

Countdown For Oriskany Starts As Weather Improves

In The Day's News By Frank Jenkins

In Las Vegas the other day, a radio station sent one of its reporters out to do a man-on-the-street questionnaire on Laos. Parking his microphone on the sidewalk, he began asking passers-by: "Where is Laos, and why is it so important in the news?"

It was a washout. He found ONE person who thought it was somewhere on the other side of the world but didn't know where. He got this answer from an elderly couple: "We couldn't have the slightest idea; we're only visiting here."

Of course it happened in Las Vegas — and the Vegas is the Vegas. Historians and geographers are admittedly not very numerous there. But if the general run of people are as vague as all that about Laos maybe we'd better do a little backgrounding on Southeast Asia, of which Laos is a part.

What we are reading about in the big headlines these days is the remnant of French Indo-China, French Indo-China, historically, is a group of Southeast Asia states that for nearly a century before World War II were French colonies. It included Annam, Cambodia, Cochinchina, Tonkin, Laos and Viet-Nam — all familiar names in the news these days.

The Chinese ruled Indo-China until about the 900's A.D. The next seven or eight centuries saw more or less constant fighting to throw off Chinese rule. The French began to intervene in Indo-China about 1875. For three quarters of a century there was more or less constant fighting, and by 1907 the French gained control of the entire area.

In World War II, the Japanese overran practically the entire region, but when they were defeated they lost it all. In the peace settlement that followed World War II, the French took Indo-China back.

But — in the meanwhile — the PEOPLE of Indo-China had developed a strong desire for independence. When the war ended, they set out to throw off French rule. Under the leadership of Communist-trained Ho Chi Minh, they eventually ran the French out. By that time, however, the Chinese communists had come to the conclusion that THEY wanted and needed ALL of Southeast Asia. So they set out to TAKE it. By then, we had learned in the hard school of experience that these Chinese communists were not the "simple agrarian reformers" we had been claiming they were. So we started out to do what we could to checkmate them.

Sad to say, we didn't have much luck then, and we haven't had much luck since. Because of Communist Ho Chi Minh's help in running the French out, the people of Southeast Asia, especially the people of the former French colonies, leaned toward the communists and were suspicious of the U.S. because we were allies of the French. That probably explains why the communists have had the inside track in all the ruckuses since then. They probably still have the inside track. The French have never had too much luck as colonizers. Unfortunately, they have tended to take too much from their colonies and to give too little back.

Anyway — in capsule form, there is the background of this Southeast Asian business. Communist China WANTS Southeast Asia. Communist China NEEDS Southeast Asia. Among other things, only Burma sells more RICE in world markets than this Indo-China area. Rice makes up two-thirds of its exports. Rice is the chief food of the Chinese. China, reportedly, can't produce enough rice to feed its people. If it could grab the rice of Indo-China, it would help.

That helps to explain why communist China is so deeply involved in this Southeast Asia business.

### Hunt To Coordinate 'Welcome Mat' Plan

SALEM (AP) — A Portland public relations man, Phil Hunt, has been retained to coordinate the Oregon "Welcome mat" program, the State Highway Department has announced.

Hunt recently started his own public relations business in Portland after 14 years as manager of the Portland Chamber of Commerce publicity department.

## EDITORIAL PAGE

4 The News-Review, Roseburg, Ore., Sat., May 19, 1962

### LOCAL SERVICE AIRLINE

By Charles V. Stanton

An interesting analysis of the operation of local service airlines is contained in a recent bulletin issued by the Air Transport Association of Washington, D. C.

The report covers the operation of 13 scheduled airlines of which West Coast Airlines is one. West Coast Airlines provides air service to Roseburg.

The thirteen airlines serve 580 small communities. This is an expensive service because of the short hauls. In fact, the cities served average out at 79 miles apart. On the West Coast schedule most of the flights are shorter than the average.

Where the trunklines and international lines carry passengers flying hundreds and even thousands of miles, the average passenger flight for the local service airlines is 200 miles. The average per passenger cost is only \$16. The local service airlines must operate between low-traffic points, and they cannot expect cargo tonnage equal to that originating in large cities.

A threat here in Oregon is the "use it or lose it" program of the Civil Aeronautics Board. A station must provide at least five passengers daily, while each segment of a route must show an average of seven passengers on all flights, or service is discontinued by federal order.

#### Plane Use Growing

Yet the State of Oregon is engaged in an extensive highway construction program. As more and better highways are built there is less demand for planes between local points. This endangers continuation of service in a good many points.

West Coast Airlines has greatly expanded the area it serves. In so doing it has been unable to keep pace with the need for more planes and other equipment to serve each point adequately. Its traffic in and out of Roseburg has suffered because of a reduced number of flights and the time of flights, as well as the equipment in use. At the same time, from the standpoint of the airline, it has reached into a good many points that have a far higher business potential than here in Roseburg, where highway improvement has eliminated much of the demand for air transportation.

For example, I once used the plane frequently between Roseburg and Eugene. Then it took two hours or more to drive a car between the two points. Now I can drive to Eugene in about an hour, less time than it takes to go by plane when the dogleg to North Bend is included.

Or, I nearly always took the plane to Portland when it was a five or six hour drive by car. Now I can drive it in two and a half or three hours (less if the State Police would leave me alone) and can be in downtown Portland in approximately the same time it requires to go by plane, if the dogleg to the coast is included.

But, despite this fact, passenger use of planes is growing. While I seldom use the plane nowadays to go to Portland, the plane is the most satisfactory way to travel to Seattle, Boise, San Francisco, etc., and more and more of our people are using the plane if traveling more than 200 miles.

#### Improvements Noted

These thirteen airlines carried 6,478,000 passengers in 1961. That was a gain of 15.9 per cent over 1960. These passengers flew 1,343,800,000 miles, a gain of 17.1 per cent over the previous year. Air freight increased 42.8 per cent, express 24.8 per cent and mail 23.6 per cent.

This year, for the first quarter, local service passenger miles are running about 17.5 per cent ahead of last year.

There's a nostalgic factor in the progress of the airlines for some of us who feel we pioneered in the field of aviation. These short haul outfits all started out with the twin-engine DC-3, a slow, dependable flapping wing workhorse. We once thought the DC-3 was about "tops" in the form of air transportation. We loved it. But DC-3s are rapidly being replaced by faster, smoother, more comfortable planes. Replacements chiefly are turbo-prop planes. They are less expensive to operate, faster, pressurized, easier to handle, etc.

But, as statistics indicate, fixed wing planes are losing much of the short-haul trade, but are showing a very large increase in travel between more distant points.

This leaves the field open for a new type of service — a service we may expect in the very near future.

We'll doubtless have helicopter pickups for short hops, the local service lines will cut down the number of stops, using helicopters to gather their passengers into central locations, and will thus speed travel time to the major terminals.

## DEAR ABBY

Abigail Van Buren

### If At First You Don't Succeed...

DEAR ABBY: I am married to a heel. I have been to see an attorney, and he in turn sent me to a priest. So far I have been to four priests with no solution in sight. Not there someone else besides a priest who could give me counsel?

HOLY MESS: If you really want "counsel," a combination of four priests could certainly provide it. Maybe you're not listening. Try a marriage counselor.

DEAR ABBY: Can you offer any suggestions on how a respectable young woman can become acquainted with a gentleman who has lived on her street for many years but whom she has never met? I live at home with my family and he lives nearby. He lives alone and I don't think he is interested in anyone else because he is home almost every evening and on weekends. (I see his light burning.) He is very conservative and on the shy side and so am I.

DEAR SHY: Unless you want

to be forever "lonely," you had better use a little ingenuity. Put the "good neighbor policy" into action. Ask a good neighbor to arrange a small neighborhood get-together, and be sure to include your shy friend. Perhaps he is not for you at all. But at least you'll know.

DEAR ABBY: Will you tell me if it is proper to bring an "escort" to a wedding? I am being married soon, and many of my friends have told me that if they can't bring their own "escorts" they are not coming. I have invited about 16 of my girl friends to my wedding and reception and I cannot afford to let them each bring an escort. What should I do?

UPSET BRIDE-TO-BE: DEAR ABBY: An engaged bride may request permission to bring her "intended" to a wedding. But not any old "escort."

CONFIDENTIAL TO "WILLING TO WAIT": Don't be a fool. His wife has the respectability of being his "Mrs." She also has all the legal protection, plus the "children whom he adores." All you have is his "word," which you surely know is not worth very much. Surrender, dear.

For Abby's booklet, "How To Have A Lovely Wedding," send 50c to Abby, Box 3363, Beverly Hills, Calif.

Everybody has a problem. What's yours? For a personal reply, write to Abby, Box 3363, Beverly Hills, Calif. Enclose a stamped, self-addressed envelope.

Peter Edson

## Export Market Stability Is Dream For U. N. Group

WASHINGTON — (NEA) — Establishment of a \$1.8 billion international fund for the stabilization of export markets will be the big business before the 10th annual meeting of the United Nations Commission on Commodity Trade in Rome.

If this complicated enterprise can be set up, it could have tremendous influence on the success of not only the Alliance for Progress in the Western Hemisphere, but also for President Kennedy's foreign trade expansion program and all free world international trading.

There is as yet no blueprint to show how this business would work, if it will work at all. It is still a gleam in the eye of a lot of farsighted people who recognize the economic dislocations caused in many countries by fluctuating commodity prices and prices.

The idea of commodity market stabilization was included in the Alliance for Progress Charter signed in Punta del Este, Uruguay, last August. Its final section called for analyzing "the proposal for establishing an international fund for the stabilization of export receipts" and for preparing "a draft plan for the creation of a mechanism for compensatory financing" in fluctuating markets.

For an oversimplified example of how it might work, take the case of Colombia, a principal coffee exporter.

Every time the New York price of coffee drops one cent a pound, Colombia's coffee producers lose \$7.5 million.

Colombia now has an Alliance for Progress development plan which will cost roughly \$300 million a year. Any year there is a bad crop or even a bumper crop which drives down prices, Colombia doesn't have the foreign exchange to carry on development work. All it can do is cut back.

## Rosellini Asks Funds For Study Of Ship Canal

WASHINGTON (AP) — The allocation of funds for a study of a ship canal between Puget Sound and the Columbia River was recommended this week by Gov. Albert D. Rosellini of Washington.

The governor's views were presented to the House Public Works Appropriations Subcommittee by Mrs. Robert W. Utter, who described herself as a Longview, Wash., housewife.

Rosellini, she said, was advised by the Army Engineers that \$60,000 could be used to begin the study in the year starting July 1.

Mrs. Utter said the main industries of the area that would be served by the canal are lumbering and manufacturing of lumber products. It is also one of the severely economically depressed areas of the state, she added.

Backers of the canal "visualize it as a means of providing ocean transportation for the products of the area and an important stimulus to industrialization and economic development," she added.

Mrs. Utter said the state administration also endorses the \$300,000 asked by the Bonneville Power Administration to plan a proposed Pacific Northwest-Pacific Southwest extra voltage common carrier interconnection.

"Regional interconnections of this type will assure maximum utilization of the hydro and thermal power resources of the Pacific Coast states," she said.

## Power Projects Need More Cash, House Is Told

WASHINGTON (AP) — Two groups have told the House public works appropriations subcommittee that more money is necessary for power projects in the Pacific Northwest because of rapidly growing needs.

Herbert G. West, executive vice president of the Inland Empire Waterways Association, and Byron Price, chairman of the Pacific Northwest Conference Utilities Committee, testified this week.

West said the power needs of the region are expected to double in the next decade, and Price said it would take combined effort of the federal government and local utilities to meet expected power needs.

Spokesmen for both groups said \$11 million is needed for Green Peter Reservoir in Oregon, \$2 million is needed for Little Goose Lock and Dam in Washington, and \$3.5 million is needed to start the Brucers Eddy Reservoir in Idaho.

The budget recommended \$6.1 million for Green Peter, \$1.6 million for Little Goose and nothing for Brucers Eddy.

Waterways Association spokesmen called Brucers Eddy one of the most important units in the regional flood control system.

They also asked for an increase of \$300,000 in the budget request of \$100,000 for a water development survey in the Willamette River Basin.

The alternative would be to set up an export stabilization fund, to which all coffee-producing countries would contribute. Any time an exporting country had a bad crop year and a shortage of foreign exchange, it could draw on this reserve by a temporary loan which would tide it over.

This was the situation which Jorge Mejia Palacio, Colombia's minister of finance, described at the opening of the Inter-American Development Board of Governors meeting in Buenos Aires last month. He was extremely critical of the Alliance and the IADB for not having done anything to correct such conditions in their first year operations.

Mejia Palacio did emphasize the problem, however. And the most important decision taken at Buenos Aires was to explore possibilities for stabilizing commodity markets.

Teodoro Moscoso, United States co-ordinator for the Alliance for Progress, has the idea that any plan worked out by the IADB should be limited to stabilizing exports so that funds can be guaranteed for carrying on development.

The Rome U.N. meeting will of course tackle the problem on a worldwide scale. Export stabilization would then function something like the International Monetary Fund. One idea is to turn the new job over to the IMF. Another is to set up a separate fund and organization which would work with the IMF, International Finance Corp. and World Bank.

## Soil Conservation Supervisors Hold Recent Meeting In Elkton

By MRS. C. W. HENDERER

The Umpqua Soil Conservation Supervisor's meeting was held recently in Elkton.

E. G. Dunn of Reedsport and Smith River was voted soil conservation "Man of the Year" for the Umpqua District. The group also voted William Knuutila as a supervisor to replace Ray Holiday.

Costs: Mr. and Mrs. Fred Kruse and Larry, and Mr. and Mrs. Ken Molitor and family, all of Coos Bay, spent last weekend at the summer cabins on the Umpqua river.

Gloria Haines spent several days recently in the Cottage Grove Hospital under observation. She has returned to her home.

Mrs. Dorothy Snow had a Mother's Day tea for her sixth grade class recently at the school.

Mrs. Laura Mitchell had a special Mother's Day program recently for her third grade mothers. The students participated in a speaking contest. Shelly Mitchell was first prize winner. Each mother was presented with a corsage and refreshments were served.

The CYF group of the Christian Church will travel to Eugene Saturday evening to attend a "Youth For Christ" meeting. The young people will go in cars.

Walter Duff of Corvallis spent last weekend at the Norman Weatherly home.

Janice Taylor has returned to her home in Elkton from Corvallis where she was in the hospital for the past three weeks.

## Former Riddle Mayor Dies In Kansas Veterans Hospital

By ERMA BEST

Word has been received in Riddle of the death of Otto Griffith, 53, on May 8, in a veteran's hospital in Wichita, Kans., where he had lived for the past several years.

He leaves a wife, one son in the service overseas and four daughters in Wichita. A former Riddle resident for a number of years, he was at one time mayor. He was a member of the Harbor Plywood office force and later opened a jewelry and gift shop.

#### Visitors Leave

Mr. and Mrs. Virgil Minor have returned to their home in Portland following a month's visit at the home of their son-in-law and daughter, Mr. and Mrs. B. H. Mann, and with their grandchildren, Mrs. Paul Parrel of Canyonville. The Mann's son-in-law, Ritchey Price of San Pablo, Calif., was also a recent visitor while in Oregon for interviews relative to prospective teaching positions.

Recent guests at the home of Mr. and Mrs. N. L. Addis were the latter's aunt and uncle, Mrs. Abbie McKellops and Earl Bartlett of Julesburg, Colo., who were here to attend the funeral of their sister, Mrs. Elmer McCurry, held May 12 in Grants Pass. Also here to attend the funeral were a grandson and wife, Mr. and Mrs. Donald Addis of Seattle, Wash., and friends, Mr. and Mrs. Walter Painot of Sacramento, Calif., and Mr. and Mrs. Roy Nichols of Elmira, Kan., who will be graduated from Washington State University in June, spent the week-end with his mother, Mrs. H. W. Hiles and Mr. Hiles. He is accompanied by his fiancée, Miss La Vonne Stayton, and her sister, Miss Christina Stayton of Moscow, Idaho.

#### Walkers Make Trip

Mr. and Mrs. Charles A. Walker spent Mother's Day weekend in Madras as guests of their son and daughter-in-law, Mr. and Mrs. Charles A. Walker Jr. and family. Mrs. S. C. Harman of Portland was a weekend guest at the home of her daughter, Mrs. Dale Page, coming especially to attend the

## N.D. Grange Gives Contest Awards

By IRENE AMES

County Extension Agents Mary Fletcher and Data Hochhalter were judges for the National Grange Sewing Contest held at the North Douglas Grange Hall in Curtin recently. The North Douglas Grange was the only Grange in the county entering the contest.

The dresses entered in the contest were judged on the subordinate and Pomona levels. Mrs. Edwin Johnston of Curtin placed first among the 11 entries submitted. Other winners were Mrs. Lester Hamacher, second; and Mrs. L. L. Simpson, third. Mrs. Archie Hurd placed first in the Class C division. Mrs. Johnston's entry will be sent to the state Grange for final judging all winners were awarded prizes.

At the recent meeting of the Grange, a Mother's Day program was presented with Mrs. Les Hamacher in charge. Poems, songs, and a Mother's Day skit were included in the program.

May 20 was set as Church Sunday and members will attend the Drain Baptist Church.

The Grange will hold a pancake and waffle supper June 9 at the Hall. Serving will be from 5:30 to 8 p.m.

Mrs. Elmer Breier was elected to attend the State Grange at Grants Pass in June.

Black On Way Home

Mr. and Mrs. J. W. Black have received word that Vale Black has sailed from Germany and will be home soon.

Mr. and Mrs. Lester Sands have purchased a new trailer house which will enable them to live near their cafe and service station.

## Church Activities

### Churches Active In Canyonville

By MRS. R. E. PROCTOR

Vacation Bible schools have been scheduled in June by three Canyonville churches, according to announcements made this week.

#### Dates Listed

The first one is that of the Assembly of God church, the Gospel Tabernacle, which will be held June 4-15 from 9 until 11:45 a.m. each Monday through Friday in the CBA auditorium. "Full Speed Ahead with Christ our Captain" is the title of the nautical theme planned by the church. Mrs. C. J. Brent is director. Children ages four through 14 are invited.

The Seventh-day Adventists will hold their vacation school the week of June 11-15 for children ages five through 14 from 9 a.m. to noon. "God's Wonderful World" is the theme title this year, according to Mrs. Dan Daniels, director.

The Canyonville Methodists will hold their vacation church school the week of June 18-22 from 9 until 11:30 a.m. daily. The National Council of Church's theme, "The Bible," will be used for ages 4 through 11. The junior high young people are invited to a church membership class to be held at the Norman Hanson home with the Rev. Don Campbell in charge and Mrs. Hanson assisting.

All schools feature stories, games and crafts and song suitable to the theme chosen and all will conclude their school with a program for parents in the evening.

#### Stanton Park Visited

A fellowship potluck dinner was held by the Canyonville Seventh-day Adventist Church Saturday following the church service at the Charles V. Stanton Park in Canyonville in honor of and to welcome into fellowship the new members of the church.

The annual picnic and outing of the SDA church and elementary school was held Sunday at the Milo junior camp.

A joint baptismal service was held by the Canyonville and Glenade SDA churches Saturday afternoon at the Canyonville auditorium with Elder Harry Davis, pastor, officiating, and evangelist George Knowles of Roseburg, speaker.

A field trip to the Oregon Caves National Monument was enjoyed by the pupils of the SDA elementary school Thursday. They were accompanied by Mr. and Mrs. Merritt Cooker, teachers, and several mothers.

## Christian Science Lecture Scheduled

The Roseburg First Church of Christ Scientist will present Hazel R. Harrison of Santa Monica, Calif., in a public lecture at the church next Tuesday at 8 p.m. Her subject will be "Christian Science."

Mr. and Mrs. Victor Smith and family of Eugene were Sunday dinner guests at the parental Jim Snow home.

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### Churches Active In Canyonville

How it Satisfies Human Longings

The lecture is free and local church members have invited the public to attend.

A member of the Christian Science board of lecturers, Miss Harrison is a native of Pomona, Calif. She was educated at the University of California at Los Angeles and at the University of Southern California. She taught at one time in secondary schools of Arizona and California. She entered the public practice of Christian Science healing in 1932.

She is currently on a nationwide lecture tour.

### Lutheran Churches Preparing Merger

PORTLAND (AP)—The Pacific Synod of the United Lutheran Church of America is preparing to merge with three other Lutheran groups to form an organization with more than 45,000 members.

Delegates to the Pacific Synod Conference in Portland recently re-elected officers to serve until September, when the merger with the Augustana, Suomi and American Evangelical synods is completed.

Officers are Dr. Edwin Bracher, Seattle, president; the Rev. Olin Dasher, Seattle, first vice president; Dr. John Caudle, Salem, second vice president; the Rev. Arthur Wulf, Longview, secretary; and H. A. Halverson Jr., Longview, treasurer.

## Reader Opinions

### What's Happened To Dog Muzzle Law Asks Reader

To The Editor:

Why do we go to the polls to elect candidates when it seems the laws they pass are so full of holes our voting would appear to be a waste of time?

Not long ago there was a law passed that all dogs running at large had to be muzzled. We have a dog in our neighborhood that has ripped open the face of a 2-year-old girl, a gash that needed seven stitches to close, then later bit a 5-year-old girl's hand.

The affair has been reported to the district attorney, to the health officer and to the dog control officer, but the dog still runs loose. He also kills all the cats he can catch.

I am not a dog hater, as I own two beautiful elkhounds, but they are kept at home or are put on a leash when off our property.

What has become of the law? Has anyone an answer?

Mrs. Otto B. King  
141 N.E. Pleasant Ave.  
Roseburg, Ore.

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by Hazel R. Harrison, C. S. of Santa Monica, California

Member of the Board of Lecturers of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts

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