

# The News-Review

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## 'HAM' PERFORMANCE

Charles V. Stanton

An interesting feature of the Pony Express-Nightcrawler race was the running account furnished by "ham" radio operators.

Hastily organized by Radio Station KRNR, which obtained special authority from the Federal Communications Commission to broadcast the program, amateur radio operators gave a most educational demonstration of their ability.

Despite the fact that mobile units carried in trucks and following the train and riders were underpowered, amateur stations managed to keep a huge listening audience well informed on the progress of the race. Relay stations in the three states of Washington, Oregon and California were heard from during the night, and by the time the race was well started, many previously uncontacted operators were breaking in to help, while others sought information.

The method of operation was a revelation to thousands of people who previously had no idea of how thoroughly the "hams" are organized.

Amateur radio operators in the United States have distinguished themselves in numerous ways. In any type of disaster, they are prepared to function as an arm of civil defense. They have proven their ability frequently when normal communications have been interrupted. They have saved many lives through their effective work during disastrous floods. For a number of years they have maintained communications with service men abroad and their families at home.

The federal government on various occasions has paid tribute to the achievements of these operators and has spoken of their importance as aids to military service and civil defense.

Although they were participating in a publicity stunt, their efficient work indicated to the public just how vital their service could be in event of an emergency.

The publicity stunt also furnished a demonstration of efficiency on the part of other communication media.

Every phase of the contest was covered by news reporters. Some followed the ponies. Others rode the train. Automobiles filled with newsmen and cameramen sped ahead of the contestants to grab news and pictures.

Pictures were on the nation's wirephoto networks within a very few hours after the race had ended. Newspapers throughout the entire country had photographs available for Sunday and Monday editions. The "waggyish" stunt, quoting *The Oregonian*, created nationwide interest and excitement. Press wires gave it a big "play."

Also covering the event were reporters and cameramen for *Life* magazine. Newsreel and television cameramen participated. Radio newscasters made the event a feature of their programs Sunday and Monday.

Capturing public fancy, the stunt has been widely proclaimed, and has achieved its purpose of focusing attention on Southern Oregon's need for an improved passenger train service.

Austin Flegel, a brother of Roseburg's former Mayor Al Flegel, was a passenger on the Nightcrawler on the night of the race.

Austin is a former state senator. He was a candidate for governor. He only recently returned from several years of service as U. S. ambassador to Thailand.

He overlooked the fact that he was riding on a train participating in a contest against the ponies. Being tired, he retired early to his berth and slept through all the excitement.

Arriving in Roseburg he was surprised to find the depot platform packed with a crowd of more than 2,000 people. After realizing they hadn't turned out to welcome him, Austin, took a longing look at the public address system, and was heard to remark: "What a spot for a politician!"

## Hal Boyle

NEW YORK (AP)—The sky is no longer the limit. Blast those little kids who've been running around with rocket guns in their arms and plastic bubbles over their heads!

Instead of playing cowboy like sensible children, they've been talking for years about zooming to other worlds in space ships.

So what has happened? Some grownup scientists listened to their prattle and took their childish game seriously.

And now, just as sure as the Lord made little atoms, by the end of the century tourist agencies will be featuring weekend space ship journeys to the moon.

The decision by the U. S. government to earmark 10 million dollars to throw up a basketball-sized earth satellite is just a starter. It will go up only 200 or 300 miles, whizz around the world every 1 1/2 hours at an 18,000-mile-an-hour clip, then come down after a few days or weeks, burning up as it hits the earth's atmosphere.

But his first man-made falling star, naturally, will be only the beginning.

The satellites will become larger and larger, go up higher, finally reach a height where they can stay up and buzz around the earth forever. The old definition of gravity—"all that goes up must come down"—will be repealed.

Where will it all end? Who knows but that Texas itself may decide it wants more room, and rocket itself into the sky thus turning the earth itself into a satellite of the Lone Star state?

Passenger Sign-Up Heavy  
Already thousands of people at the Hayden Planetarium (our local sky study parlor) have signed up to become passengers on the first space ship to the moon.

Not me! Not on the first ship, not on the 1,001st.

"Why, wouldn't you like to set foot on the moon?" my adventure-minded friends ask.

No, indeed, I was born in a time when a horse was something you rode on, not bet on. I yielded gracefully to the disappearance of the buggy, and the victory of the automobile; I have learned to put up with the airplane. But the idea of space ships separates the men from the boys, and I'm a man. It's the boys who will have to grow up and do their Sunday sky-larking in space ships.

No one is going to force my head into a repulsive plastic bubble and make me soar up and climb the arid foothills of the moon.

Distance Lends Charm  
There are some things and places in life that are better left unvisited. The charm of the moon lies in its distance. Familiarity with it would probably only breed contempt.

The man in the moon has been a friendly hermit to humankind all these weary centuries. None can look up at him on a warm summer night without feeling a lifting of the spirit. Who wants to go up and count his peckmarks?

Everything on earth is crowded in a grappling struggle of living, but not the sky. The firmament may be crowded, too, in its own way, but not in a man-made way. Its vast star-studded emptiness, its reach infinitely beyond our final knowing, confers awe to the mortals.

## ICC Puts Boxcar Shortage Blame On Railroads, Who Pass Blame On To Shippers

By A. ROBERT SMITH  
News-Review Correspondent

WASHINGTON—The Interstate Commerce Commission is making no bones about blaming the railroads for the current boxcar shortage that has plagued Pacific Northwest grain and lumber shippers this spring and threatens to become acute this fall.

A special Senate subcommittee headed by Sen. Warren G. Magnuson (D-Wash.) opened an investigation of the freight car situation this past week, and immediately heard a Northwest member of ICC, Owen Clarke of Yakima, Wash., tag the railroads with failure to order sufficient new cars and repair damaged cars.

"Since the first week of May we have had a steadily increasing freight car shortage," Clarke testified, "and it is inescapable that it will become even more acute during the next 90 days."

He said the factors contributing to the shortage included the heavy increase in loadings, strikes in the trucking industry on the West Coast, and current in New England, movement of old grain from storage by the Department of Agriculture and failure by shippers and railroads to utilize existing equipment efficiently.

But mostly he pointed to cutbacks in railroad car orders and repairs last year when the nation appeared to be headed into a recession. Yet for the entire three-year period from 1952 through 1954, Clarke said the roads junked 68,294 cars and ordered only 31,771.

"The only remedy for the recurring shortages is an increase in the supply of serviceable cars," Clarke told the committee. "This can be accomplished in only two ways: 1, by the purchase of new equipment, and 2, by the repair of bad order cars."

After conferring with railroad leaders May 27, Clarke said he advised them that the ICC thought "the large number of unserviceable cars could not be justified by any standards and that the number should be immediately and drastically reduced."

"In all fairness to the railroads," added Clarke, "their loadings last fall fell off to the lowest level since 1937 and their earnings on capital investment fell off to 3.8 per cent."

But, Clarke said he would "welcome" legislation giving the ICC power to compel the railroads to build adequate new cars. He said: "The ICC on numerous occasions warned the railroads. But all we can do is try to persuade them."

Road Blames Shippers  
The railroads see it differently, and through the Association of American Railroads they gave the committee their slant. Arthur Gass, chairman of AAR's car service division, said figures that show a declining number of freight cars in service today don't tell the whole story. He claimed that fast service with diesel engines, centralized traffic control and new material handling practices have made possible increased car loadings.

To support this argument, Gass said in 1926 they carried 486 billion ton miles and in 1944 carried 785 billion ton miles with 24 per cent fewer cars.

Gass pinned the blame for the shortage on shippers and receivers of cars. He claimed that inadequate delays were keeping cars out of service. He said shippers today are delaying 19 per cent of

all cars beyond the 48-hour period normally allowed for unloading, while last year the average detention was 16 per cent.

Senators Urge Action  
Oregon's Sens. Wayne Morse and Richard L. Neuberger urged the committee to take steps to stimulate freight car construction, approve charters for more intercoastal ships, provide competition rail service to western Oregon shippers and study the nation's transportation needs to take into account the plight of western Oregon lumbermen who must depend on one railroad, Southern Pacific.

Commissioner Clarke said the shortage of boxcars in the Northwest has been temporarily overcome this month through diversion of "sufficient rough cars" to the region from other areas. But he warned that the situation would become acute up until loadings decline in October.

The Senate committee ended its hearings without indicating what action it might take to help correct the situation.

## Controls Voted Out For Producers Of Natural Gas

WASHINGTON—A bill to free natural gas producers from federal controls passed the House by a six-vote margin Thursday but promptly was snagged in the rush to adjourn.

Acting Majority Leader Clements (D-Ky.) told newsmen the bill is not on the Senate program. Sen. Daniel (D-Tex.), an all-out backer, contended it is "awfully late" to start debate this year on such a controversial issue.

The Senate can act upon it during the session beginning next January.

The House last night passed 209-203 a bill by Rep. Harris (D-Ark), frankly aimed at overturning a 1954 Supreme Court decision. It would exempt producers from the Federal Power Commission's price fixing authority.

The high court had ruled that the FPC should regulate producer prices for gas sold to interstate pipelines. It said the FPC was wrong in contending it lacked this power under the 1938 Natural Gas Act.

Of passage, 85 Democrats and 123 Republicans voted for the bill. Against it were 136 Democrats and 67 Republicans. The House previously defeated 210-203 a motion by Rep. Wolverton (R-N.J.) to send the measure back to the Commerce Committee.

What effect the proposal would have on consumers' gas bills was a matter for dispute. Backers said it would assure adequate supplies and thus keep future prices down. Opponents said the bill was a "giveaway" that would mean millions of dollars of extra profits annually for big oil companies owning the bulk of gas reserves.

## BIRDS START KNOCKOUT

RAILSTON, Neb., (AP)—Birds built a nest in the fine of a grocery store's air conditioning system here, and "knocked out" six people.

What happened was that the next morning a store clerk found six persons in the place collapsed. Four of them had to be taken to a hospital to be revived.

## IN THE DAY'S NEWS

By FRANK JENKINS

(Continued from Page One)

demagogues who will espouse any screwball doctrine that seems to have vote-catching possibilities.

If and when that times comes, candidates will soon learn that the way to be elected and reelected (which is what statesmen, as well as mere politicians, want) is to do consistently, even though it calls for great courage, the things that are best for our country.

There is evidence that this hope isn't utterly futile. There is Senator Byrd of Virginia, for example. He has been in the senate for more than 20 years. There is Senator George of Georgia, who has been there for more than 30 years. There is Russell of Georgia, who has been in the senate more than 20 years.

These are Democrats, and Southern Democrats at that. But they are sound thinkers. Very often they are against panaceas that are momentarily popular—especially Senator Byrd, who has come to be known as Mr. Economy. The good Lord knows economy hasn't been very popular anywhere in recent years.

But Senator Byrd has been consistently elected and reelected, as have his distinguished colleagues from Georgia.

Examples of continued public at mind, peace to the mortal heart, rest to the mortal eye.

Why clutter up the fringes of this endless vista with space ships tracking on dull round trips to the moon? The moon is no true stepping stone into the mystery of the universe—but only a nearby pebble in the black.

I would rather stand on the earth at night and look up and imagine which faint stars are milestones on the way to heaven. Turn the moon into another Coney Island? I'm against it. The next time I see one of those little bubbleheaded kids with a rocket gun, I think I'll step on him—if his mother isn't looking.

It's those kids that started it all. Science never would have thought of it if it hadn't been for them. Why couldn't they stick to Dave Crockett, and let the sky alone?

## Community News Items

Go To Camp—Mr. and Mrs. Paulus McKee of Roseburg took their daughter, Carol, to the Camp Fire Girls Camp Tye Sunday.

Reported Better—J. B. Patrick of Roseburg is reported improving in health at his home, following a severe illness of the last several weeks.

Back From Coast—Mr. and Mrs. A. B. Hudson have returned to their home in Roseburg, following a couple of days at coast points.

Return From Seattle—Mr. and Mrs. Jack Brackenbury have returned to their home in Roseburg, following the weekend visiting in Seattle.

Visitor Leaves—Mrs. Hattie Wassom has left for her home in Los Angeles, following four days in Roseburg visiting her brother and sister-in-law, Mr. and Mrs. E. M. Carl.

Visit At Florence—Mr. and Mrs. Stanley Morris and daughter, Carolyn Marie, of Roseburg, spent Sunday at Florence visiting Mr. and Mrs. William Elliott. Mrs. Elliott is a cousin of Mr. Morris.

Here Over Weekend—E. H. Carl has returned to his home in Washington, following the weekend in Roseburg visiting his parents, Mr. and Mrs. E. M. Carl, on Mill Street.

Back From Canada—Mrs. Grethe Creamer has returned to her home in the Oak Hill apartments, following a vacation visiting relatives and friends in Canada.

Return Here—Mr. and Mrs. Jack Preston and Mr. and Mrs. Eldon Gates have returned to their homes in Roseburg, following the weekend at Florence at the summer place of Mr. and Mrs. George Gates.

Arrives By Plane—Mrs. C. C. Martin of Pullman, Wash., arrived in Roseburg by plane Monday to spend the week visiting her two sisters, Mrs. Ethel Chase and Mrs. A. H. Jaeger. Mrs. Martin makes her home in Pullman with a daughter.

Returns To Redding—John Perkins has returned to his business in Redding, Calif., following the weekend with his family on Hawthorne Drive. Mr. Perkins makes the trips here in his private plane. The family will move to Redding Aug. 13.

Visit Here Sunday—Dr. and Mrs. A. E. Merkel and daughter, Sharon Jean, of Medford were Sunday guests of Mr. and Mrs. Glenn Gibson in Laurewood on route home from a trip to Portland. Dr. Merkel is the Jackson County Public Health doctor.

Here For Week—Mrs. Kenneth L. Werning of Portland is in Roseburg to spend a week visiting her parents, Mr. and Mrs. C. D. Albright, while her husband and their two sons, Jerry and Jimmy, enjoy a camping and fishing trip to California.

On Vacation—Mrs. Lillian Brooks, a nurse at Douglas Community Hospital, and her son and daughter-in-law, Mr. and Mrs. Martin Brooks, and family, of Grants Pass, have left on a vacation trip to Canada to visit relatives and friends.

Mrs. Chase Back—Mrs. Ethel Chase is back at her home in Roseburg, following a vacation trip to Yellowstone National Park, Bryce, Zion and Grand Canyon, where she took tours; Salt Lake City and several cities in California.

Attend Convention—Among those attending the American Legion Auxiliary state convention from Roseburg at Redmond, Ore., were Mrs. Walter Ulrich, Mrs. James Young, Mrs. Carl Anderson, Mrs. Theodore Mark, Mrs. Harry Hatfield and Mrs. Harry Rapp.

Visiting—Mrs. Gerda Johansen of Copenhagen, Denmark, is visiting until Aug. 15 at the home of Mr. and Mrs. A. W. Sharp and son, Ernie, on Little River. Mrs. Johansen is a cousin of Mr. Sharp. She visited in San Francisco before coming to Roseburg and will visit in Racine, Wis., before returning to Denmark.

Moving—Mr. and Mrs. Dale Albright and son, Teddy, are moving this week from Roseburg to Altadena, Calif. They resided in Southern California before moving here. Mr. Albright is the son of Mr. and Mrs. C. D. Albright of this city.

Retires—Merlin A. Hastings, writes he is now retired and living at 66 NE 172nd St., North Miami Beach, Fla., and that he would be happy to hear from any of his old friends, particularly any planning a vacation trip to Miami. Mr. Hastings, who was graduated from Roseburg High School in 1933, is a brother of Mrs. Brady S. Tyson, 1102 East Douglas St., Roseburg.

Assigned—Joseph W. Rogan, son of Mrs. Cora Rogan of 1019 S. Hamilton St., Roseburg, has been assigned to H.Q. Co. 1, of the 511th Airborne Infantry, which is part of the famed 11th Airborne Division (Angels), stationed at Fort Campbell, Ky. At the present time he is assigned as H.Q. Co. 511 Abn. within his unit. Joe's mother is employed in the advertising department of the News-Review.

JUMPS UP, THEN DIES  
WOODBORO, Md. (AP)—James E. Knox, 22, Emmitsburg, was flying a model airplane when the metal guy wire attached to it touched a 7,200-volt power line. A witness said Knox fell, then jumped up and exclaimed, "That was an awful shock!" An instant later he fell again—dead.

NOTED ATTORNEY DIES  
NEW YORK (AP)—Gerrard B. Winston, 73, a prominent attorney, managing director of the Treasury from 1922 to 1927, and former treasurer of the American Red Cross, died Thursday.

Reported Improving—Mrs. A. J. Young is reported improving in health at her home on Flint Street, where she has been quite ill for the last two weeks.

Enjoy Vacation Trip—Mr. and Mrs. Gerald S. McCarthy and four sons and Mr. and Mrs. George Riggs and two sons are back at their home in Roseburg, following a two week vacation trip to Puget Sound points of interest.

Goes To California—Miss Alberta Williams, who is employed at Douglas Community Hospital, left Sunday for Santa Monica, Calif., to spend a 10-day vacation visiting her brother-in-law and sister, Mr. and Mrs. Dick Hempenius, and family. Mrs. Hempenius, the former Phyllis Williams, and Alberta, are daughters of Mr. and Mrs. J. H. Williams of this city.

Enjoy Day—Mr. and Mrs. Edwin Barnes, Mr. and Mrs. Jim Hunter and son, Bruce; Mr. and Mrs. Al Hammond and son, Monte, and Ben Deal of Roseburg, drove to Grants Pass Sunday to meet Mrs. Barnes' son and daughter-in-law, Mr. and Mrs. Jack King for a picnic in the park there. Mr. and Mrs. Barnes took back the latter's granddaughter, Janet King, who had been visiting here. Janet is the daughter of Mr. and Mrs. Jack King.

Here Monday—Mrs. Paul Froehlich of Myrtle Creek was in Roseburg visiting friends and attending to business Monday.

Moves To Roseburg—Mrs. Austin Cleek has moved from Medford to Roseburg to make her home.

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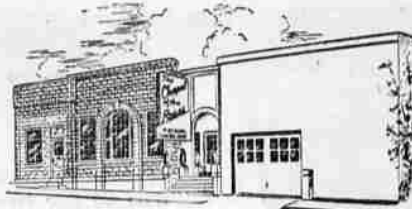
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## CARSTENS FURNITURE CO'S FUR SALE

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6-QT. PERCOLATOR, 8" CAKE PAN, 7" SKILLET, 1-Pt. SAUCEPAN, 1-Qt. SAUCEPAN.  
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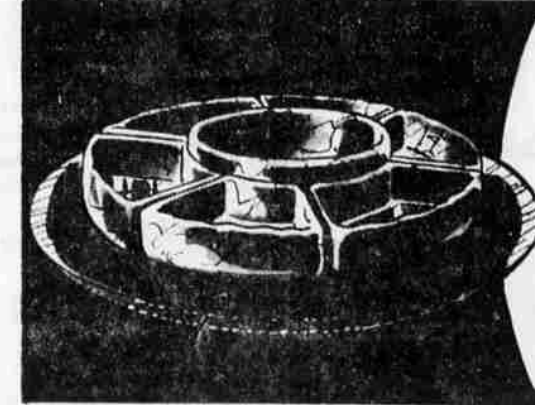
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Large sizes. Reg. 1.95 99c

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Exceptional values! Reg. 34.95 19.95 29.95 16.95

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