Roseburg News-Review

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The Weather

U. S. Weather Bureau Office
Roseburg, Oregon

Forecast for Roseburg and vicinity: Partly cloudy tonight and Thursday; light frost tonight.

Highest temp. for any Aug.	106
Lowest temp. for any Aug.	39
Highest temp. yesterday	77
Lowest temp. last night	45
Precipitation yesterday	0
Precipitation from Aug. 1	.17
Excess from Aug. 1	.03
Excess from Sept. 1	.51

In the Day's News

(Continued from page 1)

whatever agreement we arrive at here in the Americas will be policed is that previously it had been believed that all discussion of military mechanism for enforcing ("implementing" is the fancy word the diplomats use) the treaty would be held over for the inter-American session scheduled for Bogota (in the South American republic of Colombia) next January.

Bringing it up NOW is evidence of thinking on our part that "time's a wastin'." If we're going to have peace by co-operative action in the Americas, we can't afford to fool around too long.

* * *

PRESIDENT TRUMAN'S air safety board, in a report just made public urges that "intensive study" be given to the idea of having all airline passengers ride backward.

The theory is, the report says, that "if the seat were backward the check would be distributed more widely over the body and the passenger could withstand better the shock of the sudden stop."

* * *

THE idea is sound enough, but the board's idea, as so often happens, is all gummed up with big words. Let's see if we can't put it a little more plainly.

It is our present custom—not only in planes but in automobiles, trains, busses, etc.—to ride facing forward. When you ride facing forward, the seat back, with its ample padding and its full support for your body, is BEHIND YOU. In a crash, you are thrown FORWARD and all the protection afforded by the seat back is lost. You smash into the seat ahead of you and as like as not you get a cracked skull or a broken neck.

If you were riding backward, your body would be cushioned by the deep upholstery of the seat and you might get off relatively unscathed.

That is the thought the air safety board advances.

* * *

WE won't like it, of course. We want to ride facing forward, so we can see what's coming. As we so often put it, we're much more interested in where we're going than in where we've been.

But common sense tells us that riding backward, with deep, soft cushions to protect us against the perils of a sudden impact, would save a lot of lives. That goes not only for planes but for cars as well. Many of the fatalities arising out of automobile collisions occur when the passenger, with a soft, springly seat-back BEHIND him, is dashed forward into the windshield or the instrument board.

* * *

STILL, we won't like the idea of riding backward so as to be safer, and if a car manufacturer should come out with a new model in which the passengers all faced to the rear, leaving only the driver without this protection, we wouldn't buy it on a bet.

As between being safe and having what we want, we're all for having what we want when we want it.

Eleanor and Elliott to Farm in Partnership

NEW YORK, Aug. 20.—(AP)—Mrs. Eleanor Roosevelt and her son Elliott are going to be Hyde Park farmers.

The widow of the president said yesterday she and her son would go into partnership to farm her husband's estate.

She also said she would continue to develop the Christmas tree plantations on the land and would sell the Christmas trees just as the late president did.

AIR RESCUE SERVICE

By CHARLES V. STANTON

Disappearance of Mr. and Mrs. Paul Lund and their two children while flying to Shelby, Mont., has caused much anxiety and emotional depression in Roseburg. At the same time, this tragedy follows a pattern all too common in the past; a pattern which the newly organized search and rescue service, sponsored by the State Board of Aeronautics, hopes to remedy.

Lund was lacking experience in cross country flying. While he had ample ability in handling an airplane under normal condition and could fly in safety over familiar terrain, it was an overly-ambitious plan when he undertook the aerial vacation with his family. Attendants at Bend, Oregon, and Kennewick, Washington, airports report his confusion. Attempting to fly from Bend to Pendleton, he missed his route and landed at Pilot Rock, and in a second attempt again missed Pendleton and dropped in at Kennewick to refuel. He secured maps at Kennewick to aid him in following his course to Shelby, but from Kennewick on there has been no trace of his plane.

He had filed no flight plan, a failure which has too frequently proven a fatal error.

Because no flight plan had been filed no one knew the Lund family was missing until his vacation time had expired and he was due back at his business in Roseburg. Inquiry then revealed he had failed to reach his destination in Montana.

Time is of vital importance in an air search, particularly if crash victims have been injured rather than being instantly killed. But each passing day lessens chances for survival.

Had Lund filed his flight plan, as required by air safety rules and regulations, the Shelby airport would have been notified of his approximate time of arrival. When he failed to reach port within a reasonable time, a check of intervening fields would have been made; and if the plane was unreported, search and rescue parties would have become active within a few hours. Instead, more than a week elapsed before search was started and even then valuable time was lost in tracing the plane to Kennewick, many futile hours being spent by searching fliers along legs of the flight between Roseburg and Pendleton.

In proportion to the numbers of persons involved, the number of vehicles, and miles traveled, aviation accidents are comparably fewer than automobile accidents.

Watch the clock for 15 minutes. During that space of time someone somewhere in these United States will have died in an automobile accident. We have learned to accept auto fatalities as commonplace, but aviation accidents still make headlines.

One reason air travel is safer than ground travel is that those who pilot vehicles in the air are better qualified. They must go through a period of instruction, spend a required number of hours in purely local practice, and gradually extend their field of operation with the aid and guidance of experienced fliers.

But no amount of instruction, rule or regulation can completely control the "human element," the cause for the great majority of accidents.

Anxious to "try their wings," pilots will do as Lund did and attempt a flight for which they are not fully prepared. Confident of their ability, they will neglect, as so many have done, the precautionary step of filing a flight plan, even though such filing is required by regulation.

Should they succeed in their attempt they have added much to their ability and confidence.

Failure, however, not only brings death or injury but produces great and often prolonged anxiety on the part of friends, who, as so many are generously doing in Roseburg, and as friends of ill-fated fliers have done in so many other localities, post rewards and provide search money in the forlorn hope that there may be a happy ending, or that the suspense may be ended by discovery of the crash.

The State Board of Aeronautics is organizing a search and rescue service to coordinate efforts of the Civil Air Patrol, the Oregon Air National Guard, Army Air Forces Rescue Service, and private fliers in systematically seeking missing craft. Forest lookouts will be called upon for cooperation.

As a key to making its program successful, the state board hopes to educate fliers in the necessity of filing flight plans before take-off. With such plans in the hands of proper authorities, pilots have the assurance that search will start within a few hours, should a mishap occur.

Business Notes From Sutherlin

SUTHERLIN—The Rock Island Lumber Company mill resumed operations last week, following a six-week shut down for repairs and the installation of some new machinery.

George Marstets, formerly of Taxi 6, Roseburg, announced the purchase of the Sutherlin Taxi, which has been operated in Sutherlin for the past two years by Lloyd Wilson. The taxi stand is located next to the Pastime Tavern and will be run as usual. Wilson still owns his wood truck and his commercial hauling trucks and will continue in that business.

Mr. and Mrs. Bill Grimes purchased the Sutherlin Bakery from Holcomb and Reilly last week. Mr. and Mrs. Grimes and their children, Billie and Kenney of Red Bluff, Calif., arrived in Sutherlin early last week and took possession immediately. Holcomb and Reilly have operated the bakery for the past year and before that, Holcomb was in partnership with H. G. Siefert.

E. J. Gardner sold his garage and business to Mt. Scott Retail Yard and gave possession Wednesday. Mr. and Mrs. Gardner and children are moving back to Arizona, where they lived before coming to Oregon. Claude Kesner and Bud Holm, owners of Mt. Scott Retail Yard, will extend their lumber yard into the property, which adjoins theirs.

Program Announced for Thursday Band Concert

Program for tomorrow night's concert at the City Library park, as announced by Municipal Band Director Lem Bitner, follows:

March—"Garland Entree," King.
Waltz Medley—"Diane and Charmaine," Yoder.
Duet—"Two Little Bullfinches," featuring Clyde Carstens and Harry Mahoney.
Medley—"The Gay Nineties," Yoder.
Overture—"Hungarian Comedy," Keler-Bela.
Swing—"Evening Star," Wagner.
Waltz—"Wedding of the Winds," Hall.
March—"Washington Grays," Grafula.
Finale—National Anthem.

The band will also play concerts at the Elks lodge picnic Sunday at the Municipal Park, at a water festival and picnic at Loon Lake August 31, and for the Sutherlin flower show September 5, Bitner said today, before concluding their summer appearances.

AID IN TRACK JOB

A committee of the King Kobra Motorcycle Club of this city, led by Bill Love, participated in assisting in laying out of the Valley View race track at Medford Sunday.

The track was changed from an oval into a "B", latest style for motorcycle races, in preparation for the track's tourist trophy races Sept. 7.

Indonese Levels Charge at Dutch

LAKE SUCCESS, Aug. 19.—(AP)—The Indonesian government charged today that the Dutch were determined to destroy the war-born East Indies republic.

Taking the floor in the Security Council after the Soviet Union accused the United States of making a "dangerous" and disrespectful attempt to by-pass the United Nations, former Premier Sjahrir declared:

"It is clear to us that Dutch military actions are aimed at the destruction of the republic. Subsequent Dutch professions of a desire to negotiate with us are neither understanable nor convincing. Everything points to one conclusion and one conclusion only, namely, that the Dutch are fully determined to put an end to the Indonesian Republic."

Sjahrir said his country had no faith in the honesty of the Dutch government and again appealed to the United Nations for investigation and arbitration.

In Jogjakarta, the commander in chief of the Indonesian republic forces meanwhile broadcast an order to his troops to prepare for prolonged warfare. The announcement came from Batavia after the Dutch reported there that "drastic retaliatory measures" had been taken against the Indonesian forces.

LETTERS to the Editor

Diamond Lake Prices, 'Accommodations' Draw Barrage From Visitor

Beautiful Diamond Lake in Douglas County, or is it? Our much talked of recreational spirit is not heard of there. Roseburg, where is it? Surely you'd never know if you spent a few days at the lake.

Perhaps it is just as well. Tried to procure a cabin and at last did succeed. Only $8 and no accommodations—no toilet; the nearest about one-half block away.

Why not a room at the lodge, only $10 per? Well, by this time we were only too happy to do so.

Do you want to fish? Three dollars per day for a boat or two dollars for half day—only you must observe certain hours to start using the boat, otherwise no dice. Be sure and get back to the wharf on a certain prescribed time or a penalty.

Do you want an anchor? Well, the store has rope for sale and you can find a rock somewhere. I carry my own anchor so this did not bother me. Saw many buying ropes.

Do you need a locker? Sure, just see how it works. No matter how late you take it, if you do not vacate it by 1 A. M. pay for another day, use it or not. So you are stuck for two days.

Do you need a lowly worm for bait? Only five cents each or a very special price of 60 cents per dozen. Where do I go? The store, but watch your step for you must be there at a certain hour or you are out of luck.

Who has all the concessions? Not hard to guess. Ever hear of Jackson County or Medford?

Are you unfortunate and do not stop at the only place renting boats? Well, all you have to do is put up a deposit of $5.

Diamond Lake for recreation for the people? Well, what's the use talking.

About time some of our good Douglas County folk woke up.

Oh yes, do you want to fish on the North Umpqua? Look at any map and see if you can find the North Umpqua or a road designating same. There is a fairly good road—only ninety one miles to Roseburg — and many fine camping places and good fishing streams, too, and, by the way, fish, too.

Do hope we wake up.

HENRY HARTH,
Idleyld Park.

Entire English Village Slated for Auction Block

LONDON —(AP)— Want to buy a whole village? You can in Britain today, for 900-year-old Castle Combe in the Wiltshire Hills, said to be the "loveliest village" in the country, is up for sale.

It's to be put on the auction block August 15 complete with 350 inhabitants, trout stream, 600-pewed Norman Church, Roman bridge, and the tomb of "Walterus de Dunstauville, Baron of Castlecombe 1270."

The owner, Mrs. R. G. Maurice, lady of the manor, can no longer afford to maintain it unchanged in its outward appearance. Her family inherited the 1,555-acre estate of Castle Combe about 100 years ago. It will be sold to the highest bidder, either as a whole or in small lots.

Villagers do not think the sale will affect them much. But residents like 74-year-old George Snell, the village "historian," whose family has lived there since the 16th century, hope the new owner will not try to modernize it "too much."

Table consumption of potatoes remains about steady from year to year, and more potatoes are being used in industrial processes.

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Murray Corp. Strike Ended by Wage Increase

DETROIT, Aug. 20.—(AP)—An agreement on all major issues between the Murray Corporation of America and its 7,000 CIO United Auto Workers was reported yesterday, including a 15-cent an hour wage increase and a contract claure giving the union immunity from suits under the Taft-Hartley law.

Lloyd Jones, president of Local 2, UAW-CIO, said that all but minor phases of the contract ending a 28-day-told strike at the Murray plant had been approved.

The strike caused a shutdown of Studebaker's assembly lines and restricted Ford to three days a week operation. Murray supplies body components to Ford and Studebaker and other car makers.

Vital Statistics

MARRIAGE LICENSES

GARRETT-DUNNING— Bobby Jean Garrett and Doris Aileen Dunning, both of Roseburg.

NICHOLS-BROWER— George Nichols and Claire Bell Brower, both of Camas Valley.

DIVORCE COMPLAINT

PARTIN—Everett T. vs. Naomi H. Partin; married in Reno, Nev., May 30, 1943; cruelty.

DIVORCE DECREE

MENDEZONA — Ellen from Carl Mendezona; married at Twin Falls, Ida., March 5, 1934; cruelty.

KRNR
Mutual Broadcasting System
1490 Kilocycles

REMAINING HOURS TODAY

4:00—Fulton Lewis, Jr.
4:15—Frank Hemingway, L. A. Soap Co.
4:30—Showboat, Theaters.
4:45—Dave Rose Orch.
5:00—Betty Hutton.
5:15—Melody Theater.
5:30—Adventure Parade.
5:45—Tom Mix, Ralston Purina.
6:00—Gabriel Heatter, Carter Products.
6:15—Big League Baseball Scores, Barcus Sales and Service.
6:20—Musical Interlude.
6:25—State and Local News, Hansen Motors.
6:30—American Forum of the Air.
7:15—Hit Parade of Novelty Tunes, Howard Hardware, Hayden DeCamp, Real Estate.
7:30—The Chico Kid, Modern Furniture.
8:00—Name That Song, Wildroot.
8:30—Songs for Everyone, Roseburg Refrigeration.
8:45—Music As You Like It, Lockwood Motors.
9:00—Alka Seltzer News, Miles Labs.
9:15—Hospitality Time, Jack Parisa and Son.
9:30—Cliff Edwards Show, Carstens Furniture.
9:45—Ted Fio Rito.
10:00—Fulton Lewis, Jr., Miller's Inc.
10:15—Nocturne.
10:30—Ten-Thirty Club, Lawson's.
11:00—Music.
11:30—Sign Off.

THURSDAY, AUGUST 21, 1947

6:00—Farm Bulletin Board.
6:30—Yawn Patrol.
6:35—Schricker Auction.
7:00—Frank Hemingway, L. A. Soap Co.
7:15—Line and Shine, Sterling Drug Co.
7:30—State and Local News, Dr. Bruce Tuck.
7:35—The Beehive.
7:45—Rhapsody in Wax.
8:00—Haven of Rest, Good Ship Grace.
8:30—Wake Up Wake Up Time, Wally's Grocery.
8:45—Art Baker and His Notebook, Montgomery Ward.
9:00—Kate Smith Speaks, Lindsay Rip Olive Co.
9:15—Richard Maxwell, Healthaids.
9:30—Man About Town, Josse and Lowell's.
9:45—Shopper's Guide, Barth's and Marshall-Wells.
9:55—Musical Interlude.
10:00—Alka Seltzer News, Miles Labs.
10:15—Easy Listenin'.
10:30—Songfellows.
10:45—Muse and Music, Roseburg Color Center.
11:00—The Pastor's Scrapbook, Presbyterian Church.
11:15—Erskine Johnson, Mode O' Day.
11:30—Queen for a Day, Miles Labs. and Philip Morris.
12:00—Musical Interlude.
12:05—Sports Review, Courter Pearson.
12:15—Rhythm at Random.
12:40—State and Local News, Hansen Motors.
12:45—National News, Douglas County State Bank.
12:55—Terminal Market Reports, Sig Fett.
1:00—Man on the Street, Henninger's Marts.
1:15—The Johnson Family.
1:30—It's Requested, Roseburg Pharmacy.
2:00—Heart's Desire, Philip Morris.
2:30—Freddie Martin, Montgomery Ward.
2:45—Florists' Show, Umpqua Florists.
3:00—Say It With Music.
3:15—Hal Herzon Orch.
3:30—Buddy Cole.
3:45—Musical Matinee.
4:00—Fulton Lewis, Jr.
4:15—Frank Hemingway, J. A. Folger Co.
4:30—Two Ton Bakery.
4:45—Sons O'Guns.
5:00—Perry Como.
5:15—Melody Theater.
5:30—Adventure Parade.
5:45—Tom Mix.
6:00—Gabriel Heatter, Healthaids.
6:15—Big League Baseball Scores, Barcus Sales and Service.
6:20—Musical Interlude.
6:25—State and Local News, Roseburg Motor Co.
6:30—Western Song Roundup, Chas. Hodson, K. L. Gilkeson, Standard Radiator.
7:00—Jack Teagarden Orch.
7:15—Music You Remember, Douglas Supply Co.
7:30—House in the Country, Emery Insurance.
8:00—Footprints in the Sands, Roseburg Bookstore.
8:15—Alvino and Uncle Ezra, Goldie's Booterie.
8:30—Scarlet Queen.
9:00—Alka Seltzer News, Miles Labs.
9:15—Harry James.
9:30—Guest Star.
9:45—Pied Pipers.
10:00—Fulton Lewis, Jr., Umpqua Valley Hardware.
10:15—Nocturne.
10:30—Ten-Thirty Club, Lawson's.
11:00—Music.
11:30—Sign Off.

NATIONAL FOREST TIMBER FOR SALE

Sealed bids will be received by the Forest Supervisor, Roseburg, Oregon, up to and not later than 2:00 P. M., Sept. 2, 1947, for all the live timber marked or designated for cutting, and all merchantable dead timber located on an area embracing about 70 acres within Section 6, T. 26 S., R. 1 W., W.M., Umpqua National Forest, Oregon, estimated to be 2,500,000 feet B.M., more or less, of Douglas-fir, 20,000 feet B.M., more or less, of western red cedar, and an unestimated amount of other species of saw timber. No bid of less than $7.70 per M feet for Douglas-fir, $7.70 per M feet for western white pine, $7.70 per M for sugar pine, $3.30 per M feet for western red cedar, and other species will be considered. In addition to the prices bid for stumpage a cooperative deposit of $.15 per M feet B.M., to cover the cost of tree planting, seed sowing and timber stand improvement work on the area cut over, for the total cut of timber under the terms of the agreement, will be required. $4000.00 must accompany each bid, to be applied on the purchase price, refunded, or retained in part as liquidated damages, according to the conditions of sale. The right to reject any and all bids is reserved. Before bids are submitted, full information concerning the timber, the conditions of sale and the submission of bids should be obtained from the Forest Supervisor, Roseburg, Oregon, or the District Ranger, Glide, Oregon.

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UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT, District Land Office, Roseburg, Oregon, Feb. 26, 1947. Notice is hereby given that on June 7, 1945, the Weyerhaeuser Timber Company, Tacoma, Washington, filed exchange application, Roseburg 022979, under the Act of July 31, 1939 (53 Stat. 1144), for secs. 31, 32, 33, and 35, T. 22 S., R. 9 W.; all sec. 5; Lots 1 to 6, incl., S½ NE¼ sec. 6; Lots 1, 2, 3, 4, E½ sec. 7, S½N½, S½ sec. 8; NW¼, W½SW¼ sec. 9; N½NE¼, SW¼NE¼, W½ sec. 17; E½ sec. 18; Lots 1, 2, 3, 4, and E½ sec. 19; NW¼ sec. 20; Lots 1, 2, 3, E½ sec. 30; Lots 1, 2, 3, 4, E½ sec. 31, T. 24 S., R. 8 W.; all secs. 1, 2, 3, 5, 6, 11, 13, 16, 23; SE¼ sec. 10; SW¼NE¼, SE¼NW¼, N½SE¼ sec. 24; SE¼ sec. 34; all secs. 25, 35, T. 24 S., R. 9 W.; Lots 2, 3, 4, SW¼NE¼, S½NW¼, W½SE¼, SW¼ sec. 5; all secs. 7, 17, 19, 21, 27, 29, 33, 33, T. 25 S., R. 8 W.; SW¼, NE¼SE¼, S½SE¼, sec. 33, T. 25 S., R. 9 W.; Lots 1, 2, E½NW¼ sec. 31, T. 26 S., R. 7 W.; Lots 5, 6, 7, SW¼NE¼, S½NW¼, N½SW¼ sec. 2; all sec. 3; Lots 1, 2, S½NE¼, S½ sec. 4, all sec. 5; lots 4, 5, 6, 7, E½SW¼, SE¼ sec. 6; all sec. 7; N½N½, SW¼, NE¼, SE¼NW¼, NE¼SW¼, SE¼ sec. 8; all sec. 9, NW¼, S½S½ sec. 10; all sec. 11, W½SW¼ sec. 13, all secs. 15, 17, 18; Lots 1, 2, 3, 4, E½W½, NE¼, NE¼SE¼, S½SE¼ sec. 19; all sec. 21; N½N½ sec. 22; N½, N½SW¼, SE¼, SW¼, SE¼ sec. 23; NW¼NW¼ sec. 24; E½, SE¼NW¼, NE¼SW¼, S½SW¼ sec. 25; NW¼NE¼, NE¼NW¼, W½, W½, SE¼SW¼ sec. 27; all sec. 29; SE¼NE¼, SE¼NW¼, NE¼SE¼ sec. 31; NE¼, NW¼NW¼, S½NW¼, SW¼, S½SE¼ sec. 33; NE¼, S½NW¼, SW¼, SW¼ sec. 35, T. 26 S., R. 8 W.; all secs. 1, 11; NW¼, N½SW¼, SE¼SW¼, SE¼ sec. 12; all sec. 13; S½NE¼, SE¼NW¼, NE¼SW¼, SE¼ sec. 14; all sec. 15; NE¼ sec. 22; all sec. 23; N½, N½S½ sec. 24; all sec. 25, SW¼, W½SE¼ sec. 26; all sec. 27; N½, SE¼ sec. 34; all secs. 33 and 36, T. 26 S., R. 9 W.; E½NW¼, NW¼SW¼ sec. 17; N½NE¼, SW¼NE¼, SE¼ sec. 19, T. 27 S., R. 7 W.; Lot 4, SW¼NW¼ sec. 1; Lots 1, 2, 3, 4, S½N½, SE¼ sec. 3; SE¼NE¼, N½SE¼ sec. 5; N½NE¼, W½NW¼, NW¼SW¼ sec. 9; NW¼NW¼ sec. 17; all sec. 19; NW¼SW¼ sec. 23; S½NE¼, SE¼SW¼ sec. 35, T. 27 S., R. 8 W.; all secs. 1, 3; E½E½ sec. 5; all secs. 11, 13, 15, 23, 25, 27, 35 and 36, T. 24 S., R. 10 W.; all secs. 1, 3 Lots 1, 2, 3, S½N½, S½ sec. 5; E½ sec. 7; N½NE¼, SE¼NE¼, NE¼SW¼, S½SW¼, SE¼ sec. 9; all secs. 11, 13; N½ sec. 15; SE¼SW¼, SW¼SE¼ sec. 21; all sec. 23; N½N½ sec. 27; that portion of sec. 29 north and west of So. Fork Coos River, T. 25 S., R. 10 W.; all secs. 1, 2, 3, 11, 12, 13, T. 27 S., R. 9 W.; W. M., Oregon, containing 37,948.43 acres, in exchange for all sec. 17; E½, Lots 1, 2, 5, 6, 7, 8, 11, 12 sec. 18; E½, Lots 1, 2, 5, 6, 7, 8, 11, 12 sec. 19; W½ sec. 20; E½, N½NW¼, W½SW¼ sec. 28; N½, SW¼ sec. 29; E½, Lots 1, 2, 5, 6, 7, 8, 11, 12 sec. 30; NE¼, Lots 1, 2, 5, 6, 7, 8, 11, 12 sec. 31; NW¼, S½ sec. 32; N½, N½SW¼, NW¼SE¼ sec. 33, T. 28 S., R. 9 W.; Lots 9-16 incl., S½ sec. 2; all secs. 4, 8, 10, 12, 14, 18, 22, 30; Lots 11-16, incl., S½ sec. 6; NE¼, N½NW¼, SE¼NW¼, N½SE¼, SE¼SE¼ sec. 22; N½, SW¼, E½SE¼ sec. 32; N½ sec. 36, T. 11 S., R. 3 E.; Lots 9-16, incl., S½ sec. 4; Lots 9-16, incl., S½ sec. 5; Lots 9-16, incl., S½ sec. 6; SE¼ sec. 7, all secs. 8, 9, 17, 18; NE¼, S½NW¼, SW¼, N½SE¼, SW¼SE¼ sec. 29; NW¼, SW¼, SW¼SW¼ sec. 21; SE¼SW¼, SW¼SE¼ sec. 29; SE¼SW¼, SW¼SE¼ sec. 33; all secs. 31, 32, T. 11 S., R. 4 E.; W½ sec. 2; NE¼, W½NW¼, SW¼, W½SE¼ sec. 12; all sec. 14, T. 12 S., R. 2 E.; NE¼, SW¼ sec. 1, E½, SW¼NW¼, NE¼SW¼, S½SW¼ sec. 2; NW¼, S½S½, NE¼SE¼, sec. 10; E½NE¼ sec. 11; S½N½, NW¼SW¼ sec. 20; NE¼, E½NW¼, S½ sec. 28; NE¼, N½NW¼, SE¼NW¼ sec. 32, T. 12 S., R. 3 E.; SE¼NE¼, Lot 6, S½ sec. 6; Lots 2, 3, 4, 9 sec. 7; all sec. 18; SW¼, NE¼, W½, NW¼SE¼, S½SE¼ sec. 20; SW¼NE¼, NW¼NW¼, S½NW¼, S½ sec. 28; all secs. 30, 32, T. 23 S., R. 8 W.; NW¼, S½ sec. 3; E½, E½SW¼ sec. 4; NE¼, E½SE¼ sec. 6; Lots 1-4, incl., 9, 9, 16, SE¼SW¼, SE¼ sec. 7; all sec. 8; N½, N½SW¼, SE¼SW¼ sec. 9; all sec. 10; SW¼SW¼ sec. 12; Lots 1-8, incl., 11, 12, 13, NW¼-SW¼, S½SW¼ sec. 13; all secs. 14, 15, 16; Lots 1-14, incl., sec. 17; NE¼, N½-NW¼, SE¼NW¼, N½SE¼, SW¼SE¼ sec. 18; N½N½, S½ sec. 20; all sec. 22; NE¼ sec. 23; all sec. 24; NE¼, SE¼SW¼, NE¼SE¼, S½SE¼ sec. 26; N½, SW¼, W½SE¼ sec. 28; NE¼, SE¼SW¼, NE¼SE¼, S½SE¼ sec. 30; W½NE¼, SE¼ sec. 32, T. 26 S., T. 10 W.; all secs. 20, 30, T. 27 S., R. 9 W.; S½SE¼ sec. 6; all secs. 8, 14, 18, 22, 26, 28; SE¼SE¼ sec. 10; W½-NW¼, NW¼SW¼ sec. 24, T. 27 S., R. 10 W.; NW¼, S½ sec. 12, SW¼ sec. 22, T. 28 S., R. 9 W., W. M., Oregon, containing 47,262.42 acres. This notice is for the purpose of allowing all persons having bona fide objections to the proposed exchange an opportunity to file their objections in this office within 45 days from the date of first publication, together with evidence that a copy thereof has been served on the applicant. Richard McElligott, Acting Manager. First publication July 30, 1947.

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