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2 Air Force Men Die As Car Hits Snow Plow

SPOKANE — An automobile crashed into the rear of a 15-ton snowplow near here early Tuesday and two Air Force men in the car were killed instantly. The plow driver escaped injury. State Patrolman Joe Bedard said the victims were 1st Lt. John S. Potter, 28, of Des Moines, Ia., and S-Sgt. Donald E. Townsend, 22, of Story City, Ia. Both were stationed at Fairchild Air Force Base. Potter was a pilot.



(NEA Telephone)
"MY EFFORTS WERE IN VAIN"—Gen. Frank Lowe (left), who served as President Truman's "eyes and ears" in Korea for 10 months, is shown as he helped Sgt. Vincente Dialo of the Philippines clear a jammed machine gun. Gen. Lowe has charged that his efforts to prevent a breach between the President and Gen. Douglas MacArthur were balked when his messages to the President were suppressed.

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 "THE LITTLE STORE WITH THE BIG BRANDS"

SOC Students To Train Here
 Four student teachers from Southern Oregon College are assisting with classroom work in Roseburg elementary schools this winter, according to Dr. John D. E. McAulay, director of teacher education. Studying under the block teaching plan, the students are fulfilling training requirements before being eligible for a degree. Gage Sanden, Medford and June Kelso, Junction City are at Riverside School, Jean Small, Lakeview, is at Fullerton, and Barbara Dickson, Klamath Falls, is at Benson. They work under the general supervision of Edith Bork, associate professor of education who makes frequent trips to Roseburg for the purpose of checking progress and assisting with the program. Purpose of the block teaching plan is to allow students to spend an entire day with an elementary class and thereby gain a fuller understanding of the teaching problems. Students become more fully acquainted with the relationship of the school with the community and associated problems. Roseburg is one of three Southern Oregon towns cooperating in the block teaching plan this quarter. Dr. McAulay said, the others being Medford and Ashland.

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Sutherland
 By MRS. BRITAIN SLACK
 Mrs. Mrs. Wähl, was confined to her home east of town for several days last week by illness. Mrs. Leta Braucht of Roseburg was in Sutherland Wednesday visiting with her parents, Mr. and Mrs. J. C. Johnson. Mrs. Johnson has been very ill at her home for several days, but is reported to be much better. She was taken to Roseburg Friday for a medical check. Eli Keeran, Sutherland High School teacher, underwent emergency surgery at a Roseburg hospital Monday morning. Mr. and Mrs. E. F. Harwell of Battle Ground, Wash., spent a short while in Sutherland Thursday visiting with their son-in-law and daughter, Mr. and Mrs. Henry Frottscher. Mr. and Mrs. Harwell were enroute to California, where they will visit for a short while and then will go by the southern route to Indianapolis, Ind. where they expect to make their home. Mr. and Mrs. Britain Slack motored to Greenleaf, Ore., Sunday to visit with Mr. Slack's brother, Albert, who is recovering from a severe heart attack. While in Greenleaf, they also visited with Mr. and Mrs. Joe Wilcut, Mr. and Mrs. Addison Slack, and Mr. and Mrs. Wesley Browning. Mrs. Harold Jones was a business visitor in Roseburg Saturday.

JUDGE SKIPWORTH FILES
 SALEM — Circuit Judge G. F. Skipworth, Eugene, filed for reelection Tuesday.

Maybe you'd like to know... **"What does it take from an oil company to run an airlift?"**



Ever since mid-1950, military activity in Korea has required heavy transpacific air traffic by civilian cargo planes. Over one of their routes they fly a round trip of 13,450 miles—some twenty-six times the length of the famous airlift to Berlin. Hundreds of companies help supply this operation. Here's what it takes from an oil company to run an airlift.

Standard's part in the Pacific airlift shows that it's a big help to have large companies on hand when the going gets rough. Our work is focused mainly at Wake Island, that pinpoint some 4000 miles from the U.S. West Coast. After World War II, Wake was serving as a refueling stop for commercial airliners en route to the Orient. But then came the struggle at the 38th parallel—

Before trouble kindled in Korea, only 20 planes a week refueled at Wake Island. Then that number multiplied many times calling for more gas fast. We'd been serving the island; when the U.S. asked us to step up deliveries, we were able to do it. As a big, integrated company, we called on our own tanker fleet.

To secure the special equipment needed by ground crews, a Standard ship picked up the nearest available—at far-off Canton Island. And at U.S. request, we helped build new storage facilities along Wake's runways.

To keep Wake and the airlift supplied on a regular basis, Standard drew more on its tanker fleet. We now operate a shuttle service to Wake from the Pacific Coast. Again, being big and having our own facilities helps us serve.

As air activity stepped up even more, and Wake needed bigger permanent ground crews, Standard's biggest help again. Using facilities in Honolulu, we quickly trained men to handle the high-octane gas, then tripled our manpower on Wake.

Of course, the transpacific airlift starts in America, and at home on this end of the route Standard keeps some 10 airlines supplied with aviation gasoline. It would take a stack of drums a mile high to hold our increased daily output for this use. At the same time, we're also supplying military needs... and our usual volume for motorists.

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