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ips, commander of Kingman, Ariz, Army Air Field, jointly in charge of rescue operations, expressed hope the men could be liberated safely from the rock and river-bound tableland deep in the canyon but 500 feet above the swirling stream.

Stranded Trio in Good Health

They were heartened yesterday by signals and radio messages from the plateau indicating the three were in excellent condition despite more than a week's isolation in the shadowy gorge. Two-way radios were dropped from a plane and almost immediately they broadcast assur-ances of good health.

The only request was for a pair of size 9-B GI shoes. Food, medical supplies and other equipment previously were dropped from the air.

The plane pilot recounted seeing the camp marked off by a white circle of parachute material. A small American flag mounted on a makeshift pole flew bravely over their

tent, he said.

First two of the total of four rescue parties were mounting the south side of the canyon after abandoning a plan to encamp on the river bank opposite the plateau and attempt to reach the men by boat. Boat Plan Fails

They carried two harpoon guns for the use in firing a cable across the river and a wood-and-canvas boat for riding the rapids. The idea was abandoned, one of the party said by telephone from a point part way up the canyon, after the river was found a violent torrent. It was jammed with debris and carcasses of dead livestock washed down from lands above, he added.

Bryant reported the torrent had surged over shorelines and was leaping at 20 miles per hour against the canyon walls. The plateau looks down on the stream and now evidently is accessible only from the north rim above it.

The fourth rescue party composed of Army motorized equipment, personnel and two forest rangers was moving as close to the plateau as possible. The plan here was to begin a descent by foot or muleback along still another precipitous trail.

The parachutists bailed out of a heavy bomber which developed temporary motor trouble. They are Lieut. Charles Goldblum, Pittsburgh, Pa.; Flight Officer Maurice J. Gruickshank, Jr., Lawrence, Mass, and Corp. Roy W. Embanks, Kalis-

pell, Mont.

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