PENNY SCRAMBLE made the hay fly Sunday at Malin Park when the Masons held their annual picnic

Skipper Of Destroyer Blamed For Crash At Sea

By JACK RUTLEDGE

WASHINGTON (AP) — The mid-Atlantic collision of the carrier Wasp and the destroyer - minesweeper Hobson at a cost of 176 lives has been blamed on an "unexplained left turn" ordered by the Hobson's commander.

A Naval Court of Inquiry announced late yesterday that a "grave error of judgment" by Lt. Cmdr. W. J. Tierney caused the April 26 collision that sent the Hobson to the bottom and the Wasp limping back to New York, badly damaged.

All other officers were cleared of any responsibility for the tragedy, one of the worst peacetime disasters in U. S. Navy history.

Commander Tierney of Philadelphia, the only person blamed in the incident, went down with his ship and a Navy spokesman said the court's findings probably would end the case. The court said the reasons for Tierney's actions "will never be known."

No recommendations were made for disciplinary or corrective action regarding personnel or equipment of either vessel, both of which the court found in good condition at the time.

The collision occurred before midnight April 26 while the 32,000-ton Wasp and the 1,700-ton Hobson were engaging in night exercises with a task force about 700 miles west of the Azores Islands. The night was dark but clear.

The Wasp, a veteran of World War II, was preparing to make a wide U-turn into the wind to enable airplanes practicing take-off and landing exercises to come aboard.

The carrier's commander, Capt. Burnham C. McCaffree of Canova, S. D., said if the Hobson had turned right during the maneuver all would have been well.

Instead it turned left, and traveling at about 27 knots plowed into the Wasp's bow.

The Naval Court of Inquiry, composed of three rear admirals, said testimony suggested three possible explanations for the Hobson's wrong turn:

1. Tierney became "completely confused" over the maneuver.

2. He meant to turn right but said "left rudder" instead in a slip of the tongue.

3. He misjudged the Wasp's position — both ships were traveling with nothing but dim red running lights — and thought he should have turned left.

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Airline Job "Impossible"

SEATTLE (AP) — Northwest Airlines is faced with an "almost impossible" job selling passenger flights out of Portland to connect flights at Spokane, an NWA official said here Tuesday.

The official, James W. Mariner, general sales manager of the company, said the weather at Spokane and the necessity of changing planes there makes customers shy away from its service.

The statement was made at a Civil Aeronautics Board hearing at which Northwest, Western and United Air Lines are seeking route changes in the Seattle, Portland and Spokane area.

Frank C. Judd, vice president of operations for Northwest, testified earlier that a lack of a minimum ceiling and visibility on the ground at Spokane has caused many of Northwest's flights to overfly the city—91 times last January, for example.

Northwest is asking permission to serve both Seattle and Portland on a single flight to make better use of their planes, it was testified. This would release one plane for other routes. At present Northwest must double up its planes to serve Seattle and Portland to and from the same eastern cities, it was said.

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Biologists Report Finding Snow Goose Nesting Ground

WASHINGTON (AP) — Robert Henry Smith, a veteran biologist with the fish and wild life service, said Tuesday the breeding grounds of most of the snow geese that use the Pacific Flyway may have been discovered.

Smith, from Medford, Ore., and Everett L. Sutton of Aberdeen, S. D., last week finished 25,000 miles of aerial survey of northern waterfowl breeding grounds for the Fish and Wild Life Service. During the trip they reported spotting whooping cranes, which are almost extinct.

Smith, who has made the flights for many years, told a reporter he and Sutton made a partial survey of Banks Island, in the Arctic Circle, and despite foggy conditions and other difficulties spotted some 15,000 snow geese in the 70 to 80 mile strip on the West Coast.

For years, he said, more snow geese have been observed south along the Pacific Flyway in the fall and winter than had been accounted for in the spring and summer surveys in breeding grounds.

Smith said there was no reason not to believe that additional large numbers would have been found at Banks Island if conditions permitted a more detailed study. He expressed belief that area may prove to be the source of most of the Pacific Flyway's snow geese.

Smith said he and Sutton spotted one whooping crane on July 11, and set out on July 12 to sight it again. After flying for some 30 minutes over the same area without luck, they spotted a bird they believed to have been the same one seen the day before, less than 200 yards from where the first discovery was made.

Later that same day at a distance of some 35 miles, Smith said, they sighted what he was certain was a second whooping crane.

The first bird would not take wing as their plane flew over, Smith said, and the other would fly only about 150 yards and then return to where it was.

He said this encouraged him to think that perhaps the first bird was nesting.

In making their surveys Smith and Sutton flew thousands of miles at altitudes of about 100 feet. The results of their work go into the data on which duck and migratory waterfowl hunting regulations are based.

The 1952-53 regulations are expected to be announced during the last week in August.

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"Grassman" Wins Award

LA GRANDE (AP) — W. H. Woodruff, Union, is "Grassman of the Year of Union County." A special committee of the County Chamber of Commerce gave the title to him for the second consecutive year.

Woodruff credited his production success chiefly to the use of drainage and soil conservation. He operates a farm and ranch totalling 10,400 acres, 3,400 of which are cultivated and 7,000 of which are range.

He maintains 200 dairy cows, 200 Hereford cows and 200 head of hogs. He raises his own hay, oats and barley to feed this livestock, and in addition, sells approximately 20,000 bushels of wheat each year.

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Martha Meade Success Recipe

PAUL BUNYAN ROLL-AROUNDS

Hot dog! You can make a meal on these stuffed frankfurters in their golden-brown biscuit blankets. The Stir-N-Roll biscuit recipe is 100% right for this area; guaranteed against failure when you do exactly as Martha Meade tells you, and use Sperry Drifted Snow "Home-Perfected" Enriched Flour.

All measurements are level. Sift flour before measuring.
Have ready—
8 frankfurters
prepared mustard
sweet pickle relish
8 strips American cheese
8 Stir-N-Roll Biscuit Strips
Slit frankfurters open, lengthwise, to form a deep pocket. Spread with mustard and pickle relish, and insert a strip of cheese in each opening. Wrap Stir-N-Roll Biscuit Strips around filled frankfurters 3 times, covering both ends so cheese will not run out during baking. (Dough will not completely cover frankfurters, some meat and filling will show.) Place on lightly greased baking sheet and bake for 15–20 minutes, in a preheated hot oven, 425°, or until crust is nicely browned. Serve hot with additional relishes, if desired. 8 servings.

Stir-N-Roll Biscuit Strips
Sift together into a mixing bowl—
2 cups *sifted* **Sperry Drifted Snow Flour**
2½ teaspoons double-action baking powder
1 teaspoon salt
Measure in same cup and add all at once—
⅓ cup Wesson Oil
⅔ cup cold milk
Stir until mixture cleans sides of bowl and rounds up into a ball. Divide dough into 8 equal-size pieces. Roll each strip on lightly floured board, with palms of hands, into a 15-inch rope.

THE DALLES COTTAGE PUDDING

Pick your favorite berries for this old-time summertime dessert. This recipe has been home perfected for you in this community and will work like a charm in your oven. Follow the recipe carefully, rely upon Sperry Drifted Snow Flour and you can't miss!
All measurements are level. Sift flour before measuring.
Sift together into a mixing bowl—
1 cup *sifted* **Sperry Drifted Snow Flour**
⅔ cup sugar
1 teaspoon double-action baking powder
½ teaspoon salt
¼ teaspoon cinnamon
Add—
2 tablespoons cooking oil
2 tablespoons milk
¼ cup whole egg, unbeaten (1 large)
Beat to a moderately stiff batter. Spread *one-half* over bottom of buttered baking dish, 10x6x2 inches. Cover with *half of*—
3 cups raspberries (or other berries) mixed with ¼ or ⅓ cup sugar (depending on tartness of berries)
Spread remaining batter evenly over berry layer. Top with remaining sugared berries. Bake for 40–50 minutes in preheated moderately hot oven, 375°, or until lightly browned. Serve warm with cream or ice cream. 8 servings.

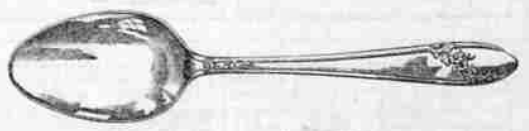
Martha Meade Success Recipe

COUNTY FAIR CHOCOLATE PIE

Here's a show-off pie for you! Rich chocolate-mint filling in a tender, golden-brown crust. Absolutely failure proof in this area. Just remember two things: Follow Martha Meade's recipe *exactly* and use Sperry Drifted Snow Flour as she recommends. Together: "Success guaranteed!"

All measurements are level. Sift flour before measuring.
Measure into a saucepan—
1½ squares unsweetened chocolate, (1½ oz.)
½ cup coffee beverage
1 tablespoon granulated gelatine, soaked in
¼ cup cold water
Stir together over medium heat until chocolate is melted and gelatin dissolves. Remove from heat and add—
2 egg yolks, well beaten with
⅓ cup sugar
1 teaspoon vanilla
2 or 3 drops peppermint extract (optional)
Beat until well blended. Set aside to cool and thicken. When mixture begins to jell, fold in—
2 egg whites, beaten to a meringue with
⅓ cup sugar
Then turn into—
a baked and cooled 9-inch pie shell
Set aside in a cool place until firm. Just before serving garnish with sweetened whipped cream sprinkled with crushed hard peppermint candy. 6 servings.

Pastry
Measure into a mixing bowl—
1½ cups *sifted* **Sperry Drifted Snow Flour**
1 teaspoon salt
Add all at once—
⅔ cup Wesson Oil (⅓ cup plus 2 tablespoons)
3 tablespoons cold milk
Stir lightly with fork until pastry clings together. Press into a ball, flatten slightly, and place between 2 sheets of waxed paper (12-inch squares). Roll out gently until circle reaches edges of paper. Peel off top paper, then pick up pastry and bottom paper by one edge (they will cling together). Place pastry, paper-side up, over a 9-inch pie pan. Then loosen at edges and carefully peel off paper. Ease pastry snugly into place. Finish edge as desired and prick bottom and side thoroughly with a table fork. Bake on lower rack in a preheated very hot oven, 475°, for 8–10 minutes, or until golden brown. Cool before filling.



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