

The News-Review

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Hal Boyle

A HAND, PLEASE

By Charles V. Stanton

Congratulations again are due the Umpqua Flying Club. This organization, which has received many honors during its long existence, has won third place in a national safety contest.

The Umpqua Flying Club has continuously made safety a primary rule. One of its stated objectives is safety. To have that objective so translated into achievement that national recognition is obtained is something of which the club and community may well be proud.

The Roseburg club claims to be the oldest continuous club of its kind in the nation. While it was not the first amateur aviation group and was, in fact, patterned after earlier organizations, it is believed to be the only such club with no break in its history.

Even during the Second World War, when one of the foolish frenzies of that conflict forced the club to store its planes after removing wheels and propellers, the club, with half its membership in military service, maintained officers, meetings and ground school. Its organizational record remained unbroken, though many other clubs folded for the duration.

Has Fine War Record

Prior to the Second World War, the club had graduated a score or more private pilots. When war was declared, every eligible member immediately went into service. Many served with distinction in various aviation fields.

During the excitement of war, we Americans do many foolish things. One of the most foolish of World War II was the grounding of private aircraft. But some Big Brass somewhere got the idea that private planes would constitute a hazard to military flying and succeeded in getting their ideas approved.

Private fliers had a hard time correcting the error. Prohibitions gradually were broken down. Private fliers were permitted to resume flying in the inland states. Permission still was denied in coastal regions, however. Then private fliers organized Civil Air Patrol. They enlisted themselves and their planes in that semi-military organization. They flew courier service, submarine patrols, search and rescue, and other such missions. Many lost their lives. All contributed time, money and effort.

At long last the Big Brass realized its error, and private flying was released from its shackles, whereupon the Umpqua Flying Club, which had been grooming its remaining membership throughout the interim, again took to the air, placing its members and equipment at the service of the government.

Safe Flying Promoted

With the war at an end, the club resumed its training program with more enthusiasm than before. It went heavily into debt to add to its equipment. It encouraged a flight training school under the GI bill. It brought about improvements to the airport. It kept its membership recruited to the limit. It helped members to acquire planes of their own.

Through all its activities, however, it has continuously stressed safety.

It is true that some members of the club have had accidents. Each of those accidents can be traced to violation of the instructions and safety rules of the club.

But, while accidents have been experienced by some of the licensed members, the club's record for schooling and training has been exceptionally high.

Many people, reading of accidents in which private fliers are killed or injured, cling to the belief that private flying is dangerous. The truth is that flying involves little risk or danger so long as safety rules are observed.

It will be noted that the great majority of accidents involve "buzzing" a home, flying into fog without proper instrumentation or skill, attempting to fly through storms, improper navigation, etc. In nearly every instance the pilot is doing something he has been cautioned not to do. In some cases he is even defying regulation.

It is in the prevention of such accidents that the Umpqua Flying Club can take pride. It has shown by its record that it has instilled a high degree of caution into its members. The record shows that its members have spent much time in the air; that they have greatly improved their efficiency; that they have advanced in competency. Yet this has been achieved with a safety record third best in the nation.

A hand, please, for the Umpqua Flying Club.

Dramatic Operation Finally Restores Wounded Soldier

POST FALLS, Idaho — William Henry Shaw was 19 years old when a German bullet struck him in the neck on an Italian battlefield in the Fall of 1943.

Doctors saved his life but the husky, 180-pound Army Ranger then started an ordeal of mechanical feeding and loss of taste that was to last more than 13 years.

Shaw, now 33, told a reporter here of a dramatic operation at Spokane that has finally restored him to normalcy.

Caused Constriction

The bullet of World War II caused a severe constriction of his esophagus, the throat tube between the mouth and the stomach. Every swallow was like choking on a piece of meat. His weight dropped to 118.

On Thanksgiving Day, 1943, Army doctors inserted a tube directly into his stomach and placed him on a diet of strained food and liquids.

"I would just pour the liquids into the tube," he recalled. "I could get full just like anyone else but there was no sensation of taste."

Despite his affliction, Shaw was able to marry and he and his wife Eda now have a 9-year-old son.

Three years ago, the stomach tube was removed and he was able to take some liquid by mouth. But swelling in the throat developed and he was back to taking food

through tubes inserted into veins in his arms.

Couldn't Remember

"By then, I was really desperate. I couldn't even remember what food tasted like."

But he hung on. Last year he went to a Spokane doctor who told him he could help. A plastic operation was performed, the throat laid open, exposed, and the esophagus revised.

It was risky but Shaw had decided. "I don't care what the chances are. I just want to be able to eat again."

In time, the doctor decided Shaw could try. It was breakfast—coffee, jello and cereal. And Shaw tasted it.

"It was worth everything I had to go through."

While his ordeal has finally ended, he still has his problems. Shaw, now a mechanic for the state forestry division at nearby Coeur d'Alene, is living with his family in a trailer. His house burned down last month.

CITY GOT STUCK

DETROIT — Chewing gum apparently isn't the answer to the financial problems of the Detroit Street Railway. Gum machines installed on 15 city buses dispensed only 9,830 sticks of gum at a penny a stick in a five-week trial. The city's cut was \$14.75.

NEW YORK — One of the great delights of growing up when the world was young — I keep telling myself, now that the world is old — was getting secret mail.

Every adult is sure in his heart he did something when young that no one else ever did before or since.

One of the things I am sure of in my heart is that, as a child, I must have been responsible for the fact the U.S. post office ran so deeply in debt to the public. Certainly it complains to this day that the stamps it sells don't buy it out of the red ink.

Looking back now, I find it hard to figure just why I went overboard for secret mail. I think that basically, as one of the junior citizens in a 7-member family in a one-bathroom (indoors) house, I was reaching for some kind of privacy.

If so, I never got it. My private mail got to be pretty public in our neighborhood. The mere size of it was hard to hide on a street where a postcard from out of town signed by a stranger would stir more lives than the influenza.

Since nobody had ever written to me in my lifetime, I decided to write to them first.

The magazines of that day—as some still are to this day—were full of advertisements which invited correspondence. Once I started answering these invitations I hardly knew where to quit. Opportunity didn't seem to knock at one's door. It merely awaited the lick of a two-cent stamp.

I began by deciding I wanted to be a ventriloquist. My mind was made up by seeing an ad which showed a man carrying a heavy box on his shoulder, and a muffled voice supposedly from the box startled bystanders by calling: "Let me out!"

Naturally the voice came from a ventriloquist on the sidelines, just having fun. The idea of being able to do this appealed to me then (it still does), and I spent at least 12 cents in stamps investigating the price of becoming a ventriloquist by mail. The cost came to more than I could afford at the time, but even now when I pass someone carrying a trunk I always halt and murmur, "Let me out!" Fortunately, no one pays any attention.

This has gone on for so many years that in my own mind I have reached the conclusion it's not a matter of ventriloquism at all. There is somebody in that trunk!

Other invitations I explored by mail were how-to-build-yourself-from-a-skinny-joke-at-the-beach-into-a-muscular-man-who-could-whip-any-bully; how to become an electrical engineer in 12 easy shocks; how to grow chinchillas for profit on grandfather's beard during the uneasy summer months; and how to make quick money by selling Christmas cards to the neighbors just before Easter.

The postman got interested in some of these situations himself. I remember the day I got the reply to the ad saying send-one-dollar and receive 12 different pictures of 12 beautiful girls in 12 different poses. The postman opened that letter himself, looked at the enclosed pictures (harmless photos of old movie stars), sighed in disappointment, and marched bravely forward on his rounds.

Those were the magic days of enchantment, however, to a small eager boy anxious for learning. All that I ever know (or even suspect) I owe to the U.S. postal service. I still regard every stamp I invested was a worthwhile investment. Never since has the world seemed quite as glamorous.

Peter Edson

WASHINGTON — (NEA)—Some sweet day in the not-too-distant future Congress, the executive departments of government and the Democrats and the Republicans are going to have to get together on a bipartisan public power policy, and then stick to it.

This has become increasingly apparent as a result of the kicking around this issue has received in the last few years.

The Eisenhower partnership power policy for cooperation between federal-state-local governments and private power companies has not had wide acceptance. There is still too much pressure to let the federal government do all or none of it.

The administration appointed a high-powered commission under retired Adm. Ben Moreell to study this question, then practically ignored its report.

What emerged finally was a cabinet-level committee to coordinate the activities of all government agencies interested in power and water resources. This committee still meets.

BUT WHAT IT HAS EVER done, since issuing its initial policy statement, doesn't get in the papers.

It has no apparent ties with Congress. Anyway, Congress still plays the power issue by the feel of political pressure.

The administration first tangled with Congress over the Dixon-Yates contract in Tennessee Valley.

President Eisenhower now faces new trouble over his nomination of Budget Bureau official Arnold R. Jones to be a TVA director and the reappointment of Chairman Jerome K. Kuykendall as a member of Federal Power Commission.

Because he has no knowledge of the area, no experience as an engineer and no congressional backing, the Jones appointment is taken as a calculated administration insult to TVA.

Chairman Kuykendall has been charged with a number of irregularities in connection with the granting of a license to Idaho Power Co. to build three dams on the Snake River.

A House Interior subcommittee's turnaround of the alternate single high dam at Hells Canyon makes Kuykendall's confirmation more difficult politically in the Senate.

THERE IS GENERAL admission that the single high dam, approved by the Senate, would have more fully developed the resources of the Snake. But because of its far greater cost, there is justification for not going through with it.

If the government built the one high dam at Hells Canyon it would mean that other projects in other parts of the country would have to be delayed.

This is the point on which long-range government power development policy becomes necessary. A Bonneville Power Administration survey last year showed that even when all public and private power projects now licensed and under construction in the north-west are completed, there will still be a shortage of 184,000 kilowatt capacity by 1964-65 and 1,194,000 kw. shortage by 1966-67.

TO MAKE UP THIS shortage, the Department of Interior is now considering the building of a new high, public power dam at Pleasant Valley, below Hells Canyon on the Snake River.

Lower costs and greater benefits are claimed for Pleasant Valley than for Hells Canyon. But if Pleasant Valley is ever built, it would flood out a proposed third Idaho Power Co. low dam at Hells Canyon and it would have to be abandoned.

This, in effect, is a proposed administration compromise with its own past policy and an attempt to compromise with the advocates of the single high dam at Hells Canyon.

IN THE DAY'S NEWS

By FRANK JENKINS

(Continued From Page One)

the bulk of our industrial employment.

So much for the present. But what about the future? Is it clouded? Or is it bright?

For an answer to these questions, let's turn to Dr. J. A. Hall (known among his intimates as Al), director of the Forest Products Laboratory at Madison, Wis. Dr. Hall told a Wall Street Journal reporter the other day that

Government Loses Oil Purchase Suit

NEW YORK — The government lost Wednesday in an effort to get back 66 million dollars which it claimed it was overcharged in oil purchases from private companies.

Federal District Judge Thomas F. Murphy dismissed the government's suit against two major oil companies and four jointly owned subsidiaries.

The successful defendants were Standard Oil Co. of California, the Texas Co., Bahrain Petroleum Co., Ltd.; California-Texas Oil Co., Ltd.; Caltex Oceanic, Ltd., and Mid-East Crude Sales Co.

The government had claimed that the 66 million represented overcharges made by the companies for Middle East oil purchased by the government under the foreign aid program from Sept. 1, 1950, to Aug. 31, 1952.

wood use will double by the year 2000.

He backs up this prediction with the statement that in 1956 paper producers consumed about 36 million cords of pulpwood, as compared with 18 million cords as recently as 1940. This is a period of only 17 years.

He adds that U.S. lumber output last year was 37.5 billion board feet, nearly one-third more than in 1939—only 18 years ago.

The statisticians tell us that from 1980 on the rate of growth in our population will be explosive. All these new people—the rate of growth, we must remember, will be greatest in the YOUNGER ages—will require new dwellings. They will consume more paper and pulp products. New uses for pulp and paper products are multiplying (one concern is already preparing to turn out disposable paper shirts.)

All in all, Dr. Hall's prediction that wood use will double by the year 2000 seems extremely reasonable.

Starting?

Wait a minute.

You haven't heard anything yet.

Dr. Edward G. Locke, chief of the division of wood chemistry of the Forest Products Laboratory, says:

"We're about 10 years away from extensive use of wood AS A SOURCE OF CHEMICALS. In another 50 years, wood that is now discarded may OVERSHADOW PETROLEUM AND COAL as a source of industrial chemicals."

That is to say:

The time will come when big chemical industries will grow up alongside our big lumber and pulp and paper industries.

Our future is BRIGHT.

'Electronic Brain' Defense Facility Under Construction

MOSES LAKE, Wash. — Construction started this week on a \$14-million dollar "electronic brain" operations center to help gather information for the air defense network.

The three-story, windowless building is called a Semiautomatic Ground Environment (Sage) center and is one of about 40 planned around the country by the Air Defense Command.

Others are being built at McChord Air Force Base near Tacoma and near Albany, Ore. A fourth is planned for the Pendleton, Ore. area.

The center here will house a complex array of high-speed computers, "memory systems" and other electronic devices. It will receive information from radar stations, ground observers and others, identify enemy airplanes and missiles, plot courses, directions and speeds and flash directions to interceptor aircraft and missile batteries.

The SAGE operation was developed by the Lincoln Laboratories at Massachusetts Institute of Technology and the Western Electric Co.

The Howard S. Wright Construction Co. and the Lease Co. Inc. of Seattle and the Hoffman Construction Co. of Portland started work on the SAGE center here. Information will be channeled to the 270x150-foot reinforced concrete building over dozens of leased telephone lines.

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