

Interurban Trolley Issue in Court

Salem—UPI—The issue of whether interurban trolley service will resume between Portland and Oregon City—Bellrose was argued before Marion County Circuit Court Monday.

Attorneys for Portland Traction Company and the Public Utility Commission argued the case before circuit Judge Val Sloper.

Chief PUC Counsel Robert Hollis cited court cases to show that passenger service can be required even though the company loses money. He said freight revenues would make up the difference.

Grant Anderson, PTC attorney, cited a 1958 decision of the Kansas Supreme Court to show that "unreasonable" orders of the commission were void. The Kansas case involved suspension of service between Atchison and Topeka by the Atchison, Topeka and Santa Fe railroad.

Washington—UPI—Space platforms may be proposed at forthcoming East-West technical talks as one means of guarding against the threat of sneak knockout attacks.

MEDFORD MALL TRIBUNE

2nd SECTION MEDFORD, OREGON, WEDNESDAY, NOVEMBER 5, 1958 Pages 1 to 6

RHEE VISITS VIET NAM

Saigon—UPI—Saigon took on a festive air today for the visit of Korean President Syngman Rhee. Workmen polished and painted colorful arches in the capital of South Viet Nam and placed flags of both countries along major thoroughfares. Rhee is due here today for a two-day visit.

Pendleton—UPI—Fierce winds

up to 80 miles per hour howled through Umatilla county Monday night.

Petit Jean Mountain, a

tourist attraction in Arkansas, was named for Jean la Caze, a French aristocrat who fled the Revolution with his wife and son.

Salvage Expert Set To Raise Italian Liner Andrea Doria

Hollywood—UPI—A plaque on "A" deck on the 29,000-ton Andrea Doria honored her designers for creating a ship that could not sink.

On a bright summer's day in 1960, if salvage master Dick Meyers has his way, the Doria will rise from her watery grave 40 miles off Nantucket Island and the barnacle-encrusted plaque will be removed before the leviathan returns to the sea lanes.

The Italian sea queen has been resting 240 feet down on the ocean bottom since the morning of July 27, 1956, less than 12 hours after she collided with the Swedish liner Stockholm with the loss of 50 lives.

Meyers, who negotiated with the Doria's insurers for rights to the hulk, regards his task as "routine."

"There is really not too much to it once you have studied the wreck and know what is to be done," said Meyers, interviewed during a Hollywood visit with his actress-fiancee Carole Mathews.

The bearded diver explained that approximately 100 inflatable rubber caissons, each with a lifting power of 212 tons, would be secured to the sunken vessel.

"The caissons are secured by knocking most of the 400 portholes out of the Doria, then inserting clamps through the openings. Once they are in place we'll start lifting."

"We plan to lift it by degrees, then tow it toward Nantucket with two ships, allowing it to settle to the bottom periodical until we are in only about 30 feet of water."

"At that point a gang of men will swarm over the exposed parts of the Doria to smear grease over her. While she is submerged the only real oxidation damage will be that suffered by the light metals such as aluminum," Meyers said.

Meyers discounted any hopes that money and valuables left aboard the Doria would be salvaged.

"At the most there would have been possibly \$100,000 and I suppose that was taken off in the 11 hours before she sank," he said.

"The big money is in the salvage. We figure the whole operation will cost us less than four million dollars and when the Doria is raised she will be worth three-fourths of her \$38,000,000 cost," the 41-year-old diver said.

Up to 600 men will be involved at times in the project although the crew will be restricted by weather to working only from late spring until mid-December. Meyers hopes to have the Doria out of the water by the end of summer in 1960.

Meyers' 20-year career of raising ships all over the globe includes salvage work in Subic Bay of the Philippines during World War II.

He prepared for the Doria job by the salvage of a Dutch ship, the 250-foot Prinz Willem V, sunk in 100-foot waters of Lake Michigan.

"The Willem suffered the same kind of damage as the Doria on the same side," Meyers explained. "Raising her solves many of the problems we'll face with the Doria."

Local Man Cited After Accident Here Monday

Lee Roy Hancock, 425 Ross lane, was cited for having no operator's license in his possession Monday following a collision between his truck and a vehicle driven by Eunice Cecil Cannon, route 1, box 334, Gold Hill, according to Medford police.

Police said Cannon complained of a sore neck. The accident occurred on North Central ave. at Jackson st., when Hancock's truck struck Cannon's vehicle from the rear, police said.

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