

# 128 Perish in Crashes

## Steel Strike Sparks Plea Of Mediator

**U.S. Seeks Way To End Dispute**  
By A. H. Raskin  
New York Times Writer  
NEW YORK, July 1.—Federal mediators moved swiftly Sunday to determine whether the government could help end the national steel strike.  
With 600,000 workers idle in mills that produce nine tenths of the country's steel, the federal government sought to arrange separate meetings with union and industry leaders.  
Their intervention brought no promise in the loss of both sides that the strike would be a long and costly one. The intervention in both camps was that neither group was in a spot to "give" without an extended test of economic strength.

**Ready to Spend**  
David J. McDonald, president of the United Steelworkers of America, said the union was ready to spend its total resources of 50 million dollars on the walkout. He expressed a certainty that the union ranks would remain solid.

The industry dog heeded its offer of a four-year, four-month no-strike contract. Company officials said they would not yield under duress benefits they had fought for since the steel strike negotiations.  
The walkout began at 12:01 a.m. when the industry's old contract expired. The union dispatched no official strike telegrams, but its locals automatically applied the organization's traditional "no contract, no work" policy.

**Stop Pouring Metal**  
Even if the men had come to work, nothing was available for them in the Pittsburgh, Youngstown, Buffalo, Gary and other steel centers, the mills had stopped pouring metal hours before the strike began.

The shutdown will bring joblessness in thousands of workers on railroads, trucks and barges that serve the steel plants. Fully thousand miners in the "hotline" coal mines, now on their annual paid vacations, may get unpaid vacations when they return next week.

The pattern of idleness will run out to other industries that require steel for everything from paper clips to locomotives.

**Just Effect**  
The building construction and all industries are likely to be hit within a week. For other industries available steel supplies will be sufficient to meet needs for periods ranging from one to four months.

However, even in the industries with most plentiful reserves, spot shortages of available types of steel are likely to cause production headaches in a relatively short period. The steel mills normally turn out upward of 250,000 tons of steel a day.  
The announcement that the U.S. Steel Corp. is to be sold to Republic Steel Corp. is expected to be a relief to the industry.

## 'The Purge is Starting'

**Reds Tighten Poznan Trap On Bread, Freedom Rebels**  
By Associated Press  
BERLIN, July 1.—Two Polish armored divisions and thousands of police waged a grim house-to-house hunt for hidden rebels in the battered city of Poznan Sunday after crushing the three-day revolt for bread and freedom.  
Fearful of the giant purge that seemed to be starting, citizens of Poznan crowded churches to pray.  
Western businessmen who left

**Today's Chuckle**  
Dad's thrown away your empty garden seed packets. They'll probably be just about the right size to store your traps in.

## Smashing Winds Flay Eastern U.S.

By Associated Press  
Violent winds Sunday flayed the upper part of the nation from the midwest to upstate New York.  
Farm buildings were smashed. Power and communication lines were torn up. Calm lakes—measas of fun-seekers on a sweltering summer weekend—were churned suddenly into violent seas.  
In the midwest, at least 13 deaths were caused by the violent weather.  
Thunderstorms continued in the warm southeast.  
Chicago had its hottest day of the year and hottest July 1 in history—103 degrees at the city airport and 100 in the loop.  
Only cloudy weather with some thunderstorms dominated the Intermountain Area. Temperatures ranged from the mid-50s to 85 in Salt Lake City.

## Incredible Sight 'Copter Crew Finds Crash Bodies Piled

Special to The Tribune  
CEDAR CITY, July 1.—A graphic description of incredible destruction where the TWA Constellation crashed in Grand Canyon was told Sunday by one of the six-member helicopter crew that made the first landing in the rugged area.  
Capt. S. J. Ryan, Lake Air Force Base, told by telephone of reaching the shattered Constellation.

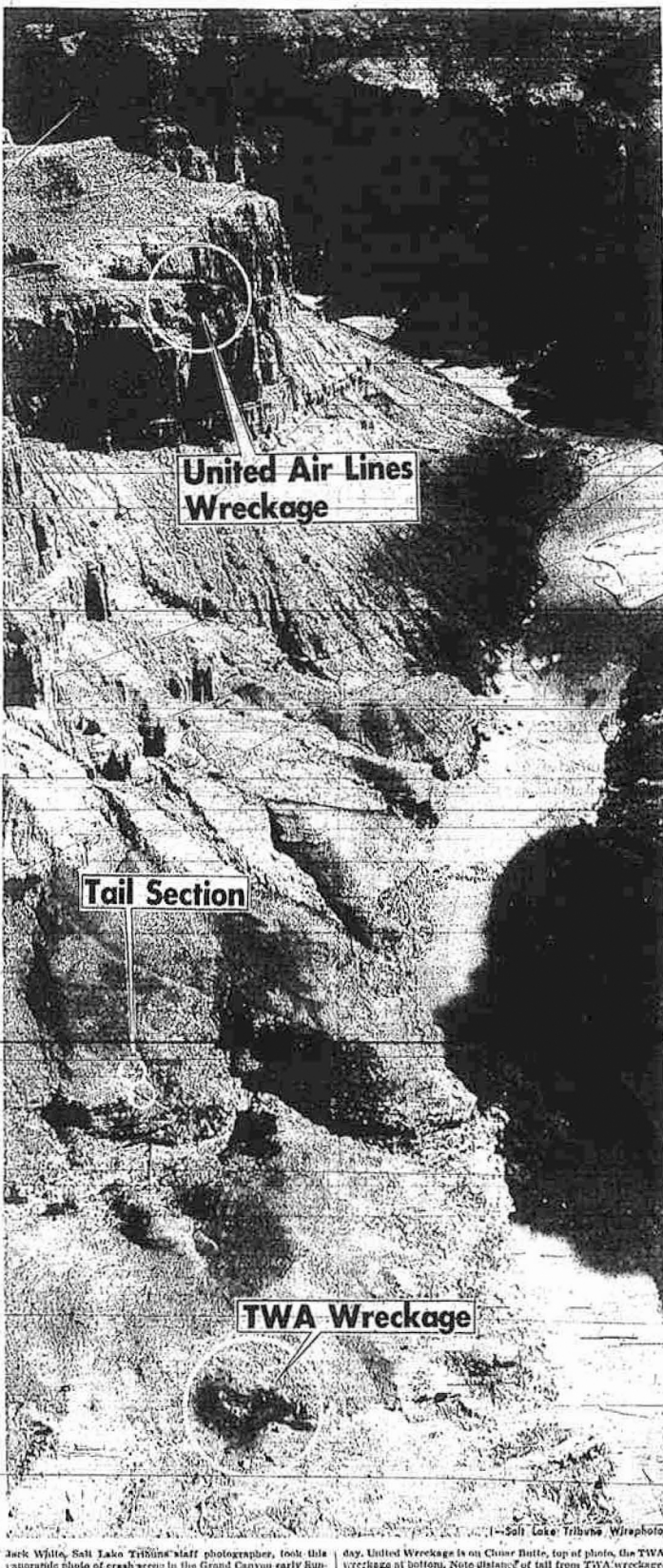
**While TWA Towel**  
"The first thing I saw was a white towel with 'TWA on it," he said. "Then we came to the burned area — about 150 feet long and maybe 30 feet wide.  
"The biggest piece of the plane I saw was a section of the fuselage which contained six windows," he continued. "The wrecked engines were right in the center of the burn."  
"Then we saw the bodies! We almost walked by them. They are burned and mangled so badly it was hard to recognize them. They seemed to be piled on each other as if the plane had hit in a nose dive."

**Heat Underneath**  
We counted only 15, but we are sure the rest are underneath.

"I saw safety belts, shoes, children's clothing, lots of black, twisted metal. It was the worst sight I have ever seen."  
Capt. Ryan said if weather and landing conditions permit, it is planned to send a helicopter to the Coconino, Ariz., County owner, airline officials, the FAA and CAB investigators to the scene on the first trip Monday.

A supply of tarpaulins, blankets and other equipment has been assembled and is ready for use in shuffling the dead from canyon depths to the Grand Canyon Airport by helicopter.  
Capt. Ryan added.

the smoldering city Sunday morning and troops and police had sealed off the big industrial center of 350,000 and started the longest operation of finally crushing armed resistance.  
Some witnesses estimated the savage street fighting that ended Saturday took at least 200 or 300 lives with hundreds more severely wounded. Some Westerners said they had heard that as many as 400 to 600 had been killed.  
Tearful Poles stood silently on the city's streets Sunday, watching police vans haul wounded rebels from their homes to prisons, already jammed with hundreds of captured workers.  
"Now the purge is starting," one Poznan woman told a Western reporter.  
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Jack White, Salt Lake Tribune staff photographer, took this panoramic photo of crash scene in the Grand Canyon early Sunday. United Wreckage is on Claret Butte, top of photo, the TWA wreckage at bottom. Note distance of fall from TWA wreckage.

## Wreckage Dots Wall of Canyon

By Robert F. Alkire  
Tribune Staff Writer  
CEDAR CITY, July 1.—I have just come from the scene of the world's worst commercial air disaster.  
There isn't much left.  
Bits of torn metal and blackened fire-burned areas mark the only traces of two giant airliners — a DC-7 owned by United Airlines and a TWA Super Constellation — that Saturday carried 128 persons to death.  
The Most Rugged in the World  
The site of the crashes is about 25 miles northeast of Grand Canyon, Ariz.  
Men who live and work in this country call it "the most rugged in the world."  
Near the confluence of the Little Colorado and Colorado Rivers in Grand Canyon, there stands a 6500-foot bluff — Claret Butte.  
On a 700-foot knoll extending east from the butte there is a black' drape.  
That possibly will be the final resting place of the 58 passengers and crewmen who rode the tumbling United Air Lines DC-7 to destruction.  
Half Mile South  
A half-mile south of the butte, in a narrow canyon, a bit of metal glints in the sun.  
And at this spot — designated as Temple Butte — another 70 persons riding a Transworld Airlines plane, plunged to death.  
Even a trained observer could be fooled by the lack of evidence at the site.  
No large chunks of aircraft. No broken, twisted seats. No bodies visible from a plane 220 feet above the scene.  
Where the DC-7 tumbled into the knoll, it looks as though a giant had carelessly raked small bits of metal and black paint and dumped it neatly over the top of the huge rock.  
Down Both Sides  
The burn area drains down both sides of the knoll, indicating the DC-7 struck with such force on the very edge of the rock, that about half of it was flung 50 feet or more up over the top.  
In the region of the Constellation wreckage there are bigger chunks of metal, but again no signs of bodies or even the definite outlines of a fuselage in the burn patch.  
Even if a ground party were to reach the area, chances of climbing the vertical 700-foot knoll to the UAL liner are dim indeed.  
Mass of Canyons  
As you approach the area by air from the northwest, you understand the frustrating difficulty of locating even a huge airliner in the maze of side-canyons that stretch away from the mighty Colorado River and its containing Grand Canyon.  
From 4,000 feet overhead, all canyons look amazingly alike and rivers flow together in a muddle of lines and tines that make it difficult to separate the Colorado River from its "kicker" streams.  
Palm paths of small animals scurries almost over the rock and among the low, green-barked sagebrush.  
Here, a man afoot must be careful of his path as death is only the next step away.  
And no Shade  
The sun has no mercy and nature no shade for 120 degree temperatures fire the sand and the rocks or foothold can die fast.  
As you come closest of the canyon rim, the sand brooks away and 2,000 feet below the raging Colorado is only a trickle, twisting through jagged walls of rock.  
Where is the Little Colorado that pinpoints the site of the crash?  
A Texas mauling 2,000-foot high canyon pour into the area, but only one 100 smaller river.  
But, it isn't necessary to look at the ground.  
Straight ahead in the mist above the chasm, several planes follow their circuitous paths.  
Flies Past Star  
Now and then one dips from the pattern over the crash scene and dips past the black scar on the knoll, rising again to circle again — futilely.  
Several of the circling aircraft are airplanes, remnants of rescue services, but out of their element here, and others are private and military planes.  
They are not there to look for  
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## Brothers Report Fading Rays Of Sun Light Crash Debris

By Robert F. Alkire  
Tribune Staff Writer  
CEDAR CITY, July 1.—"Everything is wreckage," and "there are certainly no survivors."  
That's the way two brothers who discovered the wreckage described the canyon.  
Palm Haight, 35, and Henry Huggin, 33, operators of Grand Canyon Airlines airplane, about 22 miles southwest of the scene came upon both wrecks Saturday about 8:45 p.m. Just as the last rays of the sun were leaving the canyon.  
Just One Pass  
They had time for just one pass and though they saw what looked to be parts of two planes, they were able to identify only one — the DC-7 — plastered against a 700-foot rock knoll above the Colorado River at its confluence with the Little Colorado.  
First report Saturday were that this was the Constellation's after the one orbit, they climbed into their aircraft a few miles south of the canyon rim and reported their find.  
Darkness Closed  
By then darkness had closed in and further identification was impossible.  
The brothers at first suspected something Saturday evening. On a weekly flight they noticed smoke rising from the canyon floor but attributed it to a lightning strike from Friday's thunderstorms over the region.  
While eating dinner, they heard news reports of the disaster.  
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## Elm Flattens Car, Kills 7 in Canada

By Associated Press  
KESWICK, ONT., July 1.—A giant elm tree, gnarled by storm winds, flattened a car filled with holiday-bound holiday-makers Sunday night and crushed the seven persons inside to death.  
The freak accident wiped out the family of Stanley Joseph Glazier, 29, Toronto, and three in-laws. The scene on their way home from a "Whitney Day" outing at a hotel's cottage on Lake Simcoe, 50 miles north of Toronto.  
The dead include Glazier; his wife, ALICE, 26; their two sons, ALVIN, 4, and DONALD, 10; mother, Mrs. Glazier's parents, Mr. and Mrs. Fred Jones, and their son, Ray, about 18.  
The six-foot-tall in diameter and 70 feet tall, was one of at least nine toppled on the road during a severe thunderstorm that hit Ontario.  
The tragedy brought the holiday weekend death toll to 50 across Canada, with 14 in British Columbia still to be ascertained Monday. The dead included 33 killed in traffic accidents and 16 drowned.

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