

The News-Review

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OUTDOOR RULES

Charles V. Stanton

The Oregon State Board of Aeronautics has issued a small folder which should be in the hands of every person seeking pleasure in the outdoors. It is a list of instructions to be followed in the event a person becomes lost, and will serve as an aid to the Air Search and Rescue Service of the Board of Aeronautics in effecting a rescue.

Many persons doubtless will become lost in Oregon mountains and forests during the next few months. We already have had several such cases. Each year has its record of lost persons. Often the experience leads to tragedy because of ignorance or panic. Panic, however, usually stems from ignorance.

Panic is the first emotion of the person who finally realizes he is hopelessly lost. In too many cases he yields to this panic and commits errors which may cost him his life. It is extremely difficult to control panic under such circumstances. But unless it is brought under control, a person is apt to act foolishly and may even incur fatal accident.

An incident which happened several years ago, happily with a favorable ending, involved a fisherman who became lost on a small stream. He became panicky. He hazily recalled that a lost person should travel downstream. But when he was found, he was laboriously making his way upstream. Even when chips were tossed in the water to show the flow of the current, he couldn't be made to believe he was going in the wrong direction.

Rescue Service Organized

Until comparatively late years a lost person was very largely dependent upon his own efforts. It usually took several days to get a search organized, and all searching had to be done on the ground.

We now have the Air Search and Rescue Service, organized under the direction of the State Board of Aeronautics. This service has as its members nearly all the qualified private fliers in Oregon. Systematic search methods have been worked out. Each area has organizational plans. Within a space of an hour from the time word is received of a lost airplane or a missing hunter or fisherman, local planes can be put into the air to make an aerial search.

Organized primarily for seeking out missing aircraft, the service has spent much of its time looking for lost individuals. It has many rescues to its credit.

Availability of aerial search greatly increases a lost person's chance for survival, if he will follow simple rules.

The first rule, of course, is to attempt to bring his panic under control. If he will sit down for a few minutes and try to conquer his fear and trembling, he will be able to work out some logical plan.

Remain in One Location

One of his first acts should be to find water supply. A person can live 30 days or more without food, but he will soon perish without water. He should seek a clearing adjacent to water. From a clearing he will be able to attract attention from a search plane by waving white clothing or by putting out a panel.

The panel distress code calls for a letter "X" if the missing person does not know how to proceed. A letter "F" signifies a need for food and water. The letter "I" signifies injury and the need for a doctor or medical supplies. The symbols may be made by using strips of fabric, pieces of wood, stones, evergreen boughs or any other material visible from the air and providing as much contrast as possible between the material and the background. Symbols should be at least 10 feet high or larger.

A lost person should, if possible, maintain a small fire, after scraping away the surface litter and exposing mineral soil. At the sound of a plane, he should throw green leaves or green wood on the fire to create a smoke signal.

Matches should always be carried in a waterproof case, and any person in the woods should be equipped with a suitable knife.

It is most important to guard against injury, and for that reason one should never travel at night. Someone always should be advised of the area in which it is proposed to hunt or fish.

Two good rules to follow when lost or injured are: Stay calm; Stay put.

Hal Boyle

NEW YORK (AP) — Is a man a hero to his son on Father's Day?

If he isn't, then no family gift of necktie, belt or robe, will have meaning to him. He has to be king of the hill to his boy or the day is a mockery.

Dad is to be looked up to. His nature and the structure of the family require it. If he isn't looked up to, then the family's in a bad way.

But being a father is a puzzling job. You do so much for the kids... and the kids take it for granted... but what do they really know about you... and what do you really know about them?

One way to stay a hero to your son is never to do anything a hero wouldn't do. Considering the frailty of flesh and fathers, that's a high impossible. The human way (and this is possible) is for a dad to live so, that his boy is proud of him — and never do anything deliberately to hurt the boy's pride in being his son.

The moment of questioning does have to come, of course, by the natural laws of living. Sooner or later a boy whose mistakes have been pointed out to him by his father makes a landmark discovery — his father can err. This is a big thing in a boy's lifetime—the first time he catches a parent violating a code the boy believes in — and he remembers it forever. How it affects him depends on what came before, the tolerance his parents showed him. Or the lack of tolerance.

I remember a time when my Dad, who now gets a wreath of again towards the car. Always be

flowers for Father's Day, used to like to go hunting on the only afternoon of the week he didn't work.

He had four sons and two dogs, and since he was a family man and loved us all he took us all along. He carried the only gun. Boys and dogs had the fun of seeking who could flush up the first rabbit or quail, and it was fun. The boys got a big kick out of showing, now and again, he could start up more game than those big-mouthed beagles.

But one winter day nothing moved but us, hour after hour. Dad, who was a splendid shot, became restless for lack of targets.

We started back to the car. We met a farm boy carrying a small coop of pigeons. Dad asked what he wanted for them and the boy said 15 cents apiece. Dad said go ahead and let them loose, one at a time.

I stood there in silence as he shot and he didn't miss many. Neither the farm boy nor Dad, who had run a trapline at the age of 10, thought there was anything wrong. But I had never seen my father fire at a sitting rabbit or a standing quail. And for the first time in my life I was against my father and in favor of something else—the pigeons he was firing at.

When it was over, we started on

Something's Bustin' Out All Over



In The Day's News

(Continued from Page One)

that we have a lot more timber in this area than we thought possible a few years ago. If we handle it wisely from here on out, I'm sure we're going to have enough to keep our payrolls going for a long time.

The plane drifts down to the runway at the Medford airport, touches its wheels with a faint sound of grinding rubber, then rolls to a stop. Those who are getting off get off. Those who are getting on get on. A through passenger holds up his wrist and keeps a careful eye on his watch.

As the plane takes off, he remarks: "Two minutes and 16 seconds. Not bad."

That's smart feeder airline operation. Frequent stops, giving service to many communities. Down again, up again, with a minimum of lost time.

The big through airlines with their four and six engine planes, are wonderful for the long hops, but it's the feeder lines, with their stops at every town that has an airport and their efficient operation in getting down and up again without wasted time, that will bring the benefits of fast air transport to the country at large.

This land quickly and take off quickly performance at Medford is repeated at Roseburg, at Coos Bay, at Eugene and at the Albany-Corvallis field.

It's quite an achievement, and will bring great changes in the future.

When one is killing time, it is hard to resist eavesdropping on one's neighbors. Two young men in the seat ahead, probably in their late 30's, are engaging in personal chat.

One says to the other: "Where did you live before you came West?"

"Minnesota," was the answer. "How did you come to change?"

"Well, you'll laugh," the other replied. "My wife and I have relatives all over the northern half of Minnesota. We have nine children. Every time one of our kids did something not wholly commendable, every relation in the outfit, in-laws and all, heard of it, and it kept our faces red all the time. So we decided to move to the West and be on our own."

"How do you like it?" his companion asked.

"It's wonderful," the father of nine responded. "For the first time in our lives we can be ourselves and we can let our children be themselves. It's good for all of us."

The conversation drifted on. "Nine children," the first young man remarked, "is a fine, large family. Did you plan it that way?"

"Well-I-I, not exactly," was the answer. "We'd planned to stop at five. But the sixth one came along, and after that it just didn't seem to matter. The more the merrier."

fore we had brought back and eaten the game from our hunts — rabbit, quail or squirrel. The beagles ran up and sniffed at the fallen pigeons, but we didn't take them home.

I walked with my face turned away from my father.

"What's the matter, son?" he asked, puzzled.

"Nothing, Dad."

How could I put into words what I felt? He had shown a fault in my eyes, the first fault, the one a boy always remembers.

He was still my Dad, and because he had always been kind before and always was kind in a time of need later, it really didn't make any difference between us.

He remained my hero — he still remains my hero more than 30 years after that wintry day in the woods — but his halo had gained a tarnish, and I found that a boy must learn also to love his father as a human being.

School Elections Scheduled Monday; Candidates From 21 County Districts Listed

This is a list of candidates in each district running for school board positions Monday in the annual school elections.

The News-Review, through cooperation of school clerks and its correspondents, has received a list of nominees from 21 of 23 districts in the county. On Monday, June 27, three union high school districts will have elections, in addition to those next Monday.

ASH: No report.

CAMAS VALLEY: Mrs. Enid Weiss and Wilmer White, candidates for a three-year term; Grant Horner and Mrs. Donald Lawson, four-year; John R. Staley and Henry H. Cummings, five-year.

CANYONVILLE: Ed Oaks (incumbent), five-year; Robert Head, four-year; James Fuller, three-year.

CURTIN: Robert Gordiner (incumbent), five-year; Fred Thompson Jr., four-year; Mrs. Gladys Kruse, three-year.

DAYS CREEK: Claude Howard, five-year; Francis Lynn and Warren V. Fuller, four-year; Louis Rogers, three-year; Bud Gault, two-year. Two-year term left open when Frances Simcomb resigned board. Chairman Gene Brady didn't file for re-election.

DILLARD: Marion Krebs, five-year. Chairman Paul B. Hall didn't file for re-election. First-class district.

DRAIN: William Gasser and Sidney Moore, five-year; Thomas Myers, four-year; Dr. Lucien Imboden, three-year. Chairman Leo Regan didn't file for re-election.

BLKTON: Henry Beckley and Ted Hansen, five-year; Sidney Gates and Howard Carnes, four-year; Eugene H. Fisher, three-year.

GARDINER: Mrs. Shirley Black (incumbent), five-year; E. B. Abbott, three-year. No one has filed for four-year term and person receiving highest number of votes in votes will be elected.

GLADE: Rodney Swanson, five-year. Dan Clark, an appointee, didn't file. First-class school district.

GLIDE: S. E. Comfort (incumbent), five-year. First-class district.

GUNTER: No report.

MYRTLE CREEK: Albert A.

LOCKMAN, William James and O. B. Madenwald, five-year. H. C. Stokes Jr. didn't file for re-election. First-class district.

OAKLAND: Lester C. Perrin, Eugene W. Todd, Fontelle Schulze and Almus W. Carlisle, five-year; Edward Clark and Charles T. Clarke, four-year; Francis A. Vasche, three-year.

REDSPOUT: Dr. Richard W. McLean, five-year. First-class district.

RIDDLE: E. E. Daniels and Harold Olsen, five-year; A. V. Logsdon and R. E. Paetz, four-year; Gene Cherwick and Elmer Sunday, three-year. Roscoe Ball didn't file for re-election.

ROBERTS CREEK: Myrtle Perkins, five-year; Pearl Kruse, four-year; Bernard Hansen, three-year.

ROSEBURG: Arthur W. Lamka Jr. (incumbent) and Dudley C. Walton, five-year. First-class district.

SCOTT VALLEY: F. W. Martin, five-year; Fred Booth, four-year; Harry Mill, three-year. Chairman Peter Luby didn't file for re-election.

SUTHERLIN: Keith Dies (incumbent), Charles Petherick, Olin Hudson and Roy Praeder, five-year; Dr. John Grabow (incumbent) and William Crowell, two-year; Mrs. Viva Engel, Dr. Max Post and Mrs. Imogene Grubbe, one-year. Mrs. Ruth Waugh resigned. First-class district.

TILLER: Gilbert Butler and Clarence W. Byrd, five-year; Howard Midkiff, four-year; Vernon Lamm (incumbent), three-year.

UMPUGA: Delmar Murphy and Gail Winniford, five-year; John Roeder, Catherine Roadman and Blake Baird, four-year; W. D. Henry, Stanley Long, Ella Teller and Henry Crane, three-year. Chairman Laverne Murphy didn't file for re-election.

YONCALLA: R. Russell Loyd and Lloyd E. Mathis, five-year; Quentin R. Ryehard and Mrs. Mildred Thiel, four-year; Norman Stapleman and Clifford M. Bice, three-year; Russell C. Wamsley and Loyd G. Emery, one-year. Quentin Ryehard is an appointee whose term expired. Edward Bloomquist didn't file for re-election.

Reader Opinions

Oakland School Director Defended By Neighbor

OAKLAND — As to the recall of Lyle Himelwright, Oakland school director of Dist. No. 1, I feel that a recall is unbecoming to anyone, and this one is certainly unjust.

Mr. Himelwright has always had the children at heart and has always been in favor of a good school. He was elected by the people by a substantial majority of the voters in the district and I feel he should be allowed to serve his term out.

My ranch joins his and I have worked and associated with him for about fifteen years, and I have found him to be fair and honest in all his dealings. He is as good a neighbor as I ever had.

Let's give him a fair break.

GEO. H. CHENOWETH
Oakland, Ore.

Taxpayers League Takes No Action On Road Route

ROSEBURG — In a recent news article concerning the action of the Douglas County Taxpayers League in connection with the Wilbur - Sutherland - Glide short-cut route, the impression was given that the League seemed to favor the continuation of a road up the north side of the river instead of a bridge at a point somewhere west of Glide.

The actual consensus of opinion of those members present was in favor of a bridge rather than in continuation of the road on the north side of the river. The League, however, did not take any action for or against this proposal, and it was merely referred back to the County Court at this time.

Douglas County Taxpayers League
T. H. PARGETER,
Secretary,
Roseburg, Ore.

Canyonville Cemetery Improvement Continues

CANYONVILLE — The Canyonville Cemetery Assn. wishes to thank all the good citizens who have aided in maintaining and beautifying the cemetery. We would like to continue the work to make the cemetery a credit to the community. So far, we have received some nice contributions.

MRS. BENETA PICKETT
Secretary,
Canyonville, Ore.

Revenue Increases In All Coast Airlines Reported

SEATTLE (AP)—Revenue increases in all departments of West Coast Airlines operations were reported to stockholders recently by Nick Bez, president.

Directors reelected were Bez; E. K. Bishop, Aberdeen; William Calvert, Seattle; C. E. Gunderson, Portland; George Gunn Jr., Seattle; Denny Hogue, Twin Falls; H. K. MacDonald, Seattle, and Thomas Robinson, Lewiston. Bez and other officers of the firm were reelected.

Local News

Ends Visit — Miss Ann Kelly of Myrtle Creek spent two days in Roseburg visiting her grandmother, Emily Judd. Miss Kelly is now in Corvallis attending 4-H summer school.

Moves To Brookings — Larry Foster, son of Mr. and Mrs. E. R. Foster of Roseburg, is leaving this weekend for Brookings to reside. His wife will join him there in a week.

Called To Pennsylvania — Mrs. Fred Darby of Roseburg left Friday morning by plane for Philadelphia, Pa., where she was called by the death of her brother-in-law.

Robert S. Galloway, D. M. D.

Announces the opening of his practice of Dentistry in the former offices of Leland F. Van Allen, D. M. D., at

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VACATION SPECIALS

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USED CARS

- '52 PONTIAC CATALINA. 2 tone—leather interior—dual range transmission—It's our sound car now! Look it over \$1595 as it passes with the horns on it.
- '51 PONTIAC DELUX 2 DOOR. 2 tone—just had the valves reground—at 34,000 miles. It's tops... very clean \$995 and an ideal family car
- '52 HUDSON HORNET CLUB COUPE. Overdrive behind \$1295 145 horses makes power—low price makes a real buy.
- '51 PACKARD UTRAMATIC 4-DOOR. A really well kept car—the best condition and a lot of car for this small car \$1095 price
- '50 PACKARD 4 DOOR. A popular 200 series with ul- \$645 trumatic—radio—heater—and very clean inside.
- '51 STUDEBAKER 4 DOOR. V-8 motor—hydromatic drive. If you want a steel—come in and steal it at this very low \$695 price
- '51 MERCURY 4 DOOR. A new 1955 color combination... light cream over rust. Good, new custom covers... It's \$895 equipped with overdrive, too.
- '50 FORD 4 DOOR CUSTOM. New paint—V-8 motor with \$695 overdrive—and the tires are good too.
- '49 CHEVROLET 4 DOOR SPECIAL. It's not a cream puff... but it has a lot of good miles left... the motor is good... \$395 the body sound... inside a bit dirty... a good buy, tho
- '53 MERCURY MONTEREY HARD TOP. Mercromatic drive \$1995 radio... heater... custom throughout with a nice 2 tone blue color—condition tops
- '53 CADILLAC COUPE DE VILLE. Everything you dreamed of in this doctors car... it's the cream of the car market. \$3395 Complete and a sound value, too
- '51 CHEVROLET BEL AIRE. 2 tone paint... radio... heater and equipped with all the trimmings... a popular hard \$1045 top at a working man's price.
- '51 CHRYSLER WINDSOR CLUB COUPE. It's light green—radio— \$995 heater—automatic drive—custom covers—new tires and mechanically good—see it today
- '51 FORD 2 DOOR. The economy 6—with heater and \$745 radio—a good cheap car with the smallest of payments
- '50 FORD CLUB COUPE. Take a look—it's light grey on \$695 top and 55 red below—really sharp
- '51 HUDSON HORNET 4 DOOR. It's the hottest car on our lot... \$995 hydromatic drive—2-tone paint—good w/w tires—lots of get up and go at a low price
- '51 CHEVROLET 4 DOOR DELUXE. It's tan—low one owner \$995 mileage—radio—heater—very good tires—exceptional
- '50 CADILLAC 61 4 DOOR. Black over yellow—really loud and it's \$1695 fully equipped—a real he man car at the cheap car price
- '51 BUICK 4 DOOR SUPER. It's clean and sharp—really \$1295 what is known as a cream puff—best buy in town—
- '49 MERCURY 4 DOOR. 2-tone blue over white—overdrive \$445 —rerun motor—good tires—at a real price
- '53 BUICK SUPER HARD TOP. 2-tone custom trim—V-8 motor— \$2095 double dynaflow—tops for value—really a good car too
- '52 BUICK RIVIERA. Black over cream—w/w tires—cus- \$1495 tom trim—dynaflow—a sharp number and priced right
- '50 BUICK 4 DOOR SUPER. Choose between a black or a \$845 two tone—both will stand close inspection—equipped
- '49 BUICK 4 DOOR SUPER. Clean as a new car inside—original \$595 green paint and has very good tires—it's ideal for the road

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OF A
DEAL

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