

Government Agents Investigating Six Fatal Airplane Accidents

Washington—(UPI)—Government agents currently are investigating six fatal air accidents, including last month's mid-air collision over Grand Canyon—the worst disaster in commercial aviation history.

Snow and ice have stalled work on one of the six—a light plane crash in Alaska. There has been little interruption, however, in the search by government air safety sleuths for the cause of the catastrophe in Arizona.

Public hearings on the Grand Canyon tragedy, in which 128 persons died aboard two big airliners, will begin here today.

Wreckage Examined

The first stage of any crash inquiry by the Civil Aeronautics Board's Safety Investigation Bureau is to examine the wreckage, if it can be found. To examine the Grand Canyon wreckage, they had to descend by helicopter to the depths of the great gorge.

On-the-spot inspection is only one phase—and not necessarily the most illuminating—of the bureau's meticulous procedures for tracking down the answer to air casualties.

The story of the flight, as much as can be reconstructed; reports from the crew and passengers, if any survive; and any weather records; the wrecked plane's history of inspections and troubles; the pilot's flying experience and medical and psychological background (was there anything on his mind which might have been a distraction?)—any avenue that might provide a lead to the answer.

Paint Markings Sought

In the double wreckage of the Grand Canyon crash, investigators were looking for paint markings to indicate which plane hit

the other, and where, and for everything they could learn about the moments before the two crossed each other in the sky. They photographed some fragments, pieced other together.

What they learned will come to light in the board's public hearings on the tragedy starting today.

Portland-Salem Freeway To Be Reopened Aug. 10

Salem—(UPI)—R. H. Baldock, state highway engineer, said here yesterday the new Portland-Salem expressway will be reopened for traffic August 10. The newly built highway has been closed for improvements and

completion of additional lanes. The four-lane thoroughfare last week was named in honor of Baldock in recognition for outstanding service to the state. He will retire the middle of next month.

Andrews himself went to the Grand Canyon with a team of specialists from his 83-man squad, augmented by military, foreign and private experts.

Findings Exchanged

The team subdivided to concentrate on specific lines of inquiry. Among them: the physical remnants of the planes; the flight planning and the flight itself; dispatch of flights from Los Angeles and communications afterwards.

It is regular practice to consult also with pilot and crew organizations and aviation industry representatives, for any

insight they may have to the accident, and to bring all the special inspection groups together frequently to exchange their separate findings.

Andrews said the bureau's workload grows heavier as modern day planes grow more complicated. From the standpoint of accidents demanding attention, however, he said the load has had a "decided decrease."

Family Council

Eva—After 25 years, he's run out on me.

Ted—She's driven me as if with a lash.

Eva—More than 25 years ago, I drifted into a relationship with a man that has continued until very recently, when we had an estrangement.

I met this man when I was a young girl, and he courted me as if he wanted to marry me. We had a secret engagement that lasted for two years without the least impropriety. During that time, it was religion that caused us to keep our engagement secret. He felt that his aging parents could not stand the shock of our marriage, and we agreed to wait indefinitely, since we loved each other too much to separate.

Our first intimacy occurred more than two years after the beginning of our secret engagement. From that time on, we have been as intimate as two people could be, and our union seemed so fixed that it never occurred to me that any ceremony was in point unless we intended to set up housekeeping together, which for one reason or another, we found ourselves unable to undertake.

After Ted's parents had died, leaving us free, I found myself obliged to make a home for a sister who had become permanently invalided. Thus the years rolled on, and now I am 50, a very difficult age, and my man has evidently found me tiresome or unbearable and has walked out on me. I wish I knew of something I might do.

Ted—There was no reason why we could not have set up our own home and family after my parents died. The invalid sister was merely a pretext for not doing so. Eva did not want the responsibility of a husband, and she denied me the comfort of a home and the satisfaction of a family. I have left her for only one reason—because in the past few years she has done nothing but torture me with her insecurities. She has evidently been going through a change of life, and I sympathize with her. But my sympathy does not help me much to withstand her insane, jealous tantrums, her false accusations and her demands for attentions that she finds odious when she receives them.

The last thing in the world I wanted to do was to abandon her, but she drives me away with a lash.

The Council: The obvious has evidently not occurred to Ted. Eva would be much less difficult if she were married, but she will not nag Ted about this because it would be another blow to her sense of security to feel that she forced Ted to marry her.

The only solution is for Ted to insist and persist with a demand that she marry him. Her deep sense of insecurity will probably compel her to argue unreasonably and even nastily against marrying, but she will be overruled in the end she will be helped greatly if Ted plays his role strongly enough.

A breakdown such as Eva has been suffering is one of the usual painful consequences of a reckless rejection of marriage—an institution that reflects the wisdom of the ages.

As a matter of fact, if Ted were married, he would not find it so difficult to deal with Eva's behavior. For, as a married man, he would feel freer to oppose her unreasonableness and to talk things out to some acceptable conclusion whenever an argument arises.

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Surplus of Railroad Freight Cars in Oregon

Salem—(UPI)—Railroad cars, annually in critical shortage this time of year in Oregon, this year are more than able to meet demands.

Charles H. Heltzell, public utilities commissioner, reported yesterday that there actually is a surplus of railroad cars in the state.

He attributed the surplus to less carloads of lumber being loaded and cars made available by the steel strike.

Use of synthetic detergents in the United States rose to 15 pounds per person in 1955, while use of soap dropped to about eight pounds.

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