

Oregon Crops Of Wheat, Fruits Will Be Heavy, Forecast

PORTLAND, Sept. 13.—(AP)—The second largest Oregon wheat crop in history and an unusually large harvest of most field and tree crops was predicted today by the U. S. Department of Agriculture Bureau of Agricultural Economics.

The bureau reported an estimated 5,544,000 bushels of spring wheat crop, plus a 20,540,000 bushel winter wheat crop, for a total output of 26,084,000 bushels. Last year Oregon produced 20,889,000 bushels. The 10-year average is 19,774,000.

Feed grain production was estimated at 12 per cent above last year, only slightly over average. The USDA said the barley crop was turning out somewhat larger than expected, but corn, oats, and rye estimates remained the same as a month ago.

The survey estimated Oregon's potato crop at 11,730,000 bushels, slightly above last year. Washington expects a 4 per cent increase in potato output, but Idaho, the heaviest producer in the West, anticipates a 4 per cent cut.

Apples, Pears Up
An apple crop above last year but not quite as good as anticipated a month ago was forecast in today's survey. Probable commercial county production was set at 3,257,000 bushels. Oregon's Bartlett pear crop was estimated at 2,254,000 bushels, other pears at 3,312,000 bushels—both well over the average and above 1945.

Other Oregon crop estimates: 593,000 bushels of peaches, 18 per cent over last year; 17,000 tons of Eastern Oregon prunes; 88,600 tons of Western Oregon prunes;

8,500 tons of walnuts; 8,950 tons of filberts from Oregon and Washington combined; 273,000 bags of dry peas; 20,000,000 pounds of hops, a slight drop from last year.

Driver Aims at 100 MPH; Three Persons Drown

BELLINGHAM, Wash., Sept. 13.—(AP)—Three U. S. sailors drowned and three swam ashore after an automobile bringing them to Bellingham plunged into Lake Samish, south of this city, about 9:45 o'clock last night.

The driver of the car was trying to make the speedometer register 100 M.P.H., one of the survivors said, adding "he had her up to ninety-three."

The dead: W. H. Cabe, 26, AMM 1/c, Ault Field, Whidby Island, driver of the car; J. L. Parker, 19, fireman 2/c, USS Lexington, Bremerton; K. L. Hill, 18, fireman 2/c, USS Lexington.

In St. Luke's hospital here, suffering from cuts and shock, are C. B. Parker, 18, fireman 2/c, USS Lexington; J. L. Neil, 22, pr 1/cn, Ault Field; F. H. Paulson, 21, AMM 1/cn, Ault Field.

School Officials Visit

Visiting the county school superintendent's office yesterday, Mrs. Lulu C. Gorrell said, were Mrs. Daisy Miles, clerk for the Ada school district near Siltcoos Lake, and Dennis McGuire, Portland, public relations director of the Oregon Education Association.

Mrs. Miles must travel through a portion of Lane County in order to reach Roseburg, said Mrs. Gorrell. McGuire's visit to Roseburg was in behalf of the State Basic School Support Bill, which will be offered to voters on the November 5 ballot.

Jews Rob 2 Banks; 4 Deaths Result

JAFFA, Palestine, Sept. 13.—(AP)—At least four persons were killed and four injured today when two armed bands, believed by police to be members of the Jewish Stern gang, raided the Ottoman banks in Tel Aviv and Jaffa, escaping with \$6,000 from Tel Aviv.

Twelve of the 15 attackers in the Arab city of Jaffa were apprehended and all the \$2,000 taken here was recovered from the arrested Jews. All the casualties were in Jaffa.

Both Tel Aviv and Jaffa were placed under rigid curfew for an indefinite period after the daring daylight robberies.

The simultaneous raids were staged shortly before noon. Divergent incidents at Jaffa, synchronized with the attacks, included the firing of an oil drum in the street to block traffic, an exchange of fire with police at a nearby substation, and a machinegun volley from a moving automobile against an Arab crowd.

Police said casualties included one Arab police officer, two Arab civilians and one Jewish raider killed, and three arrested Jews wounded. An eyewitness said James Annett, English bank manager, also was shot through the leg.

Police said they had information the band had planned to rob the Arab National Bank in Jaffa also, but their planes went awry.

Red Cross Director for Veterans Hospital Nemed

Announcement has been made in San Francisco of the appointment of Miss Ada Keys as Red Cross field director at the Veterans Hospital in Roseburg. It was stated here today by Mrs. Lota Maris, executive secretary of the Douglas County Chapter of the American Red Cross.

Miss Keys has served for seven years with the Red Cross in the United States and abroad. Her most recent assignment was that of director of the Red Cross recreational club at Nuremberg, Germany.

As Red Cross field director at the Roseburg Veterans Hospital, she will be responsible for all services rendered by the Red Cross at the hospital, will take charge of volunteer work done by Red Cross and other groups, and will distribute Red Cross supplies to patients.

Miss Keys is the daughter of Mrs. E. Keys, 1256 W. 9th Street, Albany, Ore. She was graduated from Stayton, Ore., High School.

Neuner Issues Opinion On Convention Delegate

SALEM, Ore., Sept. 13.—(AP)—Attorney General Neuner, in an advisory opinion today, stated that a person holding a public position directly or indirectly under an elected officer or board is not qualified to become a delegate to a convention for the election district that elects such an officer or board.

The opinion also stated that such a person is not qualified to become a member of the county central committee of his particular political party.

RHS Grid Line-Up for Season Opener Named

After nine days of practice, Coach Mel Ingram and his assistant, Jack Newby, have chosen a starting line-up for Roseburg High's Orange and Black Indians, which includes: Bill Benson and Bob Horand, ends; Bill Marsters and Laurance Moore, tackles; Bob Willhite and Tom McCown, guards; Bob Feldkamp, center; "Ty" Evans, quarterback; Duane Pope and Ed Harvey, halfbacks.

and Johnny Ulrich, fullback.

Running the regulars a tough race are Jerry Coen, center; Fred Oberholzer and Loyal Maybourn, guards; Gordon Hughes and Howard Heiner, tackles; Jack Denton, end, and Douglas Keene, Clyde Alm-hild, Jack Rogers, and Merle Beebe, backs.

On the squad are 11 lettermen, including six regulars from last year.

Two-hour pre-season daily workouts keep the boys hustling in preparation for their schedule opener here September 20 against Myrtle Point.

Wage Boost Demand Won by AFL Seamen

(Continued from Page One)

mained the same—idle. Maritime unions are so distributed that either the AFL or the CIO can freeze the industry.

Steelman Yields to Demand

John R. Steelman, who is both reconversion director and economic stabilizer, signaled an end for the AFL stoppage by giving the strikers the raises they wanted.

Labor men in Washington anticipated the CIO unionists also would get their demands so that strangled ocean traffic can begin moving again. They interpreted Steelman's action in the AFL case as meaning the government decided against a "get tough" policy in this crisis.

The AFL men on the West Coast ended their strike last midnight. The East Coast group, however, decided to hold out until it got "written assurances" from the government that the money would be approved—in its case \$10 a month a man. Barring a last-minute hitch, the assurances were expected to be sent today.

Steelman Plan Prevails
The CIO National Maritime

Union, led by Joe Curran, struck today to persuade employers to match the AFL wages. Should the employers agree, a government okay presumably would follow in accordance with the Steelman plan.

The Steelman plan gives AFL seamen in the able-bodied class \$5 to \$10 more a month than the Wage Stabilization Board was willing to approve. The money will come partly from the pockets of private shipowners and partly from the Federal Treasury.

The Steelman plan upheld the WSB ruling in one respect: In private shipping, the operators must absorb the \$5 to \$10 themselves, without passing it on to the public in the form of higher shipping rates.

In government shipping—still nearly half of the industry—Steelman simply changed the rules to permit the Maritime Commission to finance the higher wages without WSB approval.

The CIO union wants \$10 more for its able-bodied seamen, to add to the \$17.50 basic wage raise they received in June.

President Truman said Steelman's settlement was not a modification of the stabilization policy.

Effects of Plan

Here's what the Steelman plan did: It amended the stabilization rules.

The amendment would allow a federal agency, when engaged in an industry along with private enterprise, to raise wages—without WSB approval—to the same extent that a "substantial part" of the private operators raise them.

But this would apply only if the following factors were present: 1. The government operations must constitute less than half the total operations of the industry (measured by either the number of employees or the total dol-

lar volume of business).

2. The private operators themselves must absorb the cost of any wage increases not approved by the WSB. They must not apply for higher prices or rates. That is, private operations would remain under WSB control as before.

AFL Head Raps Board

AFL President William Green renewed his attack on the Wage Stabilization Board which the White House bypassed in producing a formula for ending the AFL seamen's strike. Green demanded that the board's two pub-

lic and two industry members resign.

With shipping still at a standstill as a result of the sudden CIO strike, Green issued a statement saying:

"The Wage Stabilization Board now stands repudiated and disgraced. Its public and industry members have forfeited the confidence of the public and labor and should resign at once."

Carbon monoxide, a poisonous gas, forms only when carbon is burned in an insufficient quantity of air to form carbon dioxide.

In addition to San Francisco, there are six Friscos in the United States—in Utah, Texas, North Carolina, Colorado, Louisiana and Oklahoma.

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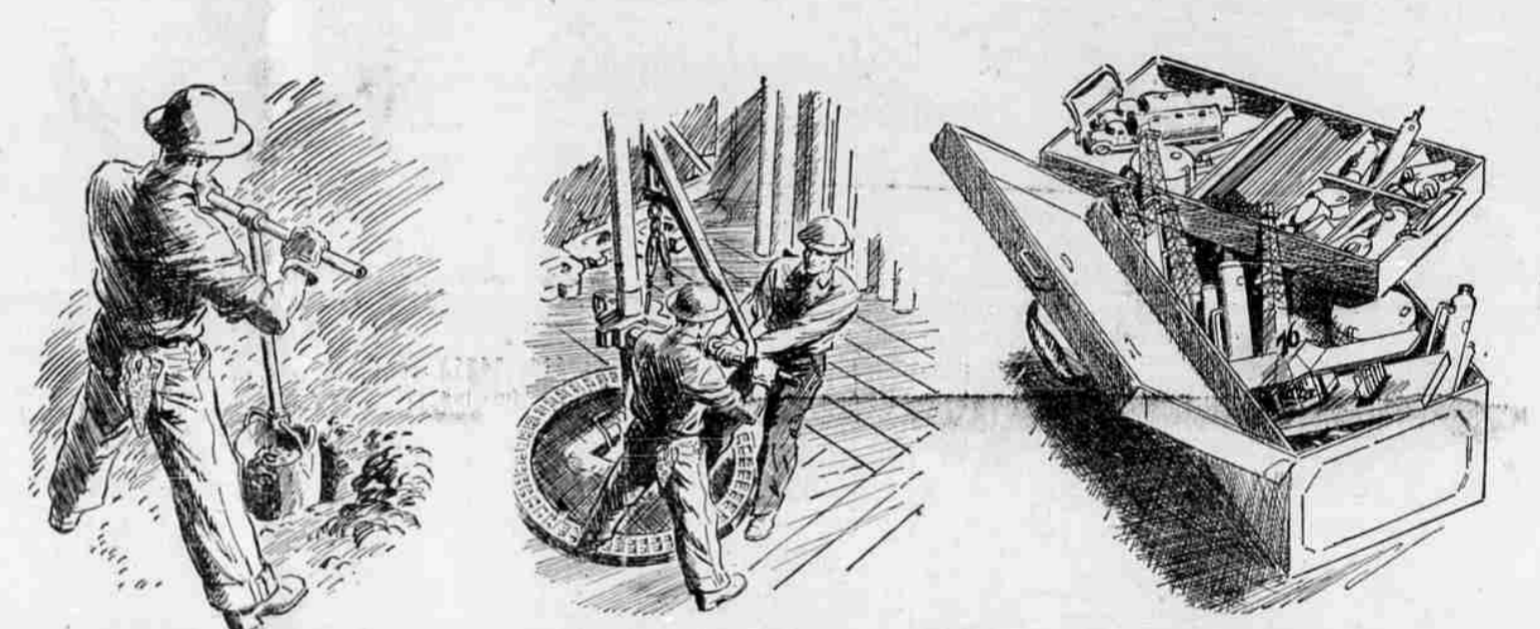
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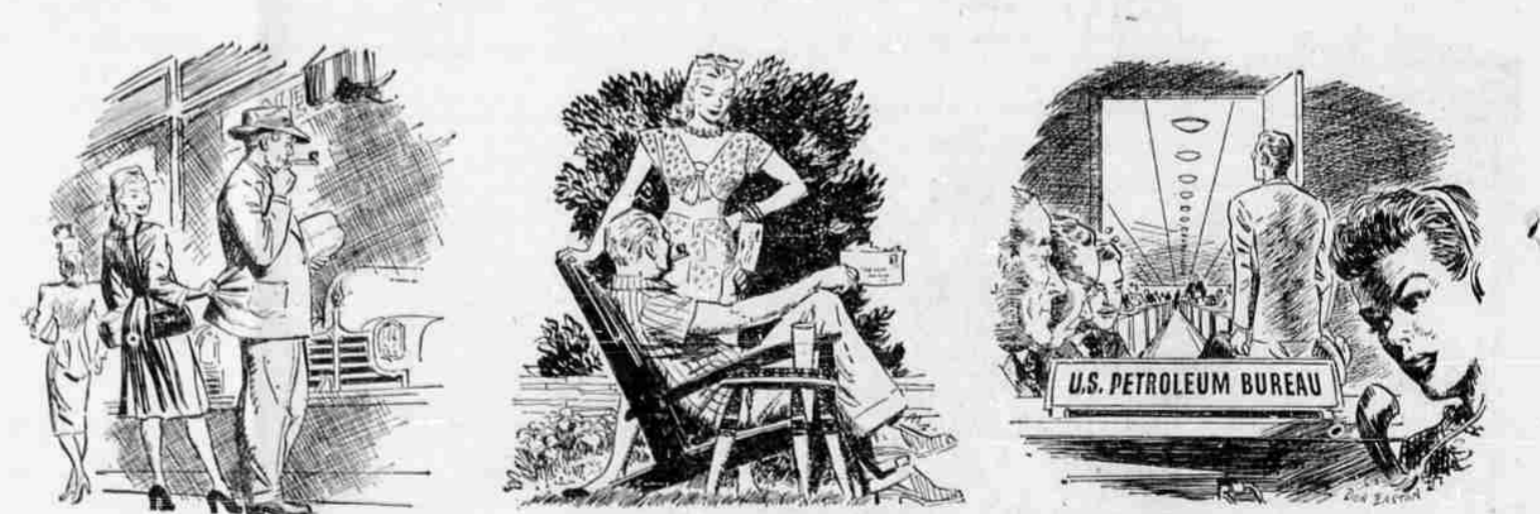
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1. You may know how to drill an oil well, but you can't do it with a post-hole digger. You may know how to make gasoline, but you can't make it in a coffee pot. The men who drill oil wells and make gasoline have to have "tools." Otherwise, all their skills would be useless.
2. These "tools" in the oil industry have become very complex. Refineries, drilling rigs, pipe lines and even service stations are far more complicated and costly than they used to be. Consequently, it takes an average of \$38,453 worth of "tools," today, for each employee in Union Oil Company.
3. Now someone has to finance these "tools" — not just for one but for 9,228 Union Oil employees. Very few individuals in this country could put up that kind of money. So we have pooled the money of a lot of people under a legal agreement known as a corporation. That way we divide the cost among 33,938 individuals—called stockholders.



4. These people, who own Union Oil Company, have chosen to put their savings into "tools" that produce gasoline and petroleum products for other people, instead of spending it on goods—such as automobiles and refrigerators—for themselves. For that reason they are entitled to some compensation.
5. They got this in the form of dividends—when ever the company makes a profit. Last year these dividends averaged \$137.49 per stockholder. In other words, for a very modest share of the proceeds of the business, these owners have "grubstaked" the employees to the "tools" they need.
6. In view of the money required, the only other way oil "tools" could be provided would be through government ownership. But we Americans have chosen to do it under our free competitive enterprise system. For in that way, we can preserve the freedom of the individual, the efficiency of a free economy, and that all-important human incentive—competition.

UNION OIL COMPANY OF CALIFORNIA

This series, sponsored by the people of Union Oil Company, is dedicated to a discussion of how and why American business functions. We hope you'll feel free to send in any suggestions or criticisms you have to offer. Write: The President, Union Oil Company, Union Oil Bldg., Los Angeles 14, Calif.

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