

SENATE VOTES 2-YEAR DRAFT OF 19-26 MEN; HOUSE IN DOUBT; 2,201 WAR PLANES ORDERED

\$1,345,165,000 Allocated For Air Force Additions

Purchases to Be Made in the Coming Fiscal Year Include Trainers, Transports, Jet Fighters and Heavy Bombers

Special to THE NEW YORK TIMES.

WASHINGTON, June 10—The Air Force will place orders in the fiscal year starting July 1 for 2,201 new airplanes costing \$1,345,165,000, Secretary W. Stuart Symington said today. This total is in addition to \$653,635,000 already allocated by the Air Force for purchase of new airplanes for the Navy.

Delivery of the 2,201 planes will begin about a year later, will reach a peak in the second year and be completed within the third year, said Mr. Symington.

The orders to be given are about 500 less than the estimated annual purchases required to build up a 70-Group Air Force, Mr. Symington said. He added that the announced list was subject to change in periodic review if newer experi-

mental types became available for replacement.

The purchase list represented every type of post-war "production plane" from trainers and transports through the range of jet fighters to heavy bombers of both the propeller and jet types. It did not include experimental types such as the XS-1, announced today as having exceeded the speed of sound, or various other types such as the giant B-36 bomber, a propeller aircraft with extreme range.

Mr. Symington said 100 B-36's had been ordered, but that he believed the order had been reduced to ninety-four to compensate for added costs. This airplane is being developed in competition

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BILL WINS, 78 TO 10

Moves to Delay Start of Induction or Curb Program Crushed

HOUSE STALEMATE HOLDS

Rules Group to Vote Monday on Freeing Measure for a Decision on the Floor

By C. P. TRUSSELL
Special to THE NEW YORK TIMES.

WASHINGTON, June 10—The Senate passed the stop-gap selective draft bill today by a 78-to-10 vote. The measure calls for the induction, for two years of military service, of up to 250,000 men, 19 through 25 years of age, during the fiscal year starting July 1.

The bill, sent to the House for its decision, also contains a first step toward the objectives of the universal military training program, which, as such had been rejected, at least for this election year. This step would permit up to 161,000 youths 18 years of age to enlist voluntarily in the armed services for one year for training as future reserves and thus escape liability for a two-year draft when they became 19.

Whether the House would act on the draft was still uncertain.

Speaker Joseph W. Martin Jr. expressed hope that the House's own (Andrews) draft bill would undergo floor consideration next week, which is scheduled to be the last one of the Eightieth Congress.

Allen to Call Committee

Representative Leo E. Allen of Illinois, chairman of the House Rules Committee, declined to predict whether that body would permit the draft question to go to whole House consideration. He said he would call his committee together next Monday for a decision.

Mr. Allen opposes the proposed draft. So, apparently, does a majority of his committee. In past voting tests the decision has been seven to five to keep the Andrews Bill locked up at least until after the Senate had acted. Mr. Allen conceded that the 78-10 vote of the Senate this afternoon might prevent a blocking of the measure by his committee. He announced at the same time, however, that he would vote not to let the House consider it.

In the Senate, passage of the draft bill after six days and three nights of hot controversy came with that body divided as follows:

For passage—Republicans, 37; Democrats, 41.

Against passage—Republicans, 8, including Bricker of Ohio, Brooks of Illinois, Butler of Nebraska, Langer of North Dakota, Moore of Oklahoma, Wherry (the acting majority leader) of Nebraska, Wilson of Iowa and Young of North Dakota, and Democrats, 2, including Chavez of New Mexico and Taylor of Idaho, running mate with Henry A. Wallace on the third-party ticket.

Delay Is Voted Down

Before taking its decisive final vote, the Senate spent an hour passing on a flurry of amendments that had been rushed in for decision. In most part, the voting reflected Senate mood toward efforts to delay the draft, cut down its service time, inject civil rights involvement and let small, as well as large business, participate in production for the defense program. Principal decisions included these:

By a vote of 69-20, the Senate rejected a proposal by Senator Chapman Revercomb, Republican, of West Virginia, that the drafting be withheld pending another six months of trial of the voluntary enlistment system. To spur enlistments, he proposed an easing of aptitude tests for qualification from the present mark of 80 points to 59, which obtained during a part of World War II.

It had been argued previously that any man 19 through 25 years of age who had passed the fifth grade in grammar school could make at least 80 points.

Although the Senate early today had rejected in a voice vote a proposal of Senator Wayne Morse, Republican, of Oregon, that the ac-

Speed of Sound Is Exceeded By XS-1 in Repeated Tests

By CHARLES HURD
Special to THE NEW YORK TIMES.

WASHINGTON, June 10—An experimental airplane operated by the Air Force "has flown much faster than the speed of sound many times" in recent months, Secretary W. Stuart Symington disclosed today. The plane, known as the Bell XS-1, was piloted by a wartime ace, Capt. Charles E. Yeager, at the Muroc Air Force base.

This is the first recorded instance of piercing the sonic barrier in level flight, the Secretary added. Some other airplanes may have achieved such speed in dives.

The speed of sound varies with altitude, temperature, humidity and other conditions. It is figured by the Air Force, however, at 763 miles an hour at sea level under "standard conditions," when the temperature is 59 degrees Fahrenheit above zero. In the stratosphere, when the temperature drops to 67 degrees below zero, the speed of sound decreases to 662 miles an hour.

Whatever speed the XS-1 attained, a closely guarded secret, undoubtedly was registered at a very high altitude, since the plane was designed to operate most efficiently at high levels.

This plane, one of two of its type in existence, is carried aloft under the belly of a heavy bomber and released high in the air for flights which at high speed last only between two or three minutes, despite fuel capacity almost twice the weight of the airplane.

The XS-1 has a wing span of twenty-eight feet, is thirty-one feet long and eleven feet high, with a recorded empty weight of 4,892 pounds. It carries 8,000 pounds of fuel for its rocket mechanism. It was designed to reach a speed of more than 1,000 miles an hour at 40,000 feet and a theoretic-

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RENT GOUGER GETS CITY PRISON TERM

Greenwald Called 'Ruthless Chiseler'—Maximum of 3 Years in Jail Imposed

Six weeks after his arrest for gouging payments of \$2,000 to \$4,000 each from eleven war-veteran doctors seeking professional apartments in Stuyvesant Town and Peter Cooper Village, Meyer Greenwald, former tenant selector, started yesterday to serve a City Prison term up to three years. He is the second convicted rent gouger to receive a jail sentence.

The 45-year-old attorney had been convicted in Special Sessions on June 3 of extorting \$24,000 while serving as investigator of professional applicants at the two East Side housing projects operated by the Metropolitan Life Insurance Company. In his \$9,000-a-year position, Greenwald was to select qualified persons from the more than 2,000 applications for thirty-two medical and dental offices available in the developments.

Yesterday, the probation report on Greenwald, who also had been active in other business ventures, revealed he was bankrupt. For

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Test of Sound Truck Ban Is Noisy Despite Polite Police and Pickets

The first test of the city ordinance regulating the use of sound trucks after the decision of the United States Supreme Court that upheld their use as part of the "free speech" guarantee of the Constitution, was staged here yesterday by left-wing groups.

The result was the issuance of summonses, for making too much noise, to a group of nine left-wing speakers headed by City Councilman Eugene P. Connolly, who spoke in front of the National Democratic Club at Thirty-seventh Street and Madison Avenue, and the sound-truck operator.

The second, and larger demonstration, in front of the National Republican Club at 54 West Fortieth Street, brought no summonses to the speakers, some of whom already had been "tagged," but the operator of the sound truck received his, quietly, and after the meeting had broken up.

The net effect of the two meetings was that the demonstrators had two and one-half hours of un-

interrupted oratory in the heart of Manhattan's midtown, and the police had two test cases to carry up through the courts in their contention that the Lockport case, in which the Supreme Court acted, had no bearing on the New York regulations that require persons who want to use a sound truck to apply for a permit five days in advance.

The point to this, according to the police, is that it permits investigation of whether the sound truck would cause hardship to businesses or institutions in the vicinity.

It was made clear that in the case of the meeting in front of the National Republican Club no permit would have been issued because of the meeting's proximity to the Public Library half a block away, and also that the committee conducting the meeting had not applied for a permit.

The police and the demonstra-

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