

Altimeter Dials, Stuck at 1,500 Feet, May Indicate Plane Fell Apart in Flight

Investigators Study Wreckage To Learn Cause

Bolivia, N.C. —(UPI)— Teams of investigators seeking the cause of a National Airlines plane crash that took 34 lives have discovered that the four-engine craft's altimeters were stuck at 1,500 feet, it was learned today.

Investigators already have theorized that the DC6B disintegrated or exploded before it hit the ground early Wednesday and the position of the altimeter dials may indicate that the plane fell apart at 1,500 feet, a spokesman told United Press International.

The theory that the plane disintegrated was strengthened by the fact that most of the victims apparently fell free from the plane and were buried in the soggy field where the plane hit.

National Airlines meanwhile was flying 14 relatives of victims to North Carolina in a special plane to help identify the dead. The relatives were to be driven to the little fishing village of Southport where the bodies lay in the high school gymnasium.

Other hard hit issues were Marquardt and Carter Products, each off 2 or more.

American Motors firmed in the autos where Chrysler and General Motors fell fractionally. U.S. Steel lost a point in its section, Youngstown, Republic and Bethlehem a half or more.

Search still was underway for two of the bodies.

The Civil Aeronautics Board investigation got underway today under the direction of Lanny Thompson of the CAB Washington office.

The Senate aviation subcommittee, still investigating the crash of a National Airlines DC-7 over the Gulf of Mexico Nov. 16, announced it will study this first commercial airline tragedy of 1960 at a safety hearing Monday.

The Nov. 16 wreck, strikingly similar to the one here Wednesday, killed 42 persons.

The FBI moved in to investigate the possibility of sabotage, but searchers said there was no evidence of an explosion in the baggage compartment, the mailbags were banged up but intact.

Like all disasters, this one had its ironies.

The doomed plane was doing relief duty for a National Boeing 707 jetliner grounded by a cracked windshield. Seventy-six passengers scheduled for the Boeing boarded an Electra turboprop instead, and 29 climbed into the DC6B.

London —(UPI)—Peggy O'Neil, 61, Irish-American stage star whose charms inspired the lilting melody of the song "Peggy O'Neil," died today.

Miss O'Neil had been crippled by arthritis and confined to a wheelchair for the last 12 years.

Miss O'Neil was born in County Kerry, Ireland, and went to the United States with her parents while a young girl.

At 18 she made her first stage appearance as a dancer in "The Sweetest Girl in Paris" at Chicago's La Salle Theater. In 1912 she played Peg in "Peg O' My Heart," a production that had the longest run in Chicago history.

She made her first appearance in New York at the Lyric Theater on Sept. 4, 1916, as Maya in "The Flame."

Miss O'Neil was immortalized in the song that bore her name although few of the millions who sang the words and hummed the tune knew who Peggy O'Neil was.

The song was written in 1921 by Harry Pease, Gilbert Dodge and E. G. Nelson. It was inspired by Miss O'Neil's Irish brogue and Irish charm.

Berlin —(UPI)—Communist police are swarming over East Berlin newsstands trying to recover calendars which mark June 17-anniversary of the East German uprising in 1953 — as a holiday and "day of German unity."

An East German state-owned printing shop printed the calendars for export to West Germany, where the day is a legal holiday. By mistake, some of the calendars also got distributed in East Berlin.

Stock Market Has Tight Money Jitters

Regional Edition Page 2

New York —(UPI)— The stock market suffered a severe case of tight money jitters today and prices turned lower on balance.

The main body of stocks took a wide spill Wednesday following the rate boost on loans to brokers and dealers as traders interpreted the move as foreshadowing another possible advance in the prime rate.

Some in the trading community went so far as to suggest another boost in the discount rate might be announced following today's meeting of the Federal Reserve Board.

RCA Loses Point General Time, which spurred more than 6 on a stock split proposal Wednesday, sold off nearly 5 during the first hour. Radio Corp. of America and Texas Instruments lost around a point or more each.

Other hard hit issues were Marquardt and Carter Products, each off 2 or more.

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The United Steelworkers' Union, which had accused management of hiking its cost estimates outrageously during negotiations, is now using the same arithmetic to emphasize the value of the settlement to its members.

The big 11 steel companies, which at first put a billion dollar price tag on the settlement, appeared to be trying to minimize the cost of the 30-month package.

The Eisenhower administration, stressing what Secretary of Labor James P. Mitchell has called the non-inflationary aspect of the agreement, also seemed determined to down-

grade its monetary value. Before labor peace was achieved in the steel industry, it was union strategy to make the companies offer appear low. Management wanted to do the opposite.

Since the contracts were signed, however, the traditional roles have been reversed. Now the union hopes to get credit for winning a fat bundle of wage-benefit increases while the companies consider it advisable to be described as yielding relatively small gains.

The administration, which played a major role in shaping the contract terms, also has an interest in seeing that the contract is viewed as modest in size.

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Union Attorney Arthur L. Goldberg has added to the confusion by advising reporters that the companies value the package at 41 cents. This estimate has not been endorsed by the steel producing firms yet.

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Cos: Davis Slough — Bullards bridge section of Oregon Coast highway, 14.1 miles of paving, slide-correction and signing.

Douglas: Extension Umpqua lighthouse state park overnight camping area about one mile southwest of Winchester bay.

Grant: Wickiup creek-Logdell section of the Paulina-Logdell road, 5.1 miles of grading.

Hood River and Wasco: Hood River - Shogren section of the Columbia river highway, 6.1 miles paving, structures and signing.

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Lane: McKenzie river-Willamette river section, Pacific highway east of Eugene, 5.8 miles paving.

Lane: Five structures of McKenzie river-Willamette river section of relocated Pacific highway northeast of Eugene.

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