

53 KILLED IN AIRPLANE CRASH

In The Day's News

By FRANK JENKINS

AIRPLANES crash all around the world — two in eastern United States, one in Japan, one in Iceland, one in Holland, one in Alaska and one in Argentina. In England, a Royal Air Force bomber explodes on a runway. As these words are written, the world-wide death toll stands at 174, with the possibility that it may be increased.

In the two air disasters on our east coast (the worst in our history) 11 persons lost their lives.

THERE are more planes in the air than ever before in peacetime. There are more people in the planes. A plane crash anywhere in the world is news — big news. We hear immediately of every one that occurs.

Still, the total for this week-end is appalling.

As this is written, about mid-morning, the harvest of violent death in the United States stands at 175 so far counted. Of this figure, the two plane crashes in the East account for 93. Fifty-eight lives have been lost in highway accidents. Twenty-five persons have been drowned.

The National Safety Council had estimated that in the three-day holiday 275 persons would be killed in motor mishaps alone throughout the nation. In the four-day holiday last year, there were 292 violent deaths, of which 161 were traffic fatalities. Death on the road is running behind schedule so far, but two days of the holiday still remain.

IN Oregon, one of the most moderate and sensible of the states, only one violent death has been reported so far. A woman, crossing the road near Dayton, up in the Willamette valley, was hit by a truck as she left her parked car and started across the highway to a fruit stand on the other side.

That might have happened any day of the week.

THE communists (meaning the Russians) have apparently taken over in Hungary.

There was a ruckus over there, you will remember, the other day. Nagy, the anti-communist premier, was accused by the Russians of engineering a plot to "upset democracy." Two other Hungarian anti-communists were included in the accusation. All were forced out of office.

The point to keep in mind is that according to the Russian definition anything that interferes with communism is a plot against democracy. The "plot" was nipped in the bud, and Hungary seems now to be safe in the hands of the communist faithful—all without bothering with an election.

THERE is political trouble in Italy — more of it, that is.

De Gasperi—who has tried three times already to "form a cabinet," as they term getting some sort of government into action over there—is making a fourth try. This time he is taking the bull by the horns, tossing out all communists and all socialists and making his cabinet wholly out of Christian Democrats, who are on the conservative or "rightist" side.

He isn't expected to get very far. Even his Christian Democrat aides concede that in freezing out the leftists entirely he has placed himself in a "precarious position."

Politics in much of Western Europe these days is a good deal like an exciting and well-matched dog fight. First one dog is on top, and then the other.

Meanwhile, the people get hungrier.

OVER on our side, coal negotiations hit a snag—again. John L. Lewis wants an up of 35 cents an hour for his miners. The operators—who, although they won't get their mines back from the government until July 1, have been trying to reach a

(Continued on Page 4, Column 2)

WEATHER	
Max. (May 30) 58	Min. 39
Precipitation last 24 hours .40	
Stream year to date .43	
Last year .37.89	Normal .10.00
Forecast: Cloudy with moderate showers today and Sunday.	

PRICE FIVE CENTS

Herald and News

KLAMATH FALLS, OREGON, SATURDAY, MAY 31, 1947 (Telephone 6111) * No. 10947



Here's Winston Purvine, who will be directing head of the Oregon Vocational school at Klamath Falls.

Local Firm Offers Low School Bid

A low bid of \$70,822 has been offered by Pinniger and Watkins of Klamath Falls for conversion work at the Marine Barracks in connection with the Oregon Vocational school project. It was announced today by Howard Perrin, architect.

The bid, which Perrin said was in line with estimated costs, is expected to be accepted, indicating an early start of reconstruction at the school designed to provide living quarters for both students and instructors.

Other bidders: H. E. Roskamp, \$81,115; Brosthouse Construction company, \$89,420.

The bids were referred to the state vocational education department for action. The work to be done included conversion of a ward building and two barracks to provide apartments for instructors and for married couples.



Crash Evidence In Wreckage Of Airliner

PORT DEPOSIT, Md., May 31—Searchers today are poking through the still-smoking wreckage of an Eastern Airlines plane which crashed near here last night, killing 53 persons, in the United States' worst commercial airline disaster.

—AP wirephoto.

Hungarian Head Named

BUDAPEST, May 31 (AP)—The Hungarian cabinet announced today that Lajos Dinnyes, 46-year-old minister of war, had been chosen premier to succeed Ferenc Nagy, who resigned two days ago while on vacation in Switzerland.

The cabinet also announced that Istvan Kertesz, recently named minister to Rome, had been appointed to replace Foreign Minister Janos Gyongyosi, whose pro-western views have been opposed by left-wing parties.

It said that new national elections would be held in September. Reports circulated meanwhile, that the communists, having forced Nagy from office, had turned the pressure on President Zoltan Tildy in continuation of what some informants said was a determined drive to turn Hungary into a police state.

Meanwhile, it looked as if the name, "Oregon Vocational School," to which local objection was made, will probably stand. Manager Charles Stark of the chamber of commerce received a telegram from Governor Earl Snell informing him that the name was selected by the state board of education after a long discussion, and with only one dissenting vote. Gov. Snell held out little hope for immediate reconsideration, but said the name might be changed later.

Stark, expressing opinion held by many local people, had protested that the selected name did not indicate the true scope of work to be offered at the vocational and technical training institution.

ATTORNEY DIES

PORTLAND, May 31 (AP)—Arthur I. Moulton, 60, Portland attorney for 35 years and one-time Walla Walla court reporter, died of a heart attack at his home yesterday.

He attended school at Weston, Ore., and read law in attorneys' offices in Walla Walla.

Live Wire Kills Horse

Louis Serruya, Klamath business man and member of the Sheriff's posse, narrowly escaped injury, and his valuable saddle horse was killed when the animal stepped on a live wire at Main street and Payne alley just before the opening of Memorial Day services Friday morning.

Serruya, waiting for the parade (Continued on Page 4, Column 2)

Memorial Day Holiday Claims 229 Lives In U. S.

By The Associated Press

The two worst aviation disasters in U. S. history, occurring within 24 hours of each other, made up a large part of the death toll of 229 recorded today for the first part of the three-day Memorial Day weekend.

The plane crash at Port Deposit, Md., yesterday took the lives of 53 persons, while an earlier crash at New York's La Guardia field Thursday night killed 40.

Bus Plunges Off Highway

A Greyhound bus carrying 13 passengers plunged down a 70-foot embankment between Ashland and Klamath Falls yesterday without causing serious injuries but two men in a colliding car were hospitalized.

Greyhound's regional manager's office at Portland reporting the accident, said it occurred as the east-bound bus was making a turn in third gear near Elkhorn ranch road. An oncoming car went out of control after it had been passed by another and crashed into the front of the bus, forcing it off the narrow highway. One passenger suffered a sprained ankle as the bus went down the embankment. It did not overturn.

Driver of the car was listed as Luther Hendricks and his passenger as Ray G. Wood. They were taken to an Ashland hospital suffering from bruises and shock but their injuries were not believed serious.

Rain Drenches Klamath Basin

A Memorial Day downpour drenched the Klamath country yesterday in the heaviest rain of this spring. The rainfall was general throughout the state, ending a drought that began May 8.

The skies opened up to give the basin vicinity a thorough soaking with the rainfall since Wednesday measuring .80 of an inch. On Friday the precipitation was .57.

County Agent C. A. Henderson said today that the heavy showers were a shot in the arm to crops and ranges in the basin area, with the fall coming in time to save most of the grain crops.

The rain was beneficial to irrigated crops, Henderson added. The moisture gave a new start to spring and summer range country, which would have been severely affected had the rain not come within the next two or three weeks.

Dry forest areas were equally helped by the fall, which ended temporarily the fire danger of recent weeks, according to Klamath Forest Protective association headquarters.

The state weather bureau forecasts more clouds and showers Sunday.

TRAVELOGUE

Rugged Scenery And Wide Open Spaces Highlight Sunday Drive To Lakeview

By W. G.

Ninety-seven miles east on a road through some of the ruggedest, most typical western scenery in Oregon lies friendly, hospitable Lakeview, Klamath's too-often-visited but greatly appreciated sister city.

Capital city of a cattle kingdom containing some of the biggest beef ranches in the world, Lakeview citizens have an attitude as broad and friendly as the vast expanses of sunlit land around them. When a Lakeviewite talks casually of the "west side" as though it were four block walk—don't be fooled, it's probably 40 miles. Distances mean little in that country.

Once Fought K. F.

It's an attitude these last frontier inhabitants have maintained since the days of 1876. Then, as Bullard's creek, they were battling with Linkville for the right to be capital city of Lake county which at that time included what is now both Klamath and Lake counties. Linkville won the first round on a technicality, but in the second stanza the citizens of the eastern

World's Death Toll In Wrecks Mounts To 174

PORT DEPOSIT, Md., May 31 (AP)—A four-engine Eastern Airlines transport plunged suddenly from 1000 feet into a wooded ravine near here last night, killing all 53 aboard in the nation's worst commercial airline disaster.

Eye-witnesses differed on what happened just before the big DC-4 plummeted to the ground at a 45 degree angle.

Several said they heard an explosion and saw the tip-end of the tail section tear away.

Others said the plane was flying along smoothly at about 1000 feet when the engines suddenly roared thunderously and the big aircraft turned over on its back and started falling.

It tore into the wooded hillside, snapping off six and eight-inch trees and burst into flame with a mighty explosion.

Largest single bit of wreckage was not more than 15 feet long, apparently a section just forward of the tail. Debris and dismembered bodies were strewn over an area 20 yards wide and 75 yards long.

By dawn, rescue workers had collected 52 distinguishable bodies but most of them were mutilated beyond recognition.

Trails Hacked Out

They were taken over trails hacked through the woods to nearby Bainbridge naval training station, where investigators this morning started the grim job of trying to establish identifications.

Civil aeronautics inspectors meantime poked through the strewn wreckage seeking evidence which might establish the cause of the crash.

Eastern Airlines said its plane was carrying 49 passengers, one on a non-stop flight from Newark, N. J., to Miami, Fla.

It came in low over the hills around this Northern Maryland community about 2:30 p. m. (PST), winged over and plummeted into a forest a short distance from the Susquehanna river.

"It went right smack into the woods," reported J. G. Higgins of Baltimore who was driving along a nearby highway. "Then there was a terrific sheet of flame, followed by a thick cloud of black smoke. Then there was a wisp of white smoke."

Flying Low

Eye-witnesses at Bainbridge and Port Deposit reported seeing the DC-4 passing over a few minutes before the crash. Although it was flying low, they said, and engines were roaring, the plane did not appear to be in trouble.

The explosions which followed the crash shook buildings four miles away. The fire burned for three hours and prevented rescuers from approaching the main section of the ship.

Large trees were mowed down and small parts of the plane were hurled through the underbrush for dozens of yards. The tail assembly was far removed from the engines.

Clothing and sections of the plane dangled from trees all around the tiny valley where the plane crashed.

Finally assembled rescue and fire fighting crews reached the burning wreckage within half an hour but it was evident from the first that there could be no survivors.

Stories Differ

The stories of witnesses differed as to what actually happened just before the disaster, but most agreed that the transport suddenly winged over and headed for the earth.

The catastrophe was witnessed from the air by two civil aeronautics board officials who today were among those investigating the cause.

The CAB said it probably was the first time that a major airline crash has been witnessed by men who regulate the safety of air operations.

By The Associated Press

The two worst disasters in the nation's commercial aviation history killed 93 persons within 24 hours and seven other plane crashes around the globe—in Japan, Iceland, The Netherlands, Alaska and Argentina—boosted the total number of dead to at least 174. Three persons were missing and 31 suffered injuries in the nine plane mishaps.

The most disastrous of the crashes occurred yesterday—Memorial Day—near Port Deposit, Md., when an Eastern Airlines DC-4 transport crashed up, killing all 53 persons aboard—49 passengers and four crew members.

40 Die In Crash

Less than 24 hours before the Memorial Day crash in Maryland, 40 persons lost their lives when another DC-4, a United Airlines transport, crash-landed at New York's La Guardia field.

In other plane mishaps around the world on Thursday: Forty were killed in Japan, 25 in Iceland, 12 in The Netherlands and three were missing in Alaska.

Four persons were killed and another seriously injured in three plane crashes in Argentina since Thursday.

The series of plane crashes in the past two days increased to 425 the total number of persons killed in the world since January 1 in 16 major commercial and military crashes.

Yesterday's crash at Port Deposit took almost as severe a toll as the crash of a Colombian Avianca Airlines plane near Bogota, Colombia, last February 14, when 54 persons lost their lives.

25 Bodies Found

The bodies of 25 persons were found by searchers in the wreckage of an Icelandic Airways DC-3 plane which crashed up on a rocky mountainside Thursday. There were 10 women and four children among the passengers, all Icelanders and Norwegians.

The crashup of a C-54 army courier plane southwest of Tokyo cost the lives of 28 enlisted men, eight officers and four civilians. The bodies of all were reported burned beyond recognition.

Three members of a crew of a B-29 which crashed shortly after a takeoff at Fairbanks, Alaska, still were reported missing today. Nine other crew members who survived suffered injuries.

Twelve persons were killed at Tillburg, The Netherlands, in a collision of two planes.

Four civilians suffered severe burns at Lichfield, England, yesterday when a Royal Air Force Liberator bomber parked on an airport runway blew up. The plane was destroyed by the explosion, the cause of which was not determined.

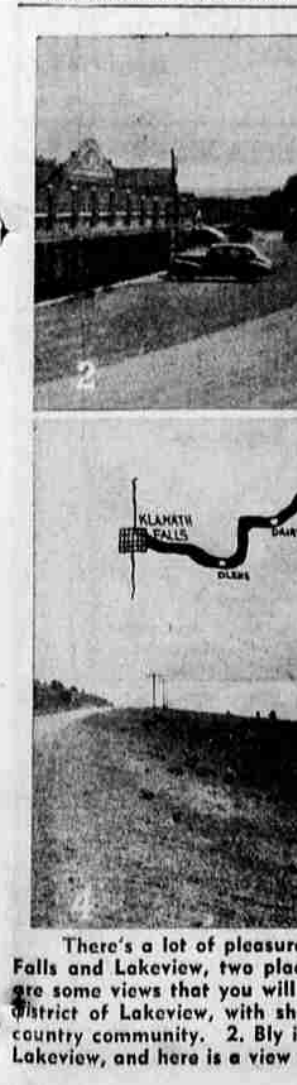
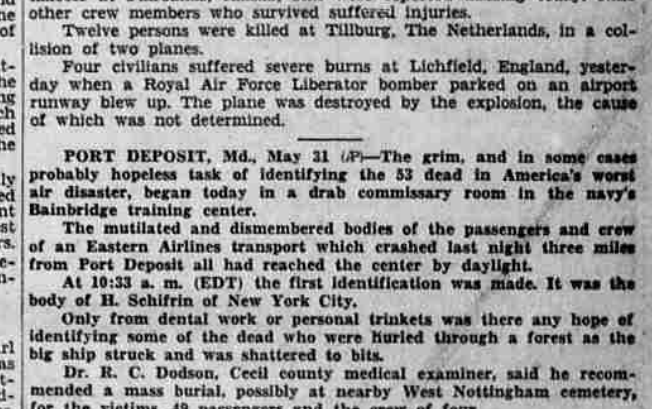
PORT DEPOSIT, Md., May 31 (AP)—The grim, and in some cases probably hopeless task of identifying the 53 dead in America's worst air disaster, began today in a drab commissary room in the navy's Bainbridge training center.

The mutilated and dismembered bodies of the passengers and crew of an Eastern Airlines transport which crashed last night three miles from Port Deposit all had reached the center by daylight.

At 10:33 a. m. (EDT) the first identification was made. It was the body of H. Schiffrin of New York City.

Only from dental work or personal trinkets was there any hope of identifying some of the dead who were hurled through a forest as the big ship struck and was shattered to bits.

Dr. R. C. Dodson, Cecil county medical examiner, said he recommended a mass burial, possibly at nearby West Nottingham cemetery, for the victims, 49 passengers and the crew of four.



There's a lot of pleasure travel between the friendly cities of Klamath Falls and Lakeview, two places with many economic and social ties. Here are some views that you will see on that interesting trip: 1. The downtown district of Lakeview, with shaded trees adding to the charm of this cattle country community. 2. Bly is the largest community between Klamath and Lakeview, and here is a view of the "main drag" there. 3. Beatty, Klamath