

Established Dec. 8, 1888.

Lenten Guideposts

Admiral Asked For God's Help

By JOHN L. SHERRILL
In his book, "Operation Deepfreeze," Rear Admiral George J. Dufek wrote: "There have been so many times in my life when all my experience and all the resources available to my command have been useless. At these times, I have gone into my cabin and knelt before my bunk and prayed. . . . Something always happened. . . . I can't explain it and I don't intend to try."
One such experience began for him on Feb. 3, 1956, at his "Operation Deepfreeze" headquarters in Antarctica with a radio dispatch: seven men were missing. . . .
Three years earlier, Admiral Dufek had been assigned the task of establishing year-round scientific bases in Antarctica. After two years of planning, Dufek started construction of bases late in 1953: one on the coast at McMurdo Sound, and one 430 miles along the coast to the eastward at Little America.

A tractor train set out from Little America to scout a trail to the site of Byrd Base — 500 miles inland — to be built the following year. . . .
AT 5:15 A.M., on the morning of February 3, an "Otter," a single-engine plane year-round adapted to cold-weather flying, piloted by Lt. Paul Strehl, departed from the tractor train on the lonely Byrd Base trail to fly six passengers back to Little America. A few minutes later came his last radio contact.

"Running into strong headwinds, freezing rain. Visibility poor."
Then silence.

All of Dufek's planes, except two short-range "Otters," had been flown out of the Antarctic for the winter. Therefore any search parties would have to operate out of Little America, 450 miles closer to the accident. Could the "Otter" have flown from McMurdo to Little America in the February gales? Dufek radioed Capt. Theodore Cordiner at Little America to find out.

"YOU CAN'T FLY anything in here now," said Cordiner. "The weather has closed in."
"Let me know when it lifts," Dufek radioed back. "In the meantime, what about ground teams?"

Capt. Cordiner radioed the leader of the tractor train on the Byrd Base trail to check on the other tractor train set out to meet them.

One day had already gone when a faint distress signal was picked up.

On the second day after the crash there were two more faint signals. Then, again, silence. . . .

THE WEATHERMEN at Little America still reported snow and high winds. In desperation, on the third day, Dufek decided to lead one of the "Otter" tractor-train Eastwind and sail it to Little America. During this operation a wing of the "Otter" was crashed.

It would take hours, perhaps a whole day to repair it. Dufek decided to return to McMurdo and bring up the second "Otter." Meanwhile Capt. Cordiner reported that the tractor train had found no sign of the plane.

And still the weather continued bad. Snow. Wind. The white-out.

"Time is against us," said Admiral Dufek. "It's just had to wait."

But Admiral Dufek did more than simply wait. He returned to McMurdo and sought out Chaplain John Condit. The priest was talking with some base personnel in the chapel, built by these men on their own time, after they had put in their regular 12-hour shifts. Father Condit shared with Protestant chaplain Peter Bol the southernmost parish in the world.

"ANY NEWS?" asked the priest.
"None."
"We're going to hold a special service after supper. . . . I'll be there."
"We wish there were something we could do," said one of the men.

"There is," said Admiral Dufek. "Pray. Let's not be afraid to ask for help." And then the Admiral went to his own cabin



Early Bird Gets The Fish

A unique elevator service rigged by blacksmith Franz Schreyer in Cramstadt, West Germany, provides a fresh fish dinner for this stork, which annually arrives for a winter feeding. The stork perches atop Schreyer's chimney stack and waits for the "dumb waiter" service.

Legislator's Charge

Price Of Votes Climbs To \$100

By BRYAN HANSLIP
RALEIGH (AP)—Sale of absentee ballots brought an average of \$100 last fall, according to Graham County Rep. Leonard Lloyd.

The Robynsville lawyer said vote buying was nothing new. Over the years, he said, it has become a worsening situation as Democrats and Republicans fought for control. It was the prices that hit new levels and showed things were out of hand.

Lloyd, a Democrat who has served one term in the House, decided the time had come for something to be done. Apparently the majority of Graham folks agreed. They elected him, on his platform to sponsor legislation to abolish the civilian absentee ballot in Graham County.

Lloyd makes two things clear in talking about absentee ballot abuses. First, he's talking only about the local situation in his county. Second, vote buying in Graham was strictly a bipartisan affair, with Democrats and Republicans tarred with the same brush.

In the general election last fall, Lloyd estimated, "each side spent in excess of \$20,000 on county and state races."

The figure may not seem so impressive until Lloyd adds that Graham's population is only about 7,000, and qualified voters number only some 3,200.

The State Board of Elections has recommended that the civil absentee ballot law be wiped off the books. The board blamed it as the source of most of the state's voting scandals.

Despite the endorsement of Gov. Hodges, the proposal has been greeted coolly by lawmakers. Raymond Maxwell, executive secretary of the Elections Board, confirmed recently that the board had recommended that the civil absentee ballot law be repealed.

STILL SERIOUS
FORT BRAGG (AP)—Gen. George C. Marshall, 78, is still in serious condition at Womack Army Hospital here where he has been since suffering a stroke Jan. 15. He suffered a second stroke Feb. 17.

WASHINGTON (AP)—Pioneer IV finished its space today and may never be heard from again.
The space probe tracking station at Goldstone, Calif., today when the probe's transmitting signals became very weak.
At that time the probe was traveling toward the sun at about 2,900 miles an hour, 412,000 miles from the earth.

Eight Marines Killed in N.C. Plane Crash

Ike Talks Crisis With Top Four

WASHINGTON (AP)—President Eisenhower conferred with Congressional leaders today on the Soviet threat to Berlin and possible Western counter moves. He and British Prime Minister Harold Macmillan will begin talks here March 20 on the same critical problem.

The White House and Macmillan's office in London announced jointly that the British Prime Minister Lloyd will arrive here Thursday, March 19 "for informal discussions lasting a few days on the international situation." The discussions will begin Friday, March 20. The talks presumably will include a review of Macmillan's recent conference with Soviet Premier Nikita Khrushchev.

After the announcement of Macmillan's plans to come here, Eisenhower welcomed Senate and House leaders of both political parties to his office for a discussion of the developing crisis.

FOUR INVOLVED

The big four involved in this consultation were Lyndon Johnson of Texas, Democratic leader of the Senate and Everett Dirksen of Illinois, Republican leader; Speaker Sam Rayburn of Texas, top Democrat in the House, and Charles A. Halleck of Indiana, House Republican chief.

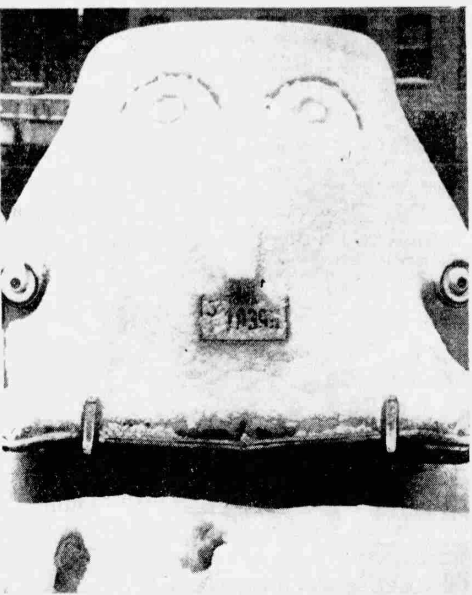
The President also included Vice President Nixon, Secretary of Defense Neil McElroy and Acting Secretary of State Christian Herter in the conference.

According to reports which have reached officials here since Macmillan's talks with Khrushchev, Macmillan will urge Eisenhower to reduce his conditions for a summit meeting with the Soviet premier.

DANGEROUS EXTREME
The British leader is apparently convinced that at present Khrushchev is determined to push his demands for withdrawal of the Soviet powers from Berlin, and for a German peace treaty, to a very dangerous extreme.

James C. Hagerly, presidential press secretary, said the talks will cover the evolving Berlin situation, the broader questions of Germany and of course Mr. Macmillan's visit to Moscow.

Hagerly denied the conference with congressional leaders was dictated by any sudden emergency.



Heavy Snow Failed To Dampen Humor Of Dubuque Citizen Who Decorated Car

Vicious Winds, Heavy Snow Hit Midwest, Move East

By ASSOCIATED PRESS
As vast March storm today spread into new territory with driving snow and smashing winds.

The storm that had dumped up to 1 1/2 feet of snow on eight midwestern states was centered in Michigan this morning.

A squall that resembled a small tornado ripped out a 60-foot section of a wall of the Ford Motor Co. parts plant in Monroe, Mich. None of the 250 workers was hurt and operations continued.

"It sounded like two railroad trains coming together," related Peter Haff, the plant's industrial relations manager.

A Greyhound bus was stranded on U. S. 27 about 12 miles south of Cheboygan, Mich. A snowplow was sent to the rescue but conditions were so bad it had to turn back.

Another Greyhound bus was reported marooned on State Road 68 between Indian River and Alanson, Mich.

All schools in Cheboygan and surrounding counties were closed. St. Ignace was virtually isolated.

Iowa, staggering from the impact of the worst blizzard in 10 years, struggled to throw off its snowy straitjacket.

Heavy snow and gusty northern winds created blizzard conditions in much of the storm belt. However, temperatures were in the 20s and no severe cold was reported.

The late winter storm, sweeping in from Colorado and Wyoming pounded wide areas in Nebraska, Iowa, Missouri, Wisconsin, Kansas, Oklahoma, and Michigan. It headed into sections of the Northeast.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

One Man Survives Tragedy

CHERRY POINT (AP)—Eight Marines died early today when their B4Q Flying Boxcar crashed here in a driving rainstorm. One crewman survived.

The big transport was approaching this marine air station on instruments at 1:50 a.m. when it crashed.

The survivor was acting Sgt. Ralph J. Mauro Jr., son of Mr. and Mrs. B. J. Mauro of Hamden, Conn. He was taken to the naval hospital at nearby Camp Lejeune where he was listed in critical condition.

The public information office said the names of the dead would be released after notification of next of kin.

The plane was returning from Norfolk on a training flight and was making an approach on instruments at 1:50 a.m. when it crashed.

The plane struck a lowland area about 200 yards from a main highway.

The office said an investigation is under way to determine the cause of the crash.

Tommy Ebron, Jr., 35, who lives about a mile from the crash scene, said he was up getting a drink of water when he heard the plane approaching, making what he called an unusual noise. He stepped outside.

"I saw it pass over real low and red lights were flashing all over it," he said. "Then I heard the explosion when it hit."

THREE EXPLOSIONS
Residents of the area agreed they heard three explosions. "The whole area was lit up by the flashes and fire," said Guy Ivins, who lives nearby.

Bobby Potter, civilian employee at Cherry Point, was one of the first to arrive at the isolated scene. He said he saw three people inside the plane, except the injured man who was on the ground, he related. "The plane was lodged in the trees about 100 feet off the ground. There was water around there six inches deep."

The air base was using helicopters to reach the scene and bulldozers cleared a path to it.

Strikers See Gov. Hodges

RALEIGH (AP)—A group of 30 women strikers from Henderson came to Raleigh today to see Gov. Hodges. A committee of six plus a minister went in to see the governor while the others waited in his reception room.

They presented the governor a statement in which they appealed to him to "step in personally as a participant" in joint union-management mediation sessions in order to "end the strike."

The women also told the governor that they are willing to present our case to, and abide by, the final and binding decision of any representative group you may see fit to appoint.

Mrs. Mae Beth, a co-chairman of the delegation, told newsmen they came to Raleigh because "we're just so personally so afraid that nothing is left undone to get a fair and amicable settlement."

She pointed out that one of the group, Mrs. Lillian Clark, is mother of a 19-year-old boy, Jimmie Clark, who recently won one of the coveted Merriam-Bowd scholarships to the University of North Carolina.

Our Weather
Fair, windy and cool today. Fair and cold tonight. Saturday fair and continued cool.

Low tomorrow morning 30
High today 62
Low tonight 50
High tomorrow 55

Sunrise today 6:46 a.m.; sunset today 6:23 p.m.

More Weather Data on Page 3-A

Work Release Bill Is Delayed

RALEIGH (AP)—A bill to expand the state's work release law passed the House today, but ran into delay after debate involving the budget for the Parole Board.

An objection to third reading held up the measure until next week after it had passed second reading by a wide margin on a voice vote.

The measure would allow prisoners serving terms up to five years to be considered for the work release plan, under which prisoners can serve their time at night and on weekends while working at regular jobs.

Rep. John Kerr of Warren said the bill would help rehabilitate prisoners, and also would serve to keep down prison population. Within five years, prison population is expected to reach 15,000, he said.

Rep. John R. McLaughlin of Iredell, who delays the bill when he objected to third reading, brought the Parole Board budget into the debate. He noted that under the bill, the board would have authority to grant work release privileges in certain cases.

"Maybe this is a reason for part of that 21 per cent increase they're asking," he said. "Why not leave it up to the judges, where it won't cost any extra?"

Rep. I. C. Crawford of Business first moved to suspend the rules to vote on the bill's third reading. He withdrew his objections, then withdrew his motion when debate threatened to boil over again.

New bills introduced in largely routine House and Senate sessions included the Omnibus Bill appointing members of County Board of Education sent forward in the House by Rep. John M. Hargett of Jones, chairman of the House Education Committee.

He added that since the probe's battery apparently had gone dead, it was unlikely that the Goldstone station would make any further search for it.

"We think that this is it," he said.

"Pioneer IV is gone forever." Earlier the gold plated cone had been sending clear signals from more than 400,000 miles out. Goldstone picked them up at 7:50 a.m.

He doesn't Fly Through Air Easily
Story on Page 1B

South Pittsburgh, Tenn. — Highway patrolmen from three states converged on this tri-state border area today after a desperate Alabama convict abandoned the car in which he held four persons hostage for more than 12 hours.

The Tennessee Highway patrol said the car stolen by William E. Smothers in his freedom bid was found on a rural road on the Tennessee River near here.

Officers believe Smothers is on foot. The patrol said at least 20 Tennessee, Alabama and Georgia highway cars were in the area, a hilly farming and mining section.

Smothers, serving 10 years in prison on six robbery convictions, included the patrolman and a trusty converted in a police car abandoned at Birmingham Thursday.

"He used to key he made himself to unlock his handcuffs in the back seat of the car," said Pat Brimmon, Otto Dees.

He was in the back seat and I was in the front. He got a strangle hold on me and held a piece of steel against me and took my gun."

Then, Dees said, Smothers ordered the trusty, Ted Enley, a convicted killer serving 25 years, to drive to the home of Smothers' sister Mrs. Fulton Weems, at Birmingham. There Smothers got a suit and shoes.

"Then we just drove around in prison on six robbery convictions, included the patrolman and a trusty converted in a police car abandoned at Birmingham Thursday."

The three went inside the house and ordered Mr. and Mrs. Noel Keith to go with them in the Keith car. They left the police car parked behind the Keith house.

"All the time I kept trying to talk him out of it," Dees said. "I was afraid to try anything because of the Keiths being in the car."

Easley also tried to talk Smothers into giving up the idea of escaping, Dees said.

From Birmingham, Smothers and his four hostages, held at the point of Dees' revolver, headed north.

Near the tiny town of Flat Rock, Smothers ordered them to stop on the highway and told them to get out.

Dees, Easley and the Keiths walked to a farm house and telephone state patrol headquarters.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.

HEAVY SNOW WARNING
Heavy snow warnings were posted for northern Michigan and for parts of Vermont, New Hampshire and Vermont.

In the Midwest storm zone, big drifts blocked highways, halting travel on many main arteries. In sections of southeastern Iowa several counties reported every road impassable. Driving conditions were extremely hazardous.

Air travel was grounded in many places. Many schools in Iowa and Wisconsin were closed. Business and industry slowed operations, with workers hampered by travel conditions.

Iowa reported at least 10 deaths from the blizzard, the worst in the state since 1950. One death attributed to the storm was reported in Wisconsin.

Snow removal operations were delayed because of the strong winds and falling snow in many areas. Heaviest falls in Iowa were up to 17 inches at Ottumwa. In Wisconsin the heavy wet snow ranged up to 14 inches in some southern counties. The covering at Univille and Princeton, Mo., both in north central Missouri, ranged from 15 to 17 inches.