

Looking at WASHINGTON

NO WAR OVER PLANE INCIDENT

The Russian reply to the note of the United States, demanding an indemnity for the death of the ten crewmen of the U. S. Navy Privateer, was about what one would expect from the Soviet Government but it does not end the matter.

The U. S. Government, in view of its positive statements, is evidently in possession of accurate information as to the circumstances connected with the disappearance of the unarmed plane. Whether this information will be given to the public may depend on the source of the information which may have to be protected.

The shooting down of the unarmed plane brings relations between the United States and Russia to a rather dangerous point. Nevertheless, it is too early to think of war as inevitable. The United States, after all, is pledged to the peaceful settlement of dispute with other nations and will probably resort to some action before the United Nations in an effort to get a satisfactory adjustment.

Shortly after the incident, the Soviet Government, in a protest to the United States, accused the American plane of flying over Soviet territory and of firing upon a Soviet fighter. The Russians said that one of the Soviet planes returned the fire and that the American plane fled over the Baltic Sea.

Moreover, the Russians "ostentatiously decorated" three Soviet airmen in a manner that gives the impression, according to Michael J. McDermott, official of the State Department, that the airmen are being rewarded for "shooting down a defenseless American plane."

The United States Government, delaying its reply to the Soviet note until complete facts could be obtained about the incident, advised the Soviet Union that the only military aircraft in the air in the Baltic area on April 8th, 1950, when the incident occurred, was a U. S. Navy Privateer airplane, which disappeared, leaving no trace of its crew of ten persons.

Our Government denied that the plane flew over any Soviet or Soviet-occupied territory or territorial waters and asserted that the plane in question was unarmed. Consequently,

this country protested the violation of international law, demanded an investigation by the Soviet Government, orders to prevent a repetition of the incident, punishment of those guilty of the attack and appropriate indemnity for the unprovoked destruction of American lives and property.

Reaction in Congress to the serious and delicate international situation was, in the main, that the United States take a firm and unyielding stand with Russia. The Senate unanimously voted praise and decorations for the lost airmen. Speakers in both Houses denounced the Russian action.

AIR TRAVEL SURE TO INCREASE

In ten years, all first-class travel will be by air, according to the prediction of Joseph J. O'Connell, Jr., chairman of the Civil Aeronautics Board. He says that longer runs through the air will be "more economical, faster and just as safe."

Mr. O'Connell does not think that trains, buses and other forms of transportation will go out of business but he intimates that they will handle the shorter-than-two-hundred-mile runs. Moreover, he thinks that commercial jet planes, traveling five hundred miles an hour, will be in general service in less than four years.

The development of aerial travel bids fair to have the same revolutionary effect upon the country that the automobile had in an earlier era. While the results of aerial transportation will not be as far-reaching as the developments brought about by

motor vehicles, the major contribution of the airliners will be the facilities presented for long-distance travel, which will accelerate the shrinking of distances in the world.

the gift of prophecy but there is not much reason to think that the chairman of the CAB is far from wrong in his forecast. Undoubtedly the future (Concluded on Page Two)

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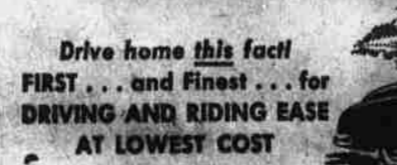
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