

English Bishop Blames Women

BLACKPOOL, England (U. P.) — A Church of England bishop, who says he does not believe in the equality of the sexes, blames much of today's moral delinquency on women trying to be something they were never meant to be.

Speaking recently to a local organization which looks after young girls, the Rt. Rev. Althe Hoskyns-Abraham, bishop of Lancaster, said that to put men and women on an equal basis "when they are psychologically and physically so entirely different can lead to some awful trouble."

"I do not believe in equality of

the sexes and, please God, I never will," the 51-year-old bishop added. "What do most bright things today mean by equality?—the freedom to behave as a man behaves."

"They try to add to their natural female vices and then feel they have reached man's status. They haven't. They have sunk below it."

But the bishop, who is married and has three children, said women are the stronger sex. "They have proved that time and time again by their courage," he said. "By the way they bear pain and by the sacrifices they make for their homes and families."

Butler Says Democrats Not Against Business

CHICAGO (U. P.) — Democratic National Chairman Paul M. Butler took issue here with what he called "the myth which alleges that the Democratic Party is against business."

In an address prepared for the Executive Club, he suggested also that business not allow itself to become too closely identified with the Republican Party.

"The partnership tends to unite rival interest groups in opposition to it," he said. "Moreover... operating under the myth that the Republicans are better for business than the Democrats, business has been saddled with responsibility for the mistakes which may be made by the Republican Party."

Sen. Magnuson To Urge Speedup In Ship Building

By G. MILTON KELLY

WASHINGTON (U. P.) — Sen. Magnuson (D-Wash.) said Saturday he will ask Congress to act directly unless the Maritime Administration speeds up what he terms a lagging defense ship building program.

Magnuson wants the government to insure mortgages on the full cost of the ships to the builders. The Maritime Administration contends that no more than 90 per cent insurance is either necessary or authorized.

Maritime Administrator Clarence G. Morse told a Senate commerce subcommittee Friday he believes he has got the program past the financing bottleneck, and at the lower figure. The bottleneck was created in part, Morse said, by Congress members themselves.

He said that statements "emanating from the Hill (Congress)" have encouraged potential bidders to withhold bids for construction of 15 high speed tankers for charter to the Navy by indicating more liberal credit terms might be arranged.

Magnuson, who heads the subcommittee, disputed Morse's statement.

The senator said also he doubts Morse's prediction that private enterprise can raise enough money to build the ships with mortgage insurance at the 90 per cent figure.

Morse said three firms already have told him they are willing to build up to 14 of the tankers under 90 per cent insurance.

Morse told the subcommittee he will refuse to approve mortgage insurance of more than 90 per cent, unless some higher authority overrules him. He said he believes he would be criticized for "failure to protect the government's interests" if he approved the higher amount.

FROM NINE TO FIVE

By Joe Fischer



That's not fair, Mr. Wump. I don't go out of my way to drive you crazy! It just comes natural.

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Heltzell Refuses To Let Company Abandon Line

SALEM (U. P.) — Public Utilities Comm. Charles H. Heltzell refused here to let Portland Traction Co. abandon its interurban passenger service.

Heltzell said the company has made no real effort to attract and encourage increased passenger business, aside from providing dependable service and buying some additional used passenger equipment.

Heltzell denied a similar application made by the company in 1953.

The company sought to abandon passenger service between Portland and Oregon City and Bellrose.

Heltzell's order said:

"While passenger operations have been conducted at a loss each year, the actual out-of-pocket losses are relatively low."

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