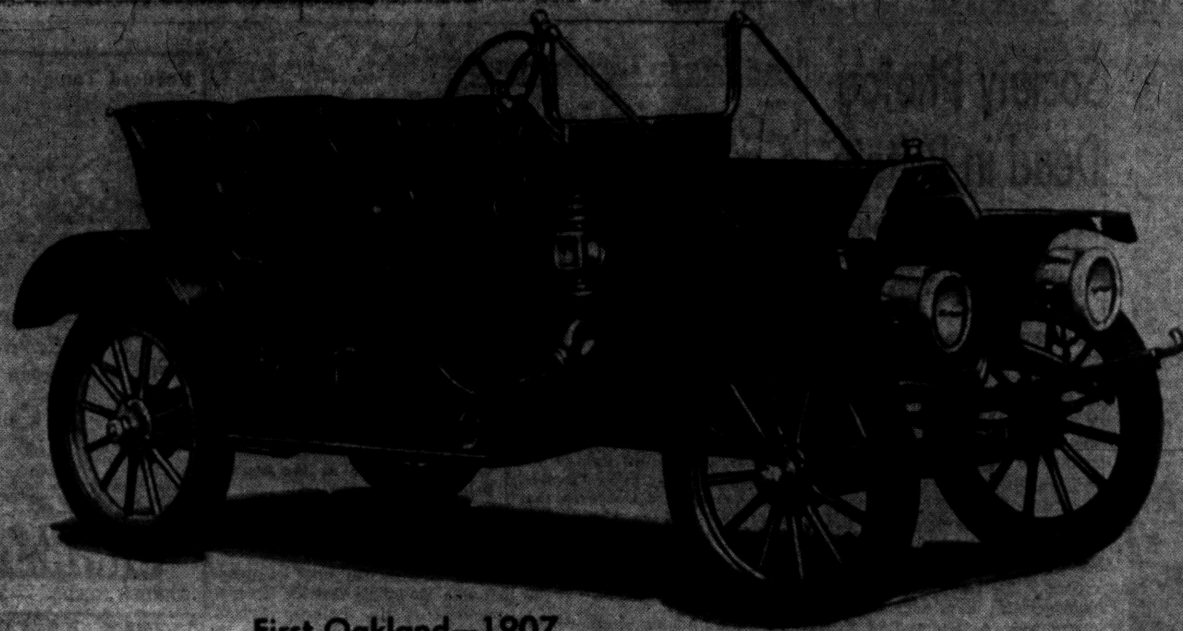
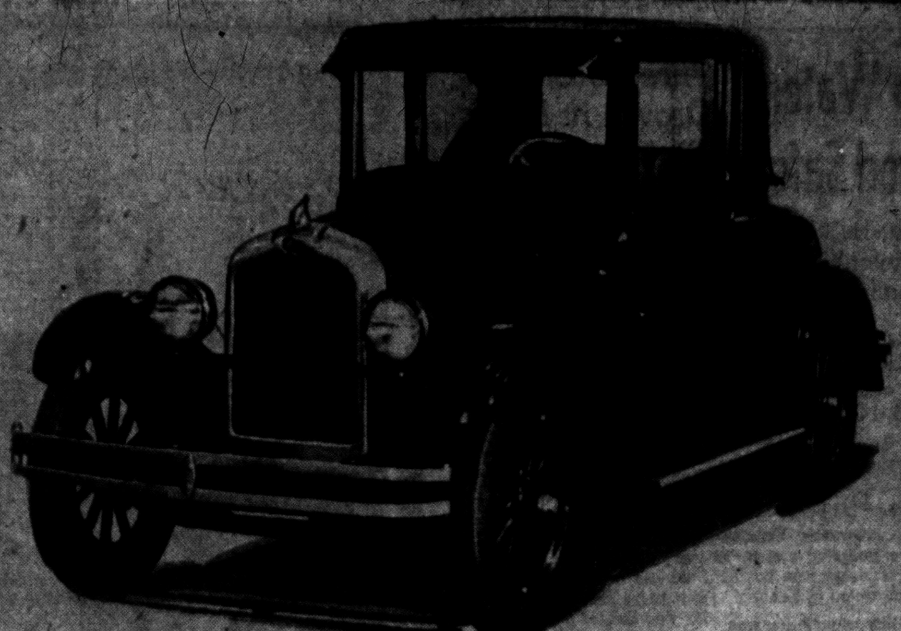




First Oakland—1907



First Pontiac—1926

The Weather
U.S. Weather Bureau Forecast
Cool Tonight, Fair Tomorrow.
Details Page 2.

THE PONTIAC PRESS

Home
Edition

115th YEAR

★ ★ ★ ★ PONTIAC, MICHIGAN MONDAY, AUGUST 19, 1957—72 PAGES

ASSOCIATED PRESS UNITED PRESS PHOTOS
INTERNATIONAL NEWS SERVICE

76

Gala Parade Tonight to Launch Celebration

Quiz Teamster Vice President on Phony Locals

Einar Mohn Accused of Issuing Charters at Hoffa's Request

WASHINGTON (AP)—Einar O. Mohn, executive vice president of the Teamsters Union, was called for questioning today about testimony that he issued charters for phony locals in New York in a power play engineered by James R. Hoffa.

Hoffa, Midwest boss of Teamsters and heir apparent to Dave Beck as president of the giant union, also is slated to testify before the Senate Rackets Committee tomorrow, or possibly late today.

The committee neared the end of its probe into charges that Hoffa teamed with racketeer Johnny Dio and other New York mobsters in an effort to extend his sway into the New York area.

Mohn, Beck's right-hand man in the union, balked at answering questions about other Teamster affairs when he appeared last winter before the regular Senate investigations subcommittee.

He challenged that group's jurisdiction. He was cited for contempt of Congress and now is awaiting trial.

However, Mohn told a newsman he would answer the Rackets Committee's questions without invoking any Fifth Amendment privileges against possible self-incrimination—widespread practice among previous committee witnesses.

Thomas L. Hickey, a Teamster vice president and a candidate for union president, told the committee last week Hoffa originated the plan to set up the phony locals in an effort to assure additional votes for his candidate, John O'Rourke, for president of the New York Joint Council of Teamsters.

These locals, with officers but no members, had voting rights in the council election.

The establishment of the locals was denounced as a fraud against the union by Martin Lacey, whom O'Rourke unseated. O'Rourke, in an earlier appearance before the committee, declined to answer questions about Teamster affairs, the election or any relationship between him and Hoffa.

Auburn Heights Woman Leads Weather Contest

Still maintaining a strong lead in our Hottest Moment in August contest is Christiana Laschinsky, of 883 Coughlan Dr., Auburn Heights, who nailed the day's high right on the nose.

Straining to beat that 92 high recorded on August 3, 91 degrees has been the very highest the mercury has managed to climb in trying to top the hot spot so far.

What maneuvers the mercury will pull during the next 12 days is anyone's guess. That \$200 U.S. Savings Bond still may be yours.

Work to Retrieve Bodies in Tunnel

OSWEGO, N. Y. (AP)—Workmen resumed efforts today to recover the bodies of three construction men from a tunnel under Lake Ontario where one rescue-worker already had died and more than a dozen had been felled by gas.

The three construction men were killed yesterday when an unexplained explosion ripped through the 6,250-foot water tunnel, which runs through rock 100 feet below the lake bottom.

Efforts to retrieve the three bodies were called off during the night after the death of Lloyd Matteson, 32, of nearby Scriba, one of approximately 100 workers who had tried to reach the blast area.

Operations were resumed this morning after the installation of ventilating equipment.

Matteson's oxygen ran out about 1,500 feet inside the gas-filled tunnel. Fellow workers said he began running toward the entrance, apparently became panicky and tore off his oxygen mask. Then he collapsed and died. Other workers took his body to the surface.

Two coastguardsmen located the bodies last night, eight hours after the explosion. The bodies were almost a mile inside the tunnel, which is being built as part of a new city water supply system.

The cause of the explosion was not determined.

The three killed were John Lago, 40, electrician, Oswego; Phil Aylor, 36, Harrisonburg, Va.; and Linwood P. Heiston, 47, general superintendent, formerly of Elkton, Va., and more recently of Niagara Falls, N.Y.

The IMU has no contract with any of the three papers, but claims to represent a majority of the mailers at the News. It has asked the National Labor Relations Board to hold an election to determine the bargaining agent.

Publishers' contracts covering mailing room employees are with the International Typographical Union. ITU mailers replaced the strikers at the News Saturday but truck drivers belonging to the Teamsters Union refused to cross IMU lines to pick up papers.

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4 Persons Die in Bus Accident

Blowout Causes Vehicle to Crash Into Barrier on Jersey Expressway

WALL TOWNSHIP, N.J. (AP)—A Public Service bus bound from Atlantic City to New York blew a tire and smashed into a Garden State Parkway abutment here yesterday, killing four persons and injuring 30 others.

The huge vehicle, traveling 50 miles per hour when the blowout occurred, skidded for 100 yards and smashed into the concrete barrier with such force that the bus' roof was peeled back to the fourth seat.

Rescue crews used acetylene torches to free five of the injured.

Three passengers were dead on arrival at Fiddin Memorial Hospital, Neptune. A fourth died at the hospital some hours later.

State police tentatively identified two of the victims as Eva H. Distenfeld, Brooklyn, N.Y.; and Lena Greenberg, New York.

The accident, most serious on the superhighway since it opened in 1954, occurred in the West Belmar section where Route 38 passes over the parkway. It came at a time when thousands of weekenders were returning home from the shore.

The crash scene was one of broken bodies and scattered luggage. As rescue workers swarmed to the area, traffic was backed up for miles both on the parkway and on Route 38.

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Congratulations for Pontiac



CURTICE

Congratulations to Pontiac Motor Division and its employees on the occasion of the 50th anniversary have been received by S. E. Knudsen, general manager, from Harlow H. Curtice, president of General Motors. His message follows:

"I take pleasure in extending warmest congratulations to the folks of Pontiac Motor Division on the 50th birthday of their great organization.

"Pontiac," as the name of a motor car, is not among the oldest but certainly among the most highly respected in the industry—and deservedly so.

"We are proud of Pontiac Motor Division as a member of our General Motors family and proud to be an industrial citizen of the Pontiac community. I am certain that in the years ahead both will continue to make great progress together."

Harlow H. Curtice, president
General Motors Corporation

Event Heralds Pontiac Motor's Golden Year

Colorful Marching Units, Championship Bands to Spark Procession

The young at heart will turn out at 6:30 p. m. for the glitter and glamor of a gala parade as Pontiac celebrates the 50th anniversary of the Pontiac Motor Division of General Motors.

Colorful marching units, championship bands, Scottish bagpipers, high-stepping majorettes and dozens of other famous acts and floats will spark the procession as it moves up S. Saginaw street from Rapid to Sanderson.

A motorcycle escort from the Pontiac Police Dept. will lead the way, followed by a color guard from the city's own 703rd Reserve Tank Battalion.

The Milford High School Marching Band will follow, ahead of the car-carrying local officials.

Among the 18 huge floats, all drawn by new Pontiacs, will be that of the Chamber of Commerce, bearing a huge medallion of Chief Pontiac emblazoned in gold, the symbol of Pontiac Motor Division.

On the float will be The Pontiac Press' Miss Front Page for August, flanked by two previous title holders, Miss April and Miss June.

From Detroit will come two nationally famous bands: The St. Andrew Society Junior Pipe Band, in traditional colorful kilts, and the Detroit Edison Post, American (Continued on Page 2, Col. 3)

Pot-O-Gold Grand Prize Now Is \$2,200

Since no winner turned up after checking last week's Pot-o-Gold—all 16,168 entries—a grand total of \$2,200 is awaiting the lucky person who wins this week's puzzle.

That person may easily be you. Get entries in early—to beat someone else and to beat the deadline. Don't forget, entries must be postmarked by Aug. 27 to be eligible. They must be sent on the back of a postcard.

Those in envelopes will not be accepted.

The puzzle appears on page 60, so go to it, and good luck.

Fair, Cool Weather Due to Continue

The weather outlook for Pontiac and vicinity tonight is fair and cool with a low of 53 to 57 degrees.

Tomorrow will be fair and mild, with the mercury climbing to a high of 76 to 80.

In an extended weather outlook, the U. S. Weather Bureau has forecast temperatures will average near the normal 81 high and normal 61 low for the next five days. Showers are expected about Thursday and Saturday.

In downtown Pontiac the lowest temperature recorded preceding 5 a. m. was 60. At 2 p. m. the mercury registered 71.

Reuther Asks 'Big Three' to Slash Prices on Cars

DETROIT (AP)—Walter P. Reuther, president of the United Auto Workers, has asked the auto industry's Big Three to cut car prices in return for modified union contract demands.

There was no immediate comment from the auto firms.

Reuther wrote the heads of Chrysler Corp., General Motors Corp. and Ford Motor Co. asking them to cut auto prices by at least \$100 a car.

He said in return the UAW would modify its new contract demands next year.

The labor leader called his plan a "positive and practical proposal for making an effective beginning in stopping and reversing the inflationary trend."

Reuther told the auto leaders, whose contracts with the UAW run out next spring around June 1, that "we are not asking you to (Continued on Page 2, Col. 5)

Tonight's Parade to Cause Change in Traffic Routes

Traffic arrangements during the anniversary parade were announced today.

Starting at 4 p. m., parking will be prohibited on both sides of Saginaw street, from Parke to Oakland; both sides of Oakland from Saginaw to Baldwin; and both sides of Sanderson from Oakland to Cass.

Alternate traffic routes suggested by Capt. Koren are: North and south—Use Johnson, Cass and Bagley to Wilson or South Blvd., then back to Saginaw, or Howard and Perry to Parke and back to Saginaw.

East and west—Use Johnson, Montcalm, Franklin, Parke, Wilson or South Blvd.

BULLETIN

NEW YORK (AP)—The board of directors of the New York Giants voted today to move the team's baseball franchise to San Francisco in 1958.

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From Spoke Wheels to Fuel Injection—50 Years of Pontiac

It All Started in Murphy's Buggy Shop—in 1907

The buggy shop was quiet that afternoon in 1907 as owner Edward M. Murphy strolled through it, meditatively scratching his head with a pencil. The hum of work in his busy carriage works had been stilled by the quitting whistle.

But the hum in Murphy's head was not stilled. It had become more than a hum, in recent months, and taken on the sputtering explosiveness of a gasoline engine. Buggies were selling well, and his buggies had a reputation for craftsmanship. But . . .

But these new L-recessed carriages showed promise, much more promise than many realized. Now was the time to get into this dynamic business of the future.

He paced off one end of the fac-

tory once again, and made a decision. That should be enough space to start making horseless carriages.

Fifty years ago next Wednesday, the far-sighted Mr. Murphy organized the Oakland Motor Car Co., with capital of \$200,000.

Auto pioneer A.P. Brush had already established himself by designing a successful one-cylinder Cadillac, and also the Brush car.

From him, Murphy acquired the rights to a two-cylinder engine.

The sleek Pontiac of today started right then.

Edward Murphy was the general manager during that first year of producing the Oakland. The two-cylinder model failed to gain the popular eye of the public, but the next development certainly did.

In 1908 the Oakland model K was introduced, and it won immediate approval of the public which was becoming more and more auto conscious.

Such climbing popularity meant expansion, expensive ex-

(Continued on Page 20, Col. 1)



1957 Pontiac