

Boy Heart Malady Victim's Funeral Set For Tuesday

Funeral services Tuesday mark the tragic ending to a poignant drama that took Gary Eugene Winslow of Drain to Minneapolis, Minn., for a rare heart operation.

The 13-year-old son of Police Chief and Mrs. Elmer L. Winslow died Friday after the operation which had been performed to correct the lifelong defect to his heart—a hole in one of its valves.

Sutherland Group Urges 'Short Route' Program

As advantageous to Sutherland and Oakland.

On the other side of the controversy, the formidable list of comments from the Sutherland-Oakland group came from:

F. L. Thompson of Sutherland, he called the route "vital" to the Sutherland-Oakland area.

Robert Hansen, Sutherland, president of the Umpqua Improvement Assn. Drawing from a 1950 economic and industrial survey, he listed facts which he said pointed up the need for additional timber resources.

The major part of the request rests on a contention of need for a "competitive" route into the vast stands of the North Umpqua region of the Umpqua National Forest.

As a postscript to the discussion, W. L. H. Osborne, a landowner in the Glide area, requested consideration of a bridge across the North Umpqua at Hog Rock, west of Glide instead of extension of the road on the north side of the river to Lone Rock.

Buchanan took exception to the request, saying it would extend the distance from Sutherland to the upper reaches of the North Umpqua area.

James Edward Benfield, 50, Roseburg, was fined \$20 and \$3 court costs Saturday when he pleaded guilty in district court to a charge of being drunk on a public highway. Benfield was arrested by a state police officer.

Officers made the arrest at the Marion Apts., 340 S. Jackson St., following a citizen's complaint. Arrested were Robert M. Marcantelli, 21, Apt. 4; Marion Apts.; Ronald E. Johnson, 29, Apt. 4; Marion Apts.; William E. Peagins, 1143 Cobb St.; and Trina Severson, 45, 705 Marsters St.

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SP 'Nightcrawler' Captures Epic Derby

At one spotlighted intersection of Highway 99 and Main Street Spencer's bay mare slipped, skidded and fell to the pavement. Horae rolled to the left and rider to the right. In less than two minutes both were up and off again. And both ran another relay point near Roseburg. Neither suffered apparent injuries.

Tension mounted as the riders neared Curtin. The "Nightcrawler" was creeping up on the "nightmares." At 1:14 a.m. the train passed the steeds. The lead reversed a minute later. Until the race was over a clear picture of what led what.

Traffic along the new and old sections of Highway 99 slowed to the ponies' pace and few drivers grew impatient. In some stretches, automobiles lined up a good 2 1/2 miles behind the riders.

Most experts expressed belief the express riders "lost out on the steep hills." During those grinding hauls, the horses were slowed down, sometimes to five m.p.h., and even the Mercury-swift runs of the ponies on straightaways couldn't make up the lost minutes.

A full, summer moon helped light the riders' way as they gamely sped past scores of parked motorists. Many drivers had driven to the top of Rice Hill. More cheered at highway junctions.

Largest spectator turnout south of Cottage Grove, prior to the race, was at the highway junction, where some 200 assembled.

By that time, approximately 2:35 a.m., the "iron horse" was out in front. Even so, the riders began to pick up precious lost minutes.

The lights of Roseburg greeted rider Judy Storde at 2:57 a.m. as she raced her mount down the new stretch of highway south of Winchester. As the express drew closer to the SP depot, the horses turned on incredible bursts of speed. Many had been ridden earlier in the race, yet on the second relays they ran at 50 m.p.h.

Shortly before 3 a.m. John Spencer began the long-awaited final lap. Following car drivers and passengers watched as he sent (with no apparent pause) his horse across the Oak Street Bridge, past cheering hundreds lining Oak Street and into the area where a warmhearted crowd had packed the area around the SP depot.

where the "Nightcrawler" was resting after the epic journey.

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Rev. Lynn Hodges Sets Gospel Rally Here Over Radio

The Rev. Lynn Hodges, minister and moderator of the Way of Life radio program heard over radio station KNR daily at 6:45 a.m., will be in Roseburg Aug. 11 through 15.

He will conduct a city-wide radio-gospel rally Friday, Aug. 12. It will be held at the First Christian Church, Douglas and K A n e Streets.

The rally program will feature a half-hour of sacred music by Terry and Glenn Hodges, both of Lynn, their wives, Mrs. Hodges and three children, and the Rev. Hodges. There will also be a hymn sing and then the Rev. Hodges will preach.

The Rev. Hodges grew up in Lookingglass and Roseburg High Schools. He has been a pastor for eight years in Topeka, Kans., and has been moderator on the Way of Life program for 7 1/2 years.

The Way of Life program originates in Topeka, Kan.

Permanent Lead Given 'Crawler' On Rice Hill

Flagged to one of many stops en route to Roseburg.

Lead Changes At Rice Hill. Seventeen miles (railroad distance) and 40 minutes later, the train caught up to and passed the horsemen for the last time. That was on the steep Rice Hill grade.

The ponies had their last chance to catch up when a group of Paul Bunyans from Roseburg boarded the train at Sutherland obviously to delay the train. They asked the conductor to stop the train at Wilbur and again at Winchester while some of the newly arrived passengers disembarked.

It nearly provided the horses a chance to catch up, but not quite. The "Nightcrawler" growled away from Wilbur as the highway procession sped up from the rear.

Nearing Roseburg, the horsemen took the new Winchester bridge in a short-cut over the new highway. The train was in sight then, but had too great a lead.

Engineer Claude A. Bridenstine, who Saturday termed the race "foolish," eased the passenger carrier into the Roseburg depot on schedule. Seven minutes later, Spencer's horse thundered down Oak Street to the depot.

Only once was there an accident. It happened Cottage Grove when a horse ridden by Don Spencer, Roseburg, slumped and fell, throwing SPENCER. But both got up unharmed.

The cars in the jam following the riders along Highway 99 fared worse. One Eugene photographer said he counted six minor traffic accidents in the wake of the horses.

It took the combined efforts of saddlemen from seven organizations to keep the horse race going. They were led by the Douglas County Mounted Sheriff's Posse, Sutherland Timberline Trail Riders, Myrtle Creek Saddle Pals, Yoncalla Saddle Club and Cottage Grove Saddle Club. Members of the Lane and Josephine posses also took part, though their organizations didn't participate officially.

From Cottage Grove to Roseburg, the competitors were within sight of one another much of the time.

Little to do over the race was apparent in the towns along the rail route. At Cottage Grove, a crowd gathered. But depots were nearly deserted in Drain, Yoncalla and Oakland. A few persons were on hand at Sutherland. The horses drew most of the attention.

The committee noted that BLM has \$700,000 allocated for the Camp Creek road, but cannot proceed because of gaps in right-of-way. No money is on hand for the Paradise road.

The attitude of the O&C counties is being stiffened, Judge Hill said, because the interest of the counties is so great. The counties receive a 75 per cent cut of revenue from the timber on the O&C acreage. Also, the timber must be harvested soon because of old damage by fire, wind and beetles.

The committee also moved to file a motion in the District of Columbia district court for dismissal of a suit by A. W. Lafferty and Richard L. Merrick to collect \$600,000 in attorney fees as an aftermath of an unsuccessful suit by Clackamas County.

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RANCHERS' VOLUNTEER Fire District has been established in central Douglas County covering nearly 40,000 acres.

Primarily for grass fire control, its volunteers will also respond to any fire call, according to Warden Fred Boyer Jr. Boundary lines are: north-south side of North Umpqua River; east-North Umpqua Road and South Deer Creek Road; south-Roberts Creek Road; west-district line follows part of Highway 99 and circles Roseburg and Roseburg Rural Fire Districts (see dotted lines). (Mindolovich drawing.)

Central Douglas Ranchers Create New Fire District

A new fire district has been established in Douglas County.

Articles of incorporation for the district were filed in Salem Friday by Fred Boyer Sr., George Dawson, Cliff Kruse, Thomas Lindbloom and Stanley Pearce. Boyer is president of the district's board, the other four are directors.

Idea for its establishment originated last February, according to Warden Fred Boyer Jr., Roseburg. Now the fire fighting facilities and volunteers are all lined up, Boyer said. The area has been subdivided into five portions: Winchester, Oak Creek, Lower Deer Creek, South Deer Creek and Roberts Creek.

Fire permits for burning within the area may be secured at the Boyer Meat Co. plant on the Dixonville Road, Boyer said. The telephone number to call in event of fire is OR 3-6323.

The district will operate only during the fire season. It owns a 200-gallon pumper truck. Additionally, district personnel have listed all "cats" with blades which are available (14) as well as many smaller pieces. All equipment, except the pumper, has been volunteered, the warden said.

Supervisors in the five sub-districts are: Gordon Ware, Winchester; Cliff Agee, Oak Creek; Stanley Pearce, Lower Deer Creek; Howard Hatfield, South Deer Creek and Glen Young, Roberts Creek.

Permission to set up the district was granted by State Forester George Spaur, Boyer said.

Mrs. John Rachor Dies Saturday At Days Creek

Mrs. John A. (Ida May) Rachor, 71, well known resident of Days Creek, died at her home Saturday afternoon.

Mrs. Rachor was born at Troy, Idaho, October 1, 1883. She was the daughter of Mr. and Mrs. John Chaney. She had lived at Days Creek for the past 50 years.

She married John A. Rachor One 18 1/2 years. She was a member of the Rebekah Lodge at Canyonville and the Days Creek Community Church.

Surviving besides her husband are five children: Glenn Rachor and Mrs. Clarence Richardson, both of Days Creek; Jarold Rachor and Mrs. Russell Odle, both of Oakridge; one sister, Mrs. J. F. Bowles, Baker; 18 grandchildren and 19 great grandchildren.

Funeral services will be held at 2 p.m. Tuesday in the chapel of Ganz Mortuary, Myrtle Creek. The Rev. Howard Walton of the Days Creek Community Church will officiate.

Interment will follow at the IOOF Cemetery in Canyonville. The Canyonville Rebekah Lodge will conduct special ritualistic services there.

Harry Close, Oakland, Dies Monday Morning

Harry Close, longtime resident of Oakland, died of a heart attack at his home early Monday. The body has been removed to Long & Orr Mortuary, and funeral arrangements will be announced later.

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Rough, Rattling, Regular, Nightcrawler Triumphs

Cliff stood up all the way. Each of the railroad men kept his even temper in the face of considerable bantering by passengers.

Race Close Throughout. It wasn't known where the horses were until the train reached Cottage Grove, where local citizens informed reporters the train was six minutes behind the "Pony Express."

First sight of the two-mile-plus traffic procession was caught by passengers at Creswell, but status of the race was unknown.

Sentiment among passengers clearly was in favor of the horses, and expressions of disappointment were made when the train finally caught up with the horses near Curtin. They chortled when the train stopped there and the horses forged ahead.

The horses were sighted only twice—both times near Curtin. But a police car's red flashing lights and the beams of Billy Mohr's floodlight truck kept train riders informed of the position of the race on the highway.

Several of Roseburg's Paul Bunyans hopped aboard at Sutherland, but only to ask that the train stop at Wilbur and Winchester, an obvious tactic to delay the train. At Wilbur, the pause nearly succeeded as the horses could be seen heading north on the train. But the "Nightcrawler" was under way again before horsemen could come abreast.

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