

CALIFORNIA CRASH CLAIMS 28

Oregonians Die In Bombay Constellation Wreck

In The Day's News

The Herald and News

PRICE FIVE CENTS KLAMATH FALLS, OREGON, TUESDAY, JULY 12, 1950 Telephone 8111 No. 2024

WEATHER
Klamath Falls and Vicinity—Fair today through Wednesday. High today 86. Low tonight 56. High Wednesday 92.
Max. July 11... 80 Min... 54
Precipitation last 24 hours... .04

ALL-STAR GAME

	R	H	E
American	400	202	300-11 13 1
National	212	002	000-7 12 5

BROOKLYN, July 12 (AP)—The American league all-star team defeated the National leaguers 11 to 7 today in a wet and wobbly all-star game at Ebbets field that set records for scoring and errors.

The game was played before approximately 34,000 fans.

The American leaguers got off to a four-run lead in the first inning on three hits and a couple of errors, then proceeded to blow the lead in three frames as the Nationals hit Mel Parnell of Boston and Virgil Trucks of Detroit hard.

But the junior circuit team regained the lead in the top of the fourth off the pitching of Don Newcombe, Brooklyn Negro. Eddie Joost of Philadelphia singled to right with two on base to drive in the payoff runs.

Stan Musial of the Cardinals and Ralph Kiner of the Pirates rapped home runs in the National league contest.

NATIONAL LEAGUE AB R H O A AMERICAN LEAGUE AB R H O A

Reese, Brooklyn, ss	5	0	0	3	D. D'Amico, Bos., 1st-3b	2	2	2	0
J. Robinson, Brooklyn, 2b	4	1	1	1	Raschi, New York, p	1	0	0	0
Musial, St. Louis, 1st	4	1	2	0	Kell, Detroit, 3b	3	2	1	0
Kiner, Pittsburgh, lf	3	1	3	0	Dillingham, St. Louis, 3b	1	2	1	0
Star, New York, rf	2	0	1	0	Williams, Boston, lf	2	1	0	1
Hodan, Brooklyn, lb	2	1	0	0	Mitchell, Cleveland, cf	1	0	1	0
Marshall, New York, cf	1	1	0	0	J. D'Amico, N. Y., cf	4	1	2	0
Rickford, Boston, p	0	0	0	0	Doby, Cleveland, rf	2	0	0	2
Thomas, New York, 3b	0	0	0	0	Joost, Philadelphia, ss	2	0	1	0
Pollet, St. Louis, p	0	0	0	0	Stephens, Boston, ss	2	0	0	2
Blackwell, Cincinnati, p	0	0	0	0	E. Robinson, Wash., 1b	3	1	1	0
Wagner, St. Louis, p	0	0	0	0	Goodman, Boston, 1b	0	0	0	1
Row, Brooklyn, p	0	0	0	0	Talbot, Boston, c	2	0	2	0
Kaak, St. Louis, 3b	2	0	2	0	J. Gordon, Cleveland, 2b	2	1	1	2
E. Gordon, New York, 2b	2	0	0	0	Trucks, Detroit, 1b	1	0	0	0
Remick, Philadelphia, c	1	0	0	0	Berra, New York, c	3	0	0	2
Campesella, Brooklyn, c	2	0	2	0	Parnell, Boston, p	1	0	0	0
W. Thomas, New York, 2b	1	0	0	0	Travis, Detroit, 2b	1	0	0	0
Newcombe, Brooklyn, p	1	0	0	0	Brewer, Philadelphia, 1b	0	0	0	0
Schmidinger, St. Louis, 1b	1	0	0	0	Wertz, Detroit, cf	2	0	0	0
Musial, St. Louis, p	1	0	0	0					
Pafo, Chicago, cf	2	0	1	0					
Totals	37	7	12	27	Totals	41	11	27	25

By FRANK JENKINS

The world, as nearly as one can judge from the dispatches this morning, is in a badly upset state, with everybody dissatisfied with things as they are and wanting them different.

So far as I can see, people are discussing everything but WORKING HARDER AND MORE EFFICIENTLY, PRODUCING MORE GOODS TO BE SOLD AT CHEAPER PRICES, GETTING ALONG WITH EACH OTHER IN A SPIRIT OF LIVE AND LET LIVE AND REMOVING THE BARRIERS TO TRADE SO THAT EVERYBODY CAN SWAP WHAT HE HAS FOR WHAT THE OTHER FELLOW HAS ON AN EVEN BASIS—which is the only true measure of prosperity.

I'm afraid that until we begin to think along these lines the world's troubles will keep on multiplying instead of diminishing.

THE Philippines, South Korea and what is left of Nationalist China are proposing a Pacific front against communism—to be brought about by means of a political and economic (but NOT military) alliance of the anti-communist countries.

Let's put it this way:

Suppose Chiang (who undoubtedly has great ability) could hold the island of Formosa and a part of the mainland of South China. Suppose he made this area an island of freedom and individual opportunity in Asia.

In the course of time, word of what was happening would seep out. It would be a powerful psychological influence. People all over Asia would say: "That must be a good place to live. I want to go there."

THE trouble with Nationalist China seems to be that there has been too little of that sort of thing. Over the years, the common Chinaman (in Nationalist China) got the idea that he might be better off under communism than under government, as provided by the Nationalist Kuomintang party.

That, more than anything else, explains the collapse of the Nationalist government and the successes of the Chinese communists.

OVER here, by way of fixing things up so that everything will be hotly-totey and nobody will ever have any more problems, we're talking about a new farm program under which consumers will get lower prices and farmers will get more money.

The program, a Washington dispatch explains, "proposes that many crops sell at what the market will pay and then payments to the farmer would be made in cash FROM THE TREASURY amounting to the difference between the average market price of a crop and the government's established support price."

In other words, let the farmer sell for what he can get and let the government make up the difference between that and what he OUGHT TO GET.

BOY, how I'd like to run a hamburger stand on that basis! I'd sell hamburgers so cheap that everybody would buy from me, and all I'd have to do would be to send Uncle Sam a bill covering my losses and my expected profits.

Daylight Saving Petition Grows

PORTLAND, July 12 (AP)—Daylight saving time advocates said today they were within 1500 names of success.

Lee Stidd Jr., state daylight saving time committee chairman, said only 1500 signatures were needed by Saturday to halt a state ban on first time.

Petitions calling for a referendum on the legislature's standard time bill, which outlaws daylight time except by the governor's decree, need 15,926 signatures. The vote would come in November, 1950.

Benton County Fugitive Captured At Roadblock In New Mexico After Long Hunt

ALBUQUERQUE, N. M., July 12 (AP)—William "Billy" Haynes, captured after a four-day manhunt, was brought here today by the FBI, who said he admitted participating in the Corvallis, Ore., jail break.

Officers said he confessed helping break into the Benton county jail June 4 to release Marshall Huff (alias Richard Howard Hall). He did not say who the other man who engineered the break was.

Haynes, 30, will be arraigned here on federal auto theft charges.

He was captured, unarmed, at a filling station in the lonely cow country last night, when he stopped to gas his car near a road block. He bought a bottle of pop, and, as he left the store, State Policeman Al Hathaway ordered "hands up."

Planking Hathaway and surrounding the station with leveled pistols were sheriffs and border pa-

Harry Mesner Injured By Rolling Logs

Harry Mesner, 54, long-time Klamath lumberman, is in Hillside hospital suffering from severe leg injuries sustained when he was caught between two logs late Monday afternoon.

Mesner has a crushed right knee and other leg injuries. He is also suffering from shock, but hospital attendants said he was resting better today.

The accident happened in Squaw valley east of Hilderbrand where Mesner's logging company is working on a job. Apparently the logs were being unchoked when two slipped, catching Mesner as they fell.

Mesner was with Big Lakes Box company until three years ago when he and Marion Reynolds, also a former Big Lakes man, formed a partnership in a private logging contracting firm.



"JUST BEGUN TO FIGHT"—Says Multnomah County Sheriff Mike Elliott in answer to recall demand.

Hiss Case Won't Be Reopened

WASHINGTON, July 12 (AP)—The house un-American activities committee decided today against reopening the Hiss-Chambers case "at this time."

But it left the way open for digging into it once more after Alger Hiss is tried again in court on perjury charges.

The committee also said that it definitely will make no investigation of the way Federal Judge Samuel H. Kaufman handled the original Hiss trial in New York.

Elliott To Fight Recall Move, He Says

PORTLAND, July 12 (AP)—Sheriff M. L. Elliott, declaring that "I've just begun to fight," took up the gauntlet today against an attempt to recall him from office.

A formal recall petition was filed late yesterday, charging that Democrat Elliott had misrepresented his qualifications during his campaign, and that his conduct since had proven him unfit for the sheriff's job.

Attorney Maxwell Donnelly and Press Agent Don Hammit—both republicans—who filed the petition, called a public meeting for Thursday night to plan the recall campaign. The young republicans of Multnomah county promised to help.

"Recall? No," said the embattled sheriff. "We have just begun to fight."

He charged that the recall campaign came "from the republican-controlled press and radio, which has persecuted me continuously. . . . I know that public opinion is opposed to recall of either Mayor Lee or myself because we have broken up the organized gambling operated under the pay-off system of the past years."

The young republicans organization added its recall petition to the movement against Elliott today. The petition was presented to the district attorney for review before actual filing.

Truman Asks Steel Workers To Wait Action

WASHINGTON, July 12 (AP)—President Truman today asked the CIO steelworkers to hold off a threatened strike for 60 days while a presidential fact-finding board looks into their wage-pensions dispute.

The request was dispatched to the union's wage policy committee, meeting in Pittsburgh. The committee was reported on the verge, when the request arrived, of ordering a walkout this week-end.

Union President Philip Murray said the steelworkers would decide tomorrow what reply they will make to the president.

The president said a fact-finding board—notably one which was not connected in any way with the emergency provisions of the Taft-Hartley act—would be named in the next few days.

Mr. Truman sent a telegram to the top officials of U. S. Steel corporation and five other major steel producers as well as to Murray's union.

Drought Plagues Most Of Europe

LONDON, July 12 (AP)—A drought plagued Europe today from Scandinavia to the Mediterranean.

France had temperatures up to 101. Electric power was cut by lack of water for hydro-electric plants. Water was short in Paris but Frenchmen insisted all fountains operate Thursday—Bastille Day.

Belgians feared loss of hay and potato crops. Frankfurt, Germany, reported an unprecedented heat wave. Copenhagen registered 81—hot for that Danish city—and ran short of beer.

The mercury went into the upper 80s in England, and lawn sprinkling was curtailed. London stockbrokers smashed tradition by taking off their vests.

Truman Asks Steel Workers To Wait Action

WASHINGTON, July 12 (AP)—President Truman today asked the CIO steelworkers to hold off a threatened strike for 60 days while a presidential fact-finding board looks into their wage-pensions dispute.

The request was dispatched to the union's wage policy committee, meeting in Pittsburgh. The committee was reported on the verge, when the request arrived, of ordering a walkout this week-end.

Union President Philip Murray said the steelworkers would decide tomorrow what reply they will make to the president.

The president said a fact-finding board—notably one which was not connected in any way with the emergency provisions of the Taft-Hartley act—would be named in the next few days.

Mr. Truman sent a telegram to the top officials of U. S. Steel corporation and five other major steel producers as well as to Murray's union.

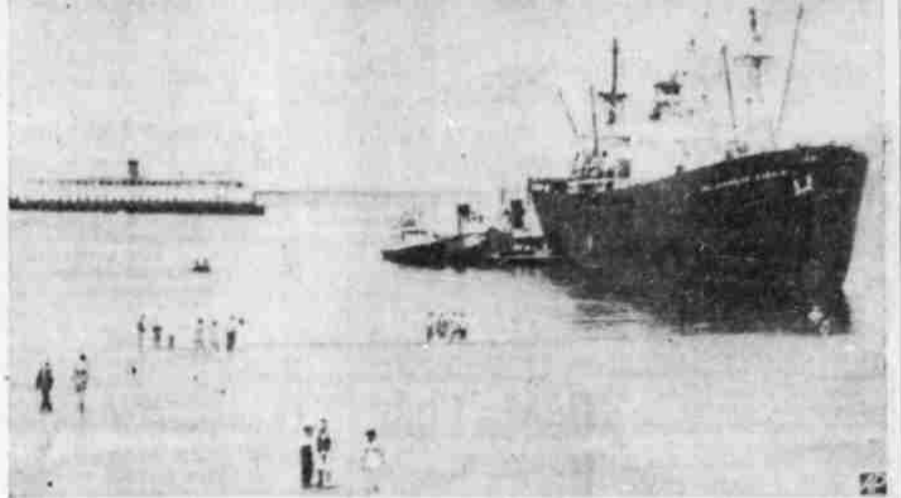
Drought Plagues Most Of Europe

LONDON, July 12 (AP)—A drought plagued Europe today from Scandinavia to the Mediterranean.

France had temperatures up to 101. Electric power was cut by lack of water for hydro-electric plants. Water was short in Paris but Frenchmen insisted all fountains operate Thursday—Bastille Day.

Belgians feared loss of hay and potato crops. Frankfurt, Germany, reported an unprecedented heat wave. Copenhagen registered 81—hot for that Danish city—and ran short of beer.

The mercury went into the upper 80s in England, and lawn sprinkling was curtailed. London stockbrokers smashed tradition by taking off their vests.



FREIGHTER AGROUND—Spectators on Seattle, Wash., beach gather for a look at 7000-ton freighter, Joel Chandler Harris, which went aground after hitting the ferry Enetai (left) in a dense fog. Neither boat was seriously damaged and the freighter, inbound from San Francisco, was pulled off by tugs at high tide. Two women on ferry were knocked down and bruised.

Red Blockade Stalls Berlin Trucks Again

BERLIN, July 12 (AP)—Russia's "little blockade" of Berlin piled up trucks at Helmsdorf again today.

Truck traffic to this four-power city, 100 miles inside the Soviet zone, was halted for the third day except for four trucks an hour allowed to pass over the Autobahn (superhighway) from Helmsdorf in the British zone.

About 800 Berlin-bound German trucks were tied up this afternoon at the Helmsdorf checkpoint on the Soviet zone frontier. Six British army trucks, however, were cleared quickly by the Russian outpost.

There has as yet been no Russian explanation, although the Soviets had told the British they would send a letter today setting forth the reasons for the new restrictions.

An indication of what the explanation might be was given in the official Soviet newspaper Tselliche Rundschau.

The paper printed a dispatch from the Soviet-licensed news agency BFD quoting informed circles to the effect that German trucks going to Berlin through the Russian zone had frequently left their prescribed routes to buy foodstuffs with westmarks which are banned in Russian-occupied Germany.

Truman Asks Steel Workers To Wait Action

WASHINGTON, July 12 (AP)—President Truman today asked the CIO steelworkers to hold off a threatened strike for 60 days while a presidential fact-finding board looks into their wage-pensions dispute.

The request was dispatched to the union's wage policy committee, meeting in Pittsburgh. The committee was reported on the verge, when the request arrived, of ordering a walkout this week-end.

Union President Philip Murray said the steelworkers would decide tomorrow what reply they will make to the president.

The president said a fact-finding board—notably one which was not connected in any way with the emergency provisions of the Taft-Hartley act—would be named in the next few days.

Mr. Truman sent a telegram to the top officials of U. S. Steel corporation and five other major steel producers as well as to Murray's union.

Oregonians Killed Aboard KLM Plane In India Crash

Thirteen American correspondents killed today in the crash of a Dutch airlines plane near Bombay, India, included several men well known to Oregon newspaper readers and in Oregon newspaper circles.

George Moorad, 41, was on the trip as a commentator for KGW, Portland, and writer for the Portland Oregonian. Charles Gratke, 48, foreign editor of the Christian Science Monitor, began his newspaper career at Astoria. Fred Colvig, 36, a former Medford resident, was editor of the editorial page of the Denver Post.

All three graduated from the University of Oregon school of journalism.

Moorad came out of the Eugene school in 1930, spent five years in China, served as correspondent for Time and Life in China. In 1941 he became Pacific area director of public relations for the American Red Cross, then covered the Guadalcanal landings for the Saturday Evening Post. He covered other Pacific action for Columbia Broadcasting system. In 1946, he joined the staff of the Portland radio station, KGW, as foreign affairs analyst and commentator.

He was born in Portland and graduated from Lincoln high school there. Survivors include the widow, two sons, and his mother, Mrs. Elizabeth Moorad of Portland.

Gratke began his newspaper career on his father's paper at Astoria. He went to the Monitor in 1927, served as editorial manager in Berlin during the rise to power of the Nazi regime. In 1937 he was made foreign editor of the Monitor. He made many trips abroad and in 1946 made a survey of Germany under the occupation that won him the Sigma Delta Chi award for foreign correspondence that year. He had worked on the staffs of the Detroit News, Portland Oregonian and Oregon City Enterprise. Two years ago he was the featured speaker at the Oregon press conference at Eugene.

Colvig was raised at Medford. He graduated as a Phi Beta Kappa at Oregon in 1936, worked for the United Press for a year, and then went to the Oregonian. His news career was interrupted by combat duty in the Pacific. On his return to civilian life, he went to the Denver Post to organize the editorial page and serve as editor of the page.

Frost-Nipped Spuds Given Good Chance

From the blackened, droopy foliage of potato plants throughout the Klamath basin, new green growth is now showing and the present outlook for the frosted fields of spuds is that they will make a good recovery, with a narrower margin of loss than at first expected.

The story about frost is somewhat different. Grain is somewhat different. Frost grain is gone. It doesn't recover from frost damage and can only be used as hay or straw. Extent of acreage actually ruined by frost has not been estimated. Farmers and agriculturists have been given the crops a chance to show their damage before giving out any figures.

Secretary-Treasurer Lee McMullen of the Klamath Production Credit association, with some of the company directors, is making a field survey throughout the farm lands today, Tuesday, and his report is expected to give an accurate picture of the crop situation as possible before harvest.

1st Through Truck Leaves For Klamath

LOS ANGELES, July 12 (AP)—The first cargo truck to link Klamath Falls and Southern California with regular through-service motor freight under federal sanction was dispatched from here last night by B. M. Stewart, president of West Coast Fast Freight, which is inaugurating the service.

The truck was loaded with crates and boxes of merchandise for Klamath Falls business houses.

The West Coast service is supposed to cut 24 hours off previous circuitous truck routes. It provides for over-the-road freighting between Klamath Falls and points south of U. S. 90 connecting Sacramento and San Francisco.

Scheduling calls for 36-hour delivery from Los Angeles to Klamath Falls. Peoples Warehouse company in Klamath falls is the West Coast agent in that city.

Walkout Grows As Britain Seizes Docks

LONDON, July 12 (AP)—Defiant dockers by the hundreds joined a wildest walkout today as the British government seized the strike-crippled port of London.

The cabinet assumed virtual wartime powers to break up the stoppage officially blamed on communist agitation.

The army and navy sent 2380 soldiers and sailors to the wharves to unblock food.

But the strikers, who numbered 10,222 yesterday, were joined by another 2728 men today. Fewer than 12,000 of the 25,000 who make up the London dock labor force reported for work.

The national dock labor board said 127 ships were idle and eight undermanned.

Mounted policemen were ordered into The Thames waterfront area to enforce a state of near martial law.

Strikers showed resentment as the government took over dockland under the emergency act of 1920. Many who had stayed on the job ever since the unofficial strike began June 27 walked off after a series of meetings at the various dock gates this morning.

Fight Precedes Susana Smash—Newsmen Killed

Bombay

BOMBAY, India, July 12 (AP)—Thirteen American correspondents and 22 other persons died today in the crash of a KLM Constellation groping through monsoon rainstorms toward a Bombay island airfield.

The American reporters were returning home from a tour of Indonesia sponsored by the Dutch government. It was the second

Susana

LOS ANGELES, July 12 (AP)—An unscheduled commercial airliner with 46 persons aboard crashed and burned near the summit of Santa Susana pass today 25 minutes after Pilot Roy White radioed that a violent fight had broken out among passengers.

Sheriff J. Howard Durlay of Ventura county said 18 passengers had been removed from the wrecked plane alive and that the death list "probably will number 28 persons."

Survivors said the fight started after a male passenger became hysterical while the big airliner was coming through a storm. Another passenger appeared to have quitted him when a chance remark on the cause of the hysteria precipitated a slugging match.

While the fight was going on, one of the stewardesses warned: "Fasten your safety belts; we are going into a cloud bank."

Sabotage Feared

MANILA, July 12 (AP)—William R. Mathews, Tucson, Ariz., publisher, said today Miss Dorothy Brandon of the New York Herald Tribune had refused to return aboard the ill-fated KLM plane that crashed near Bombay for fear it would be sabotaged.

Mathews, who arrived here aboard a Pan-American plane from Bangkok, Siam, quoted Miss Brandon as saying the plane would be "sabotaged as sure as your life."

So far no evidence that the plane was sabotaged has been uncovered.

Mathews said members of the American newspaper group had requested permission from India's Prime Minister Pandit Jawaharlal Nehru for the plane to return by way of India.

The Arizona said Miss Brandon expressed fear because most newsmen aboard the plane had been impressed by the Dutch side of the Indonesian question.

Plane Explodes

Within a matter of seconds, survivors said, the plane had crashed with a deafening roar of exploding gasoline.

Fire destroyed the pilot's cabin and the crash left only one wing and the tail.

The plane belonged to Trans-National Airlines and was represented locally by Standard Air Lines. It was one of the cut rate transcontinental flights, which carry passengers for \$113 instead of the customary \$181.

Pilot Roy White informed the traffic control bureau at Burbank that a fight among passengers had broken out near Riverside, Calif. He said he wanted police aid as soon as the plane landed and he requested permission to set down at Burbank instead of the customary destination, Long Beach. One passenger was badly beaten, said White, who did not give the cause of the battle.

White said the fighting passengers swore they were going to continue their fight after they got on land.

Twenty-five minutes later the report of the plane crash was received by Van Nuys police.

Bodies Identified

The first two bodies identified were those of Joe Freeman, Los Angeles, and Frank Conway, Albany, N. Y. Freeman's body was thrown 50 feet from the fuselage.

Eighteen persons, still alive but badly mangled, were taken from the wreckage. The arm and leg of one woman fell off after she had been placed on a stretcher.

By the time rescuers reached the spot, four miles from Santa Susana pass highway, five persons had fought their way from the burning debris to a fire-escape road 300 yards away. One girl in this group had lost a foot. It had been torn off at the ankle.

Most of the injured were taken to Newhall hospital.

The plane apparently scraped the side of a 300-foot hill in a box canyon with a wingtip and then pancaked and caught fire.

Ambulances came from every little community in this sparsely populated section of the Santa Fernandos valley. They raced at breakneck speed, up the tortuous dirt road to the scene, quickly loaded aboard the injured who had walked or been carried the 300 yards from the burning airliner, and headed back down the one-way road.

Two hours after the accident, ambulances still were coming back, making return trips, but this time is (Continued on Page 2)

Sabotage Feared

MANILA, July 12 (AP)—William R. Mathews, Tucson, Ariz., publisher, said today Miss Dorothy Brandon of the New York Herald Tribune had refused to return aboard the ill-fated KLM plane that crashed near Bombay for fear it would be sabotaged.

Mathews, who arrived here aboard a Pan-American plane from Bangkok, Siam, quoted Miss Brandon as saying the plane would be "sabotaged as sure as your life."

So far no evidence that the plane was sabotaged has been uncovered.

Mathews said members of the American newspaper group had requested permission from India's Prime Minister Pandit Jawaharlal Nehru for the plane to return by way of India.

The Arizona said Miss Brandon expressed fear because most newsmen aboard the plane had been impressed by the Dutch side of the Indonesian question.

Plane Explodes

Within a matter of seconds, survivors said, the plane had crashed with a deafening roar of exploding gasoline.

Fire destroyed the pilot's cabin and the crash left only one wing and the tail.

The plane belonged to Trans-National Airlines and was represented locally by Standard Air Lines. It was one of the cut rate transcontinental flights, which carry passengers for \$113 instead of the customary \$181.

Pilot Roy White informed the traffic control bureau at Burbank that a fight among passengers had broken out near Riverside, Calif. He said he wanted police aid as soon as the plane landed and he requested permission to set down at Burbank instead of the customary destination, Long Beach. One passenger was badly beaten, said White, who did not give the cause of the battle.

White said the fighting passengers swore they were going to continue their fight after they got on land.

Twenty-five minutes later the report of the plane crash was received by Van Nuys police.

Bodies Identified

The first two bodies identified were those of Joe Freeman, Los Angeles, and Frank Conway, Albany, N. Y. Freeman's body was thrown 50 feet from the fuselage.

Eighteen persons, still alive but badly mangled, were taken from the wreckage. The arm and leg of one woman fell off after she had been placed on a stretcher.

By the time rescuers reached the spot, four miles from Santa Susana pass highway, five persons had fought their way from the burning debris to a fire-escape road 300 yards away. One girl in this group had lost a foot. It had been torn off at the ankle.

Most of the injured were taken to Newhall hospital.

The plane apparently scraped the side of a 300-foot hill in a box canyon with a wingtip and then pancaked and caught fire.

Ambulances came from every little community in this sparsely populated section of the Santa Fernandos valley. They raced at breakneck speed, up the tortuous dirt road to the scene, quickly loaded aboard the injured who had walked or been carried the 300 yards from the burning airliner, and headed back down the one-way road.

Two hours after the accident, ambulances still were coming back, making return trips, but this time is (Continued on Page 2)

Sabotage Feared

MANILA, July 12 (AP)—William R. Mathews, Tucson, Ariz., publisher, said today Miss Dorothy Brandon of the New York Herald Tribune had refused to return aboard the ill-fated KLM plane that crashed near Bombay for fear it would be sabotaged.

Mathews, who arrived here aboard a Pan-American plane from Bangkok, Siam, quoted Miss Brandon as saying the plane would be "sabotaged as sure as your life."

So far no evidence that the plane was sabotaged has been uncovered.

Mathews said members of the American newspaper group had requested permission from India's Prime Minister Pandit Jawaharlal Nehru for the plane to return by way of India.

The Arizona said Miss Brandon expressed fear because most newsmen aboard the plane had been impressed by the Dutch side of the Indonesian question.

Plane Explodes

Within a matter of seconds, survivors said, the plane had crashed with a deafening roar of exploding gasoline.

Fire destroyed the pilot's cabin and the crash left only one wing and the tail.

The plane belonged to Trans-National Airlines and was represented locally by Standard Air Lines. It was one of the cut rate transcontinental flights, which carry passengers for \$113 instead of the customary \$181.

Pilot Roy White informed the traffic control bureau at Burbank that a fight among passengers had broken out near Riverside, Calif. He said he wanted police aid as soon as the plane landed and he requested permission to set down at Burbank instead of the customary destination, Long Beach. One passenger was badly beaten, said White, who did not give the cause of the battle.

White said the fighting passengers swore they were going to continue their fight after they got on land.

Twenty-five minutes later the report of the plane crash was received by Van Nuys police.

Bodies Identified

The first two bodies identified were those of Joe Freeman, Los Angeles, and Frank Conway, Albany, N. Y. Freeman's body was thrown 50 feet from the fuselage.

Eighteen persons, still alive but badly mangled, were taken from the wreckage. The arm and leg of one woman fell off after she had been placed on a stretcher.

By the time rescuers reached the spot, four miles from Santa Susana pass highway, five persons had fought their way from the burning debris to a fire-escape road 300 yards away. One girl in this group had lost a foot. It had been torn off at the ankle.

Most of the injured were taken to Newhall hospital.

The plane apparently scraped the side of a 300-foot hill in a box canyon with a wingtip and then pancaked and caught fire.

Ambulances came from every little community in this sparsely populated section of the Santa Fernandos valley. They raced at breakneck speed, up the tortuous dirt road to the scene, quickly loaded aboard the injured who had walked or been carried the 300 yards from the burning airliner, and headed back down the one-way road.

Two hours after the accident, ambulances still were coming back, making return trips, but this time is (Continued on Page 2)

Sabotage Feared

MANILA, July 12 (AP)—William R. Mathews, Tucson, Ariz., publisher, said today Miss Dorothy Brandon of the New York Herald Tribune had refused to return aboard the ill-fated KLM plane that crashed near Bombay for fear it would be sabotaged.

Mathews, who arrived here aboard a Pan-American plane from Bangkok, Siam, quoted Miss Brandon as saying the plane would be "sabotaged as sure as your life."

So far no evidence that the plane was sabotaged has been uncovered.

Mathews said members of the American newspaper group had requested permission from India's Prime Minister Pandit Jawaharlal Nehru for the plane to return by way of India.

The Arizona said Miss Brandon expressed fear because most newsmen aboard the plane had been impressed by the Dutch side of the Indonesian question.

Plane Explodes

Within a matter of seconds, survivors said, the plane had crashed with a deafening roar of exploding gasoline.

Fire destroyed the pilot's cabin and the crash left only one wing and the tail.

The plane belonged to Trans-National Airlines and was represented locally by Standard Air Lines. It was one of the cut rate transcontinental flights, which carry passengers for \$113 instead of the customary \$181.

Pilot Roy White informed the traffic control bureau at Burbank that a fight among passengers had broken out near Riverside, Calif. He said he wanted police aid as soon as the plane landed and he requested permission to set down at Burbank instead of the customary destination, Long Beach. One passenger was badly beaten, said White, who did not give the cause of the battle.

White said the fighting passengers swore they were going to continue their fight after they got on land.

Twenty-five minutes later the report of the plane crash was received by Van Nuys police.

Bodies Identified

The first two bodies identified were those of Joe Freeman, Los Angeles, and Frank Conway, Albany, N. Y. Freeman's body was thrown 50 feet from the fuselage.

Eighteen persons, still alive but badly mangled, were taken from the wreckage. The arm and leg of one woman fell off after she had been placed on a stretcher.

By the time rescuers reached the spot, four miles from Santa Susana pass highway, five persons had fought their way from the burning debris to a fire-escape road 300 yards away. One girl in this group had lost a foot. It had been torn off at the ankle.

Most of the injured were taken to Newhall hospital.

The plane apparently scraped the side of a 300-foot hill in a box canyon with a wingtip and then pancaked and caught fire.

Ambulances came from every little community in this sparsely populated section of the Santa Fernandos valley. They raced at breakneck speed, up the tortuous dirt road to the scene, quickly loaded aboard the injured who had walked or been carried the 300 yards from the burning airliner, and headed back down the one-way road.

Two hours after the accident, ambulances still were coming back, making return trips, but this time is (Continued on Page 2)

Sabotage Feared

MANILA, July 12 (AP)—William R. Mathews, Tucson, Ariz., publisher, said today Miss Dorothy Brandon of the New York Herald Tribune had refused to return aboard the ill-fated KLM plane that crashed near Bombay for fear it would be sabotaged.

Mathews, who arrived here aboard a Pan-American plane from Bangkok, Siam, quoted Miss Brandon as saying the plane would be "sabotaged as sure as your life."

So far no evidence that the plane was sabotaged has been uncovered.

Mathews said members of the American newspaper group had requested permission from India's Prime Minister Pandit Jawaharlal Nehru for the plane to return by way of India.

The Arizona said Miss Brandon expressed fear because most newsmen aboard the plane had been impressed by the Dutch side of the Indonesian question.

Plane Explodes

Within a matter of seconds, survivors said, the plane had crashed with a deafening roar of exploding gasoline.

Fire destroyed the pilot's cabin and the crash left only one wing and the tail.

The plane belonged to Trans-National Airlines and was represented locally by Standard Air Lines. It was one of the cut rate transcontinental flights, which carry passengers for \$113 instead of the customary \$181.

Pilot Roy White informed the traffic control bureau at Burbank that a fight among passengers had broken out near Riverside, Calif. He said he wanted police aid as soon as the plane landed and he requested permission to set down at Burbank instead of the customary destination, Long Beach. One passenger was badly beaten, said White, who did not give the cause of the battle.

White said the fighting passengers swore they were going to continue their fight after they got on land.

Twenty-five minutes later the report of the plane crash was received by Van Nuys police.

Bodies Identified

The first two bodies identified were those of Joe Freeman, Los Angeles, and Frank Conway, Albany, N. Y. Freeman's body was thrown 50 feet from the fuselage.

Eighteen persons, still alive but badly mangled, were taken from the wreckage. The arm and leg of one woman fell off after she had been placed on a stretcher.

By the time rescuers reached the spot, four miles from Santa Susana pass highway, five persons had fought their way from the burning debris to a fire-escape road 300 yards