigan, like the rest of the nation, faced a dreary prospect today in the threatened railroad strike.

The length and breadth of the state would be severely affected.

Industrial Michigan, it was feared would be brought to a dead standstill if a strike were extended through as much as a week.

A consequence would be unemployment running into staggering figures with the auto factories, even now crying for steel, forced into idleness.

Very likely every factory in the state, automobile or otherwise, would be crippled despite efforts to bring in emergency shipments by other means than rail.

The state's commerce in general would suffer and shortages in fuel and food could be expected. Some embargoes already are in effect.

IN ANTICIPATION OF A STRIKE railroads already are curtailing passenger train schedules. Trains running out of Detroit were accepting no reservations for travel tonight.

The New York Central cancelled several trains coming into Detroit from the east and Indianapolis and Cincinnati. The line's last train out of the city tonight will be the Cleveland Mercury.

In the meantime airlines and buses prepared to meet extreme demands.

Storm

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at Riverview park went out of commission at 3 a. m. The station provides power for the sheriff's office and the Benton Harbor and St. Joseph police stations. Officers were using squad car transmitters as standbys at police and sheriff's headquarters. The main transmitter was expected to be back in commission some time today.

RESIDENTS OF THE PAW PAW LAKE area reported this morning that the lake had overflowed its banks and waters were creeping under the homes along the shoreline. It was estimated that the level of the lake was as much as two feet above normal.

Some 400 telephones in the

south part of South Haven city were out of commission this morning, too, phone officials believed, to water damage to underground transmission telephone cables running under Broadway avenue.

Telephone crews strove to locate the trouble, which at 10:30 o'clock this morning still had not been found.

Near South Haven, the Deerlick creek bridge at the intersection of M-140 and US-31 was partially washed away this morning but restored to service around noon.

Twin city streets were mainly free of water this morning, although the Victory park addition to Benton Harbor was scattered with deep puddles centering around Union street.

Installation of a storm drain on Milton street with feeders to the Union street area is expected to remedy the Victory park situation, which has been a source of continuing trouble for the past two years.

Workers constructing the Milton drain have encountered unusual difficulty in the form of water-bearing sand which caves in before they dig ditches deep enough for the 30-inch drain tile. C. G. Smith of the public works department said today, however, he hopes to have the drain installed before the summer is over.

County and state highway officials in Berrien said this morning there were no reports of the heavy rains having tied up traffic. They pointed out drainage problems had increased but not sufficiently at this stage to create hazards to bridges or other roadworks.

The thermometer went erratic over the weekend, jumping up and down from a high of 68 Sunday at 1 p. m. to a low of 48 at 7:30 a. m. today. In between it varied frequently from 48 to 56.

ON THE EASTERN SIDE of the state, Pilot Dale Powers, 41, of Port Huron, crashed to his death in a rainstorm near Baker airport. His passenger, Ann Oswald, was slightly injured.

Two other planes were forced down in the Detroit area, but both pilots escaped injury.

By 8 a. m. rainfall, which started Sunday afternoon, totaled 2.38 inches in Detroit, close to a record for May.

Wayne county was hardest hit by the downpour, which was accompanied by a severe electrical storm.

David Kelly, an employee of the American Smelting and Refining Co., was critically burned when a pile of slag exploded on contact with rainwater.

John Shenky, 91, was severely in-

jured when he fell off the front porch when lightning struck his home.

Elsewhere in Detroit a telephone exchange was cut out for two hours Sunday night and lights went out in an east side section of the city when facilities were hit by lightning.

In Macomb county, scores of cars were blocked on highways by high waters.

Roads were reported impassable in several southern counties.

V. F. W. Council Elects Officers

The annual election and installation of officers of the Tri-County council, Veterans of Foreign Wars, took place when Fruit Belt Post 1137, 204 South Fair avenue, was host to the council, which comprises 20 posts in the counties of Berrien, Cass and Van Buren, Friday evening.

The following officers were installed for the ensuing year by William Hughes of Twin City Post 1459: Commander, Elmer Biek, Dowagiac; senior vice-commander, Robert Wilson, Dowagiac; junior vice-commander, Gerald Spaulding, Benton Harbor; inspector, William Hughes, Benton Harbor; quartermaster, William Chappell, Benton Harbor; chaplain, Norman Keihn, Niles; trustee for three years, Joseph Rollack, Watervliet; surgeon, Jacob Davis, Paw Paw; judge advocate, Eric Kasischek, Benton Harbor; officer of the day, Ward MacPherson, Hartford; adjutant, Robert Orth, Benton Harbor; guard, Thomas O'Hara, Watervliet; publicity, Robert Wilson, Dowagiac.

Eric Kasischek, Benton Harbor, was the retiring council commander. Movies and a chili supper were the enjoyable features which followed the meeting.

More than 40 per cent of Americans over 10 years old buy daily newspapers.

Gallup Poll

Stassen Takes Lead Over Truman In A 'Trial Heat'

BY GEORGE GALLUP
Director, American Institute Of Public Opinion
PRINCETON, N. J., May 10—

The first full indication of the extent of the anti-Truman revolt in the South can be seen in the latest survey of political sentiment by the Institute.

In the traditionally Democratic South a Republican candidate for President, Harold E. Stassen, runs neck-and-neck with President Truman in a presidential "trial heat" race. In 13 years of Institute polling on political sentiment, nothing like that has ever been found before.

Throughout the nation as a whole Stassen runs considerably ahead of the President and shows a substantial increase of strength since February. Stassen's rise is reflected in three trial heat races over a four-month period, as follows:

"If the Presidential election were being held today, and Truman were running for President on the Democratic ticket against Stassen on the Republican ticket and against Wallace on the Third Party ticket, how do you think you would vote?"

	Feb.	Apr.	Today
Stassen	41%	44%	56%
Truman	45	39	33
Wallace	6	7	5
No. Opin.	8	10	6

The sectional results of the latest poll, showing the almost unprecedented of a Republican running as strongly in the South as the Democratic candidate, follow:

Stassen	Truman	Wall.	No. Opin.	
N. Eng. & M. Atl.	56%	32%	7%	5%
E. Cent.	59	32	4	5

W. Cent.	South	Min. & Pac.	2	3	4	5	6
63	42	37	32	2	4	13	6

The significance of the Southern figures in the poll can be appreciated when one remembers that only once since the Civil War has the Republican Party made any substantial dent in the solid South. In 1928 when Alfred E. Smith headed the Democratic ticket, the Republicans polled a majority (52 per cent) of the major party popular vote in the 13 Southern states taken as a whole. On a comparable basis, with third party and no opinion vote excluded, Stassen's showing in today's poll closely approximates the 1928 performance.

In certain other years Southern Democrats have voiced complaints about supporting their party's candidate — as for example in 1944 when there was a small revolt against Franklin D. Roosevelt — but they ended up loyal to the party on election day. That of course might happen again this year.

IN ANALYZING the impressive showing made by Stassen in the latest trial heat, several qualifications should be borne in mind.

1. The survey was conducted at a time when President Truman's popularity is at a low ebb and when Stassen's star has been rising. Whether Stassen can continue to hold such a lead over Truman in popularity through weeks ahead remains to be tested in future pollings.

2. Once before, in the autumn of 1946, President Truman's popularity sank to a low point in Institute polls, but the President made a phenomenal comeback.

Van Buren Librarians To Meet At Bloomingdale

BLOOMINGDALE, May 10—

The Bloomingdale library board will act as hostess unit at a meeting of the librarians of the county, and county library board members, and members of the county library staff at Paw Paw, to be held here Tuesday, May 11.

It is expected that five guests from Western Michigan college at Kalamazoo will also join the group.

The morning business session will be held at the Bloomingdale library, beginning at 10:30 o'clock. Luncheon will be served at the home of Mrs. Jessie Rogers. During the afternoon program, Mrs. Marvin Spayde will speak on "African Violets."

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