

House Votes Prosecution Of Grunewald

WASHINGTON (P)—Henry W. Grunewald, once described as a character who could "walk into senators' offices with his hat on," was cited for contempt of Congress by the House Wednesday.

The Washington mystery man was accused of "willful and deliberate" refusal to tell a tax investigating committee anything about his relations with high officials of the Internal Revenue Bureau.

Not a single member of the House spoke in his defense as they voted 332 to 0 to refer his case to the Justice Department for prosecution. Conviction on a contempt charge would make Grunewald liable to a year's imprisonment and a \$1,000 fine.

The House Ways and Means Subcommittee tried five times to get Grunewald to tell them about his Washington activities, his friendship with those in high places and his interest in five- and six-figure tax cases.

All that Grunewald would say was that he was born in 1892.

"Not only was Grunewald's failure to answer contemptuous," Chairman King (D-Calif.) told the House, "but he even refused at one session to acknowledge the fact that members were speaking to him. He sat in mute contempt of our processes."

King said Grunewald made no claim of privilege against self-incrimination, but just clammed up. He said there was evidence indicating that Grunewald "lent money to, and had other business dealings with, government officials who occupied high positions in the Bureau of Internal Revenue."

One of these was Charles Olinphart, chief counsel, who resigned at the height of the tax investigation last year.

Grunewald, well to do and apparently influential in Capitol Hill, has been an enigmatic figure around Washington for years.

The King committee has heard evidence that Grunewald footed

Broken Rail Stabs Car



CINCINNATI—This broken rail stabbed into a Pennsylvania Railroad sleeping car as eight cars of a Chicago-to-Cincinnati train were derailed near Elwood, Ind. Rail missed the berth of the Rev. Louis Weltman by six inches. Father Weltman, professor at Xavier University, Cincinnati, was shaken but unhurt. Two other persons were injured. (AP Wirephoto to The Statesman.)

Raver Asks Northwest Agree On Power Goals

WALLA WALLA (P)—The primary need of the Pacific Northwest at the present time is to agree upon its goals for development of the region's water resources and to pursue those goals with every means at its command, the Columbia Basin Inter-agency Committee was told Wednesday.

Dr. Paul Raver, Bonneville power administrator who spoke to the group, called for greater unity of purpose.

"It seems obvious," he said, "that the lack of unity within the region is the principal reason why our water development program is not going ahead on schedule."

"We could not hope to obtain appropriations of the size required for our construction work without presenting a united front to Congress. At the present time we clearly do not have that unity of purpose."

Mrs. Gerasche Rites Friday at Newport

Final rites will be held at the Parker Funeral Home at Newport Friday for Mrs. Paul Gerasche, long-time resident of Salem until four years ago, who died at Newport Tuesday. The Gerasches formerly operated a bakery in Salem. The husband died two years ago.

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50c Jergen's Lotion and 50c Woodbury Shampoo **49c**
83c Jerg's Tonic and 63c Fore Dressing **74c**
50c Suave and 69c Curtis Shampoo, Both **89c**
65c Kream Shampoo and 25c Kream Cream **59c**
60c Gold Gilt Shampoo and 25c Gilt Tint **49c**
\$2.25 Fitch Cream Shampoo—1-lb. **\$1.60**

Japan Airliner Crash Kills 37; No Survivors

TOKYO (P)—U. S. Air Force paratroop medics Thursday reached the wreckage of a missing Japan Airlines plane on Oshima Island and reported they found no survivors. There were 37 persons aboard, including three Americans.

The wreckage was on the south slope of Mihara Volcano, 65 miles south of Tokyo.

Japanese sources said the crash was the worst disaster in Japanese civil aviation history. The plane, a Martin 202, was leased by Japan Airlines from Northwest Airlines. The Japanese company began service only last year.

The Americans aboard included the pilot and co-pilot.

Among the Japanese passengers was Takashi Miki, president of Yawata Iron and Steel, Japan's largest steel company.

The plane left Haneda Airport, Tokyo's main air terminal, Wednesday morning on a regularly scheduled southbound flight to Fukuoka on Kyushu Island.

It was last heard from by radio near Oshima, on course for Osaka, its first scheduled stop.

Late Wednesday, the Japanese Maritime Safety board reported the plane had crashed landed on Hamana Inlet, on the Southeast Japanese Coast, 150 miles from Tokyo. But the report, and another than an American minesweeper had picked up all passengers and crewmen, proved to be false.

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