

Shipowners Probably Fixed Jurisdiction By N. Y. Suits

By GEORGE MILLER
NEW YORK (AP)—Legal fog is likely to hang over the Andrea Doria-Stockholm collision for some time, years perhaps, marine law experts say.

There is no international machinery to settle legal questions or to determine guilt in collisions between ships of different nationalities on the high seas.

Many admiralty lawyers, however, take the view that the legal jigsaw puzzle was fitted together when the Italian line and Swedish American line, the ship operators involved, took their dispute into federal court at New York.

Some believe that once the case went before an American court, the chances lessened that Swedish or Italian courts would ever be called upon to consider it.

The American courts are sitting in judgment because American interests claimed damage to persons and cargoes, and both steamship companies have assets in the U.S.

HOW BINDING?

But some experts ask: "How binding will be the limits of liability set by an American court on a Swedish or Italian tribunal?"

These limits are bound, according to U.S. statute, to the present \$3,021,655 value of the surviving Stockholm, or in the case of the sunken Andrea Doria to \$65 a

gross ton or about \$1,900,000 plus cargo value.

Ordinarily the ocean tragedy could not be investigated officially by U. S. authorities. The U.S. Coast Guard can only sift for evidence of error arising out of the operation of ships under the U.S. flag or in American territorial waters.

Rules exist to promote safety at sea—the 1948 international convention for safety at sea. However, international authority to guarantee compliance from ships operated on the high seas is non-existent.

There are those who want the rule enforced by an international agency such as the World Court or the United Nations.

OPPOSES IDEA

But maritime interests in many places favor enforcement as now—on a purely national basis.

The rules are there. Ships should keep to their side of the sea lanes. They should operate at a safe, moderate speed in low visibility areas.

Nonetheless, ship collisions are not rare. The coast guard reported that in U.S. territorial waters in 1955 there were 244 collisions, involving 580 vessels, and that damage in each instance ran over \$1,500.

Not unlike motorists involved in

a highway collision, shipowners generally tend to claim it was "the other guy's fault" and that he should be made to pay damages for whatever harm is done.

In the present instance, the Swedish American line started the legal action by seeking exoneration for the Stockholm in federal court. At the same time the company asked that its liability be limited to the value of the ship, now undergoing a \$995,000 repair job at a Brooklyn shipyard.

COUNTER CLAIM

In turn, the Italian line has asked the court to declare the Andrea Doria blameless. It has filed a \$25,000,000 claim against the sunken ship. It also has sought an unstated sum as "indemnity or contribution" from the Swedish line for all sums which the Italian line may be called upon to pay for deaths, injuries and losses arising from the disaster.

The Italian line likewise has sought to have the court limit its liability in suits brought against the line to \$400,000.

A number of claims running into the tens of millions have been filed since the Andrea Doria went to her Atlantic grave south of Nantucket on July 26, about 11 hours after colliding with the Stockholm. About fifty persons are presumed dead or unaccounted for.

At least twelve suits are on record against the steamship companies in federal court. Judge Lawrence E. Walsh has approved their consolidation into one overall action. One, a \$900,000 suit against the Swedish line, had been filed on behalf of 78 shippers, consignees and underwriters.

Later, Judge Walsh named four well-known lawyers to serve as unpaid special masters to take a mass of pre-trial evidence beginning Sept. 10. The thousands of pages of testimony given by scores of witnesses before the special masters eventually will be used by Judge Walsh to fix blame for the accident.

From present indications, the U.S. court proceedings may be more extensive than the investigations planned by government authorities in Italy and Sweden. The Italian hearings begin shortly. The Swedish inquiry starts later.

Reserve Champion, Seymour Wood.

Section 27, Senior Herd—1. Seymour Wood and Son; 2. Stanley Hurry; 3. Dan Jewell.

Section 28, Senior Get of Sire—1. Stanley Hurry; 2. Dan Jewell; 3. Seymour Wood.

Section 30, Progeny of Dam—1. Austin Smith; 2. Stanley Hurry; 3. Seymour Wood and Son.



RED DEAN VISITS CHINA

The Red Dean of Canterbury, Dr. Hewlett Johnson, and his family look happy as they anticipate their vacation trip to China. They are spending some time in Soviet

N. S. Steel And Processing Industries Face Biggest Year

HALIFAX (CP)—Nova Scotia steel factories and the plants that depend on steel are facing their busiest year.

They are turning out railway cars, motors for ships and fishing boats, structural steel to keep up with the building boom, stoves and furnaces for homes and industry, oil tanks, marine equipment, parts for St. Lawrence seaway construction and heavy machinery.

And the equipment is finding markets all over the nation, some of it reaching Britain.

Top men in Nova Scotia's steel industry consider 1956 one of the best years ever from a business standpoint.

1957 EVEN BUSIER

The outlook for 1957 is even brighter than 1956. That's saying plenty, in view of the fact that Dominion Steel and Coal Company's Sydney steel plant shows a big increase in production of ingots, nails and wire, railway tracks and billets. A new open hearth furnace is being installed and the working force has been increased to 4,600 men.

R. C. Logan, general superintendent of Eastern Car Company, says his firm has enough orders to keep the plant operating 12 months without a letdown.

This company recently completed an order for 700 railway cars for the Canadian National Railways, and has started a 500-car order for the Canadian Pacific Railway. There are several smaller orders for Newfoundland as well as dump cars and hopper cars for mainland service.

Trenton Industries, Ltd., a highly diversified factory that also builds pasteurization equipment, bottle washers, turret lathes and machines for the pulp and paper industry, concentrates production on the Dosco mechanical miner.

Two of these 20-ton units, capable of biting out 500 tons of coal in an eight-hour shift, are being turned out each month. The company has orders for several of these machines for mines in the United Kingdom.

Canada's largest forging plant is located at Trenton Steel Works, which makes railway axles, hoisting equipment for the mines, coal-loading machines and many other heavy steel items.

per cent of which sell outside the Maritime provinces. This company plans to increase its working force this year to keep up with the increased demand for structural steel.

A five-year expansion program is planned by Robb Engineering Works Ltd. at Amherst to increase production.

Sample of what is happening in smaller industries is the 1956 production at Oxford Foundry and Machine Co. Ltd., where 30 men produce a vast amount of machinery which finds markets from Nova Scotia to British Columbia.

The management feels this firm is heading for its best year in the last 80, as it climbs back from a post-war slump.

At Lunenburg Foundry Co. Ltd. additional facilities for fabricating steel plate have been brought into use. Production of stoves and other heating equipment, ships' engines and parts, is up sharply over the last few years.

This company, which earlier this year began the first all-steel vessel ever to be constructed in western Nova Scotia, now has orders for two more.

Since 1951 more than \$200,000 has been spent on expansion and modernization of Enamel and Heating Products Ltd., in the steel rolling mill at Amherst and the stove and furnace division at Sackville, N.B.

Results Of Hereford Judging At The Provincial Exhibition

CLASS 7 HEREFORDS

Section 1, Junior Calf Male—1. Fulton Sanderson and Son, North River; 2 and 3 Fulton Sanderson and Son.

Section 5 Junior Champion Male Fulton Sanderson and Son.

Section 7 Male born before July 1, 1953—1. Fulton Sanderson and Son.

Section 8, Senior Champion Male—Fulton Sanderson and Son.

Section 9 Grand Champion Male and Reserve, Fulton Sanderson and Son.

Section 10, Junior Calf Female—1 and 2 Fulton Sanderson and Son.

Section 11, Senior Calf Female—1 and 2 Fulton Sanderson and Son.

Section 12, Junior Yearling Female—land 2, 3 Fulton Sanderson and Son.

Section 13, Senior Yearling Female—1. Fulton Sanderson and Son, 2 and 3, Gordon Matheson, Hunter River.

Section 14, Junior Champion Female—Fulton Sanderson and Son, Reserve, Fulton Sanderson and Son.

Section 15, Two Year Old Female—1. Fulton Sanderson and Son, 2. Leigh Semple, Winsloe, 3. Gordon Matheson.

Section 16, Female born July 1, 1952—1. Leigh Semple 2 and 3 Fulton Sanderson and Son.

Section 17, Female Born in July 1, 1952—1. Fulton Sanderson and Son 2. Leigh Semple, 3. Fulton and Son.

Section 19, Senior Champion Female—Fulton Sanderson and Son.

Son, Reserve, Leigh Semple.

Section 20, Grand Champion Female, Fulton Sanderson, Reserve, Leigh Semple.

Section 21, Junior Get of Sire 1. Fulton Sanderson and Son.

Section 22, Senior Get of Sires, 1. Fulton Sanderson and Son.

Section 23, Junior Herd, 1. Fulton Sanderson and Son.

Section 24, 6 Senior Herd, 1. Fulton Sanderson and Son, 2. Gordon Matheson.

Section 25, Progeny of Dam, 1. Fulton Sanderson and Son, 2. Gordon Matheson.

SPECIAL, The Roger's Hardware Trophy for the Junior Champion Female Hereford Class won Fulton Sanderson and Son.

Weak Wave Of Radioactivity Passes Over U. S.

WASHINGTON (AP)—A weak wave of radioactivity has moved across the United States in the last week, the public health service disclosed Saturday.

Henry Rechen, senior sanitary engineer for the service, said "it may have been the slow-moving tail of the nuclear tests in the Pacific last month."

He said there also was a "very slight chance" it might have been caused by secret Russian nuclear tests in Siberia or elsewhere, or

Judging Results Dual Purpose Shorthorns At The Exhibition

Following were the results of judging in the dual purpose shorthorn classes at the Provincial Exhibition.

Section 1 Junior Calf Male born after Dec. 1955—1. Keith Barrett, Miscouche; 2. Stanley Hurry, Winsloe; 3. Seymour Wood and Son.

Section 2 Senior Calf Male—1. Loman MacLean, Arlington; 2. Keith Barrett; 3. Daniel Jewell, North River.

Section 3, Junior Yearling—1. F. Austin Smith; Victoria; 2. Keith Dixon.

Section 4, Senior Yearling Male—1. George Mason, Bunbury.

Section 5 Junior Champion Male born after July 1, George Mason; Reserve—Keith Barrett.

Section 10 Junior Calf Female—1. Dennis Hughes, Brackley Pt.; 2. Daniel Jewell; 3. Ronald Hughes.

Section 11 Senior Calf Female—1. Seymour Wood and Son; 2. Seymour Wood and Son.

Section 12 Junior Yearling Female—1. Stirling Younker; 2. Seymour Wood and Son; 3. Daniel Jewell.

Section 13 Senior Yearling Female—1. Stanley Hurry; 2. Seymour Wood and Son; 3. Seymour Wood and Son.

Junior Champion Champion Female—Stirling Younker Reserve—Stanley Hurry.

Section 15, Junior Herd, 1. Sey-

mour Wood and Son; 2. F. Austin Smith; 3. Loman MacLeod.

Section 16, Junior Get of Sire—1. Seymour Wood and Son; 2. Daniel Wood; 3. Seymour Wood.

Section 17, Two Year Old Female—1. Loman MacLean; 2. Daniel Wood; 3. F. Austin Smith, Victoria.

Section 18, Female in milk born July 1, 1952—1. Stanley Hurry; 2. Seymour Wood; 3. Stanley Wood.

Section 19, Female Dry, born July 1, 1952—1. Daniel Jewell; 2. Samuel Woolridge, Covehead; 3. Austin Smith.

Section 20, Female in milk born July 1, 1952—1. Seymour Wood and Son; 2. and 3. Daniel Jewell.

Section 21, Female Dry, born July 1, 1951—1. Daniel Jewell.

Section 22 Female in milk, born July 1, 1951—1. Stanley Hurry.

Section 23 Female Dry born before July 1, 1951—1. Seymour Wood and Sons; 2. Seymour Wood and Son; 3. Stanley Hurry.

Section 24, Female in milk born before July 1, 1951—1. Austin Smith; 2. George Hughes; 3. Austin Smith.

Section 28, Four Females qualified in R.O.P. 1. Seymour Wood and Son; 2. Austin Smith.

Section 25, Senior Champion Female—1. Austin Smith, 2. Seymour Wood, Grand Champion, Austin Smith;

ROUND THE POLE

Arctic ocean ice moves slowly clockwise around the north pole, pushed by prevailing winds and currents.



FEW BOY SCOUT GUESTS OF CANADA

at the 1955 Jamboree had a chance to see the great dams and smelters that make Canada a world supplier of aluminum.

But some did see a Canadian use of the light metal: outdoor cooking with aluminum foil. One Canadian troop showed how they used this handy material for doing potatoes, steaks and other foods over the campfire; how they kept food fresh in summer heat by protecting it with aluminum. If this missionary work carries the idea back to distant lands, Canada may have to turn out still more aluminum foil—even though last year her output, if laid in a 12-inch strip, would reach 382,000 miles.

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ILLUSTRATION STATION FIELD DAYS

The Dominion Department of Agriculture, in co-operation with the Provincial Department of Agriculture, will hold Illustration Station Field Days on the following dates—rain or shine:

Farm of Hugh J. MacDonald, Monticello, August 23, 2:00 p.m. sharp. Speakers: R. C. Parent, Hon. Eugene Cullen, S. C. Wright, Dr. G. C. Fisher, J. D. E. Sterling, L. W. Ramsay.

Farm of J. W. MacKenzie & Son, Rose Valley, August 24, 2:00 p.m. sharp. Speakers: R. C. Parent, Hon. Eugene Cullen, S. C. Wright, J. D. E. Sterling, George Wright, L. W. Ramsay.

A tour will be made of the station fields and fertilized pastures, meadows, grain and potato crops will be observed. The experimental work active on Illustration Stations will be reviewed and discussed by W. N. Black.

Take this as an opportunity to meet your neighbors, to converse with departmental representatives and view the work that is in progress.

W. N. BLACK, Agronomist, Illustration Stations, Prince Edward Island.

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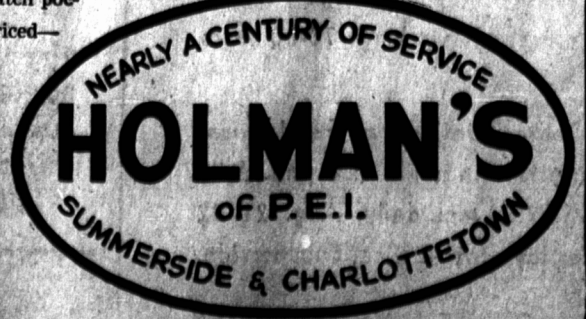
TAILORED SLACKS of fine rayon gabardine in tan, blue, navy or gray shades. Styled with front pleats and self belt, the pockets are triple stitched for longer wear. Sizes 28 to 44, priced—

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