

Queries Unanswered After Sinking Of Liner

By FRANCIS STILLEY

NEW YORK (AP)—After two years, two major questions still loom over the sinking of the Italian luxury liner Andrea Doria.

One of them is: Who is to blame for the fearful collision with the Swedish motorship Stockholm off the coast of Massachusetts two years ago tonight? Months of court hearings failed to settle the issue. It probably never will be.

The second question may or

may not be answered in the years to come: Can the Andrea Doria be salvaged or resurrected from the depths of the Atlantic?

Meanwhile, one major task made necessary by the crash is all but ended. For more than a year attorneys for insurance companies have been busy settling death, injury and cargo claims.

Claimants will receive a total of about six million dollars. They originally asked about 116 million. Only a few claims remain to be settled.

Foreign underwriters also have paid the Italian Line some 14 million for the loss of the Andrea Doria, and the Swedish-American line received a million for repairs to the smashed bow of the Stockholm.

The largest death settlement went to the four small children of a prominent, well-to-do couple who perished in the sinking. It was for \$175,000. The figure was predicated on the education and style of living the children normally could have expected the parents to provide until they reached adulthood.

It was at 11:09 p. m. on July 25, 1956, that the two great liners came together in a busy ship lane some 45 miles south of Nantucket Island, Mass. The extra-strong ice-cutter prow of the Stockholm thundered into the fore part of the Andrea Doria and pierced far inside the ship.

In the next hours an amazing sea rescue took place as the Andrea Doria slowly sank. Ships converged at high speed from all directions and by morning all but 45 of the Doria's 1,706 passengers and crew had been removed.

The death toll finally was established at 50—45 on the Doria and 5 on the Stockholm.

More advance July 25. Since then, two others died from injuries attributed to the mishap, boosting the death total to 52.

Hundreds of lawsuits were filed in the wake of the collision. In due course they were consolidated into a single case, but after months of hearings efforts to fix the responsibility were dropped.

Insurance agents for the two lines set up a fund for settling claims. Before the hearings were con-

cluded, the substance of the testimony was that each ship blamed the other for making a wrong turn at the last moment as they met.

As for the matter of raising or salvaging the Doria, the situation has brought some conflicting opinions.

Some experts have voiced belief that, while the liner theoretically might be brought up from the 225 feet of water, the job would be so expensive and dangerous it wouldn't be worthwhile.

Others term it impossible. But one firm maintains it is determined to try, just the same. This is the A. A. Salvage Co. of Trenton, N. J., and some associates.

A spokesman said this week that

divers expect to go down shortly to check the Doria and see what might be done. If the ship can't be raised, he said, it might be blown apart and salvaged piece-meal.

The spokesman said either operation might cost 2½ million dollars or so and the company would be lucky to make expenses in a mere salvage of scrap and any valuables still intact.

The company wants to haul up the Doria and sell her for repair and resumption of sea service. The spokesman believes some ship line might be willing to pay as much as 15 million dollars for the vessel, plus another few million for repairs—far less than the cost of a new ship.

Home Extension

National and state park officials are preparing for an estimated 200 million family vacationers this summer. Some will stop for a few hours, some overnight, and some for several days. Park attendance has been climbing steadily in recent years. Current estimates amount to just twice as many overnight campers as five years ago and 75 million more day visitors than in the same period.

Whether it's a short trip or long cross-country excursion, the wayside picnic area is a welcome convenience to relieve periods of driving. State park officials watching the growing luncheon-on-the-way trend have found that families, particularly the homemakers, wish for more guidance in planning picnic lunches. The homemaker needs to know which foods may be prepared ahead, how to plan nutritious menus that travel well, a convenient check list of things to remember and tips on how to pack a basket.

Much of the rounding up of picnic supplies can be eliminated by keeping staples in one convenient place. Such items may include: roasting forks, flashlight, books of matches, bugbomb, can-bottle opener, napkins, vacuum bottles, disposable cups, rolls of transparent wrap, camera, salt and pepper shakers, insulated cooler, plastic dishes.

Keep foods simple. Just sitting out under the blue sky enjoying the relaxing qualities of mother nature will make even the simplest meal taste wonderful. Don't you know how much more fragrant coffee is when it is brewed outdoors.

Some foods can be prepared in advance and kept in the cooler. Sandwiches store well in the refrigerator for 12-24 hours under 50 degrees. If frozen they will keep longer. These fillings freeze well: Meat, poultry, cheese spreads, egg yolk mixtures and nut pastes. Use soft, not melted butter or margarine for spreading.

Lettuce and mayonnaise should be carried separately and added to the sandwiches just before eating. Or carry your buttered bread and fillings separately and make on the spot.

Baked goods are seasoned travelers. Prepare ahead and wrap in airtight package and freeze until needed. Take directly from the freezer when you leave. These travel well: rolls, cakes, cookies, doughnuts, fruit filled pies, cupcakes. No cream-filled desserts please. For extra convenience include instant foods or those packaged individually, canned or pre-cooked.

Insulated equipment to keep hot foods hot and cold foods chilled is a worthwhile investment. Pack your picnic basket with such items as mustard and catsup in plastic squeeze bottles. Wrap pickles in transparent plastic. Onions may be cleaned and sliced at home. Wrap in plastic. Outdoor picnic tables are often dusty so your roll of plastic comes in handy here, then use it to wrap your refuse in.

For "cookouts," take heavy frying pan, stew pots, cutting board, large wooden spoon, grill, tongs for turning fish or taking potatoes out of the coals, folding chairs, first-aid kit, soap or detergent, potholders or old gloves.

Before the picnic it's wise to discuss respect for public property and a few methods of procedure with family members. This practice helps prevent unnecessary accidents that can spoil a vacation trip. Read signs about correct waste disposal. Leave a clean picnic area. Check for and avoid areas with poison ivy; put out all open fires before leaving the picnic area; do not peel tree bark or pick wild flowers; teach children how to chop wood and how to handle cutting tools if they are old enough to use them; also take precautions that pets if taken along do not disturb others.



PRODUCING DIRECTOR Angus L. Bowmer portrays Shylock in James Sandoe's production of "The Merchant of Venice" at the Oregon Shakespearean Festival. This is the seventh time that Bowmer has played the role in his acting career. Also on the festival's 1958 production list are "Much Ado About Nothing," "King Lear," and "Troilus and Cressida." The season which opens Monday, July 28 will continue through September 4.

—Photo by Dwaine Smith, Classic Studio



S/SGT. WILLIAM PAYNE, NCO in charge of the Classified Section at Kingsley Field, points out the combination of one of the 200 individual mail boxes recently installed at the base, to Lt. Col. Raymond A. Thornton, base commander. The boxes enable military personnel to receive their mail in the same manner as residents of Klamath Falls who have private mail boxes at the post office.



ADRYTH MILDA CHANDLER, second lieutenant, Klamath Falls, is shown with Lt. Col. Raymond A. Thornton, commander of Kingsley Air Force Base, as he looks over the papers directing her commission as an officer in the USAF and travel orders directing her assignment to Lackland AFB, Texas. Lt. Chandler, who taught at Fairhaven School for five years, attended Bonanza High School, George Fox College, Newberg, and Southern Oregon College. Her stepfather and mother, Mr. and Mrs. Charles Borough, live at Sprague River where she attended elementary school, and her father, Glenn Chandler, is from Yakima, Washington. Lieutenant Chandler left for Texas for basic military training on July 1.

SAFE IN PLANE CRASH—A close scrape Tuesday when his helicopter crashed into a tree, it was disclosed today. Neither Wad. U.S. Marine forces in Beirut, had nor his pilot was hurt.



THESE ARE THE NEW OFFICERS of the Henley Order of DeMolay. First row, left to right, Tom McBride, Monte Dehlinger, Burrell Guber, master counselor, Gary Boyd, Jerry Switzer. Standing, same order, Charlie Dehlinger,

Ted Berry, George Howe, Bob Chapman, Dick Dehlinger, Alex Brumbaugh, Floyd Stout, John Roberts, Ray Jackson, Johnny Guber, Gary Pippin, Everett Dixon, Gary Rehber. —Photo by Guderian



WILLIAM GANONG JR.

Ganong Gets RC Board Job

William Ganong Jr., prominent Klamath Falls attorney and past-president of the Red Cross Klamath Basin chapter executive board, has been appointed one of the 15 members of the Pacific area advisory council of American National Red Cross.

This council, composed of community leaders and Red Cross volunteers from eight western states, serves in an advisory capacity to the area office in San Francisco, meeting twice a year in the spring and fall for a three-day conference. Frederick Greenwood of Portland is the only other Oregonian on this council.

Robert Hager, general field representative, was here this week from the area office discussing this appointment with Ganong who will represent Southern Oregon and Northern California.

AMHERST SPEAKER—AMHERST, Mass. (UPI)—Managing editor Alfred Friendly of the Washington Post will give the main address at Amherst College's 137th Commencement June 8. Two hundred and forty seniors are scheduled to receive Bachelor of Arts degrees.



SECOND-SHAVING TEAMWORK, the kind it takes to win in calf roping, is evident in this action picture. The horse has stopped on a dime and the rider dismounts smoothly before the full-running calf has reached the end of the rope. In his teeth the roper carries the piggin' string he'll use to tie the calf's legs. The roper here is Bub Gatzman, Oakdale, California, in action at this year's Angel's Camp rodeo. Bub, who placed ninth in the world's team roping championships last year, has entered the Klamath Basin Roundup which ends today. —Photo by DeVere



ALVIN NELSON, world's champion bareback bronc rider of 1957, is taking part in the three-day Klamath Basin Roundup ending today. Nelson, 24, came here from Ft. Sam Houston, Texas, by special permission of the Army, with which he is now serving. —Photo by DeVere



JUDGES YOU CAN SEE are new in rodeo this year, in these official judge's vests and flags recently approved by the Rodeo Cowboys' Association. By keeping an eye on the judges, spectators at the Klamath Basin Roundup can keep closer tab on which cowboys qualify, which are ruled out of the money. —Photo by DeVere

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