

DECATUR DAILY DEMOCRAT

ONLY DAILY NEWSPAPER IN ADAMS COUNTY

Vol. LI. No. 116.

Price Five Cents

Truce Talks Are Recessed To Wednesday

Negotiators For Both Sides Charge Proposals Unfair

PANMUNJOM, Korea (UPI) -- Truce negotiators accused each other today of not really wanting a Korean armistice and the United Nations recessed the talks until next Wednesday.

Lt. Gen. William K. Harrison, head of the U.N.C. delegation, proposed the recess at a 67-minute meeting unless the Communists had "something constructive to offer."

North Korean Gen. Nam H. chief Communist negotiator, demanded that the Allies withdraw their "aburd" proposals for settling the deadlocked issue on exchanging prisoners who do not want to go home.

Then he consented to a recess until May 20.

Harrison said he wanted the recess for "administrative reasons."

The deadlock, tight as it was last Oct. 8 when the talks were broken off, still centered around ultimate disposition of prisoners refusing repatriation.

Harrison insisted that the U.N.C.'s 26-point plan submitted May 13 was a basis for negotiation while Nam stuck to his claim that the eight-point Communist proposal of May 7 needed no alteration.

Harrison tried to answer Red objections to parts of the Allied plan but Nam retorted that the U.N.C. was plotting to retain rather than free the prisoners.

"Whereas our side insists on no coercion either to prevent or effect repatriation," Harrison said, "your side clings to its extreme position of attempting to coerce unwilling prisoners to return to their masters."

"Thus, the hope of your side that you were sincerely seeking an armistice under terms which would accommodate legitimate viewpoints of both sides seems to have been unwarranted."

Under the Allied plan, North Korean captives would be freed on armistice day. Chinese prisoners would be turned over to a neutral five-nation commission for not more than two months. After that period they would be free to go where they choose if they still resisted repatriation.

The Chinese plan would turn the prisoners over to a political conference for final disposition, a point which the Allies object to because prisoners might agree to go home rather than remain in custody indefinitely.

Nam accused Harrison of resorting to "fabrication and slander" in supporting the U.N.C. proposal. He said the U.N.C. had failed to justify releasing of all Koreans.

(Turn To Page Six)

Oatis Release May Extend To Others

British Hopeful Of Release Of Sanders

LONDON, (UPI) -- The Czechoslovak Communists, in freeing American newsmen William N. Oatis, may have started a chain reaction which will extend to other Soviet satellite countries, diplomatic observers said today.

Oatis' release was called here a gesture of "good will," in line with the "peace offensive" which the Soviet Russian government started after the death of Josef Stalin.

Oatis' release, Russian experts here said, may be followed by the freeing of others.

Diplomats in London waited eagerly for any word from Budapest that the Hungarian Communists might free Edgar Sanders, British businessman who was sentenced as a spy at the same time American businessman Robert A. Vogeler was convicted.

Vogeler was freed after negotiations between the United States and Hungary. But Sanders remained in prison, though the Communists recently offered to "trade him for a Communist woman guerrilla leader sentenced to death in Malaya."

It is believed Sanders may be the next object of satellite "good will."

Observers noted that the Czechoslovak communiqué announcing Oatis' release said the action taken in freeing him was entirely on the initiative of the Czechoslovak government.

(Turn To Page Six)

Last For The Williamsburg



PRESIDENT EISENHOWER waves gaily from deck of the presidential yacht Williamsburg as he and Mrs. Eisenhower and her mother, Mrs. Elvira Doud (left), embark on weekend cruise. It's the last voyage for a while for yacht, which is to be mothballed.

Dale Haggard Still Missing After Wreck

Driver Of Third Auto In Accident Is Still Missing

Twenty-six-year old Dale Haggard, route 2, Ossian, is still missing, more than 30 hours after a triple wreck that resulted in the loss of life to three people, Leo D. Sheets, 20, Decatur, Ralph W. Van Osdale, Jr., 33, and Mrs. Mary E. Owsens, 22, both of Fort Wayne.

Almost immediately after the collision, three miles east of Decatur on U.S. highway 224, Haggard disappeared, after he was seen by at least two people describing his flight either in a car or walking down the road.

The accident happened—and any certain statements can only be made from Haggard, the only living witness to the tragedy—according to sheriff Bob Shraluka, when the Van Osdale car, with the woman, either was backing out of or moving into the "R" truck stop.

The car was struck nearly broadside by the Sheets vehicle, ramming it off to the right side of the road in a gentle arc. Sheets, car describing a sideways skid. The sheriff thinks Haggard's car did not hit the other two but ran out of control and rolled over, ending finally towards the left side of the road and further than the other two death cars.

The impact was such that it is thought the victims died instantly.

Haggard was nowhere in sight, from the description, 10 minutes after the wreck, and either walked off or hitched a ride.

Police are now satisfied that Haggard is staying in hiding, possibly entirely out of this area, because of some fear of the law. Haggard, according to Mr. and Mrs. Clifton Haggard, his parents, has always thought the law was "picking on him." His record shows arrests on traffic violations and he has had his license suspended on at least one occasion.

Prosecuting attorney Lewis L. Smith said there is no affidavit against Haggard at this time.

Mr. and Mrs. Haggard said their son is a stable type of youth and has never been in any serious trouble. It was learned that at one time Haggard was away from home for a long period.

He is urged by police to return 1) for the obvious reason that Reuther sent a letter to top management of auto and auto parts firms saying, "The UAW-CIO is deeply disturbed by the prospects that there may be substantial and widespread hardships in the automobile, trucks and parts industries during the second half of 1953.

It was learned Friday that Reuther sent a letter to top management of auto and auto parts firms saying, "The UAW-CIO is deeply disturbed by the prospects that there may be substantial and widespread hardships in the automobile, trucks and parts industries during the second half of 1953.

"This threat of widespread lay-offs results from the fact that management is planning to produce a disproportionately high percentage of their annual projected 1953 production schedules during the first six months of this year."

Automakers had no immediate reply, but their previous predictions indicated auto employment will remain steady throughout the year.

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Fears Widespread Auto Plant Layoff

Over-Production Scored By Reuther

DETROIT, (UPI) -- Walter P. Reuther, president of the UAW and the CIO United Auto Workers, has told automakers that "widespread layoffs" may result from over-production in the first half of 1953.

It was learned Friday that Reuther sent a letter to top management of auto and auto parts firms saying, "The UAW-CIO is deeply disturbed by the prospects that there may be substantial and widespread hardships in the automobile, trucks and parts industries during the second half of 1953.

"This threat of widespread lay-offs results from the fact that management is planning to produce a disproportionately high percentage of their annual projected 1953 production schedules during the first six months of this year."

Automakers had no immediate reply, but their previous predictions indicated auto employment will remain steady throughout the year.

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."

Reuther said trade journals estimate production for the year will hit approximately 5,500,000 cars and trucks, "and these same industry sources predict that in excess of 3,300,000 cars will have been produced by the end of June."