

Air Service Curtailment Possibility

Roseburg's civic leaders are greatly concerned with the proposal to curtail airline service in and out of Roseburg. West Coast Airlines, which provides Roseburg with local air schedules, has requested permission to cut its stops to one-half. There is grave danger that the service eventually will be halted entirely.

Roseburg, however, is not alone as it faces the threat of reduced air service. West Coast already has eliminated some former stops and is seeking to get rid of other stations where the operation isn't profitable.

Several reasons exist for this changing phase of commercial aviation.

One reason is found in bigger and better planes which, however, can't land and take off in limited areas, and which are more profitable on long runs. Another factor is improved highways reducing the need for air transportation. Then, too, the federal government gives a healthy subsidy to local service lines. It would like to reduce this expense.

Poor transportation is one of Roseburg's greatest handicaps.

A quick look at the business and industrial structure will show that successful sites are those with transportation competition. Big business and industry shun areas lacking competition between rail lines or between rails and water.

Aside from the airline, people can reach Roseburg only on buses or private automobiles.

A few years ago Roseburg was threatened with elimination of the Veterans Hospital here because inspectors, who travel chiefly by air, lost two days on their inspection trip. With the coming of West Coast Airlines the threat disappeared. But what will happen if West Coast eliminates Roseburg from its schedules?

This country has 13 local service airlines. They serve some 600 cities. Routes extend more than 46,000 miles. They receive almost \$70 million in federal subsidy.

But, as highways improve, the need for air transportation decreases.

West Coast Airlines has been a most valued contributor to Roseburg's econ-

omy and welfare. Yet, as the freeway has been built, public use of the airline has declined until Roseburg is dangerously near the "use-it-or-lose-it" policy limits of the Civil Aeronautics Board.

When one considers a West Coast flight from Roseburg to Portland, going by way of the North Bend dogleg, he finds he can drive a car to downtown Portland over the freeway in almost the same time taken by the plane including the trip in from the airport.

And that leads to another factor. West Coast inaugurated its service with the DC-3. This airplane is the so-called "workhorse" of the aviation industry. It is used for many purposes. It is relatively slow. It can get in and out of short fields. It is safe and sturdy.

But it is being replaced with faster and more comfortable planes.

West Coast, for example, is switching to the F-27, a prop-jet job, with pressurized cabin. It is a more comfortable plane, travels much faster than the DC-3, but can't get in and out of small fields nearly so easily—and Roseburg's field barely meets CAB standards.

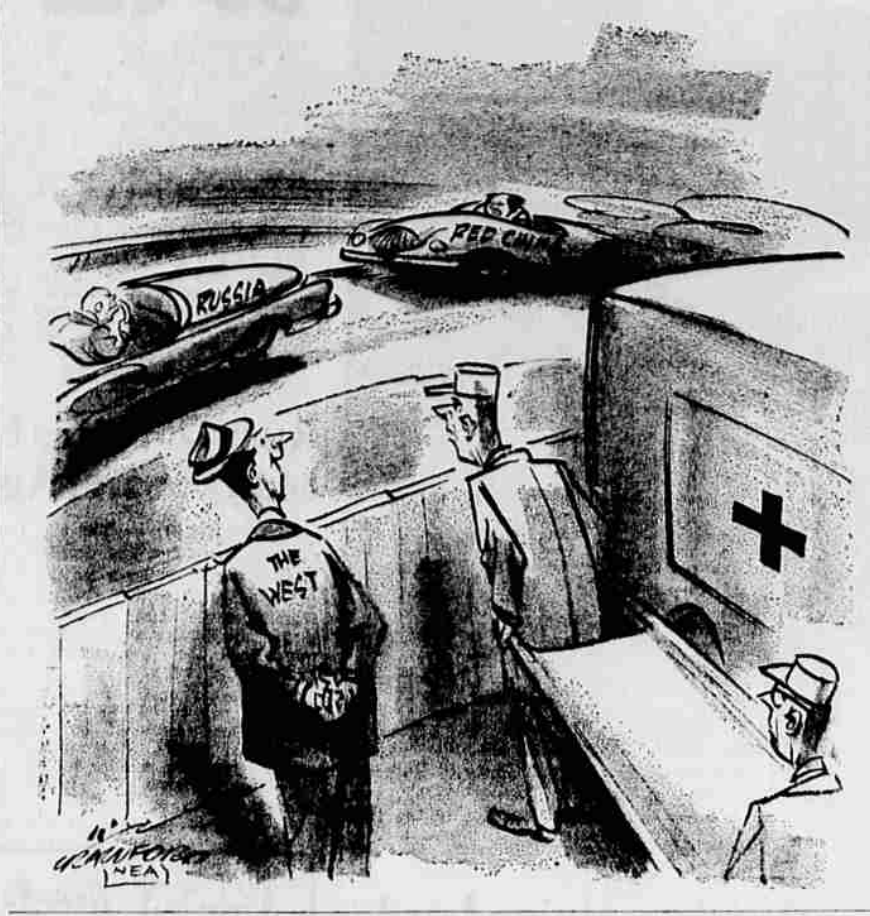
It is getting impossible to keep DC-3's in the air. They are no longer being made. As parts wear out, users are finding replacement to be extremely difficult. It will not be long until they no longer will be in service for carrying passengers.

At the same time the airlines, which started out as local carriers, are consolidating and are extending their coverage. The federal government is encouraging air competition into the larger cities and also is seeking to reduce subsidies.

The answer probably is to be found in the development of small planes or helicopters that will provide a service the airlines rapidly are shucking off. Nearly all of our major airports today have helicopter service to surrounding communities.

Perhaps this eventually will be Roseburg's answer to the air transportation problem. In the meantime we can only keep our fingers crossed, hoping that West Coast can fill what seems to be a diminishing need until something more satisfactory can be found.

"It Will Be a Shame If All You Need Is a Bandaid"



London's Scarlet Lady Prospering

By ROBERT C. RUARK
You can have Cleopatra. I'll buy you should pardon the expression—Christine. She has certainly rediscovered the oldest trade route to riches.

You must credit Miss Keeler, of the great moral flap in England, with being a girl of extreme precociousness as a business woman, and not necessarily in the pursuit of her chosen profession. She is a one-woman industry in her own right, doing this to get some other sidebars, and all the noise has not yet subsided.

At last count she had rung up offers totalling over a quarter-million dollars in England alone for

her part in the Profumo scandal, and, in England, a hundred thousand quid ain't hay, whether it is earned in or out of fist fodder.

Memoirs Sold
Christine is only in her early twenties, but already she has sold her memoirs to the News of the World, a gamy journal with the largest circulation in the Western world. She has caused two colored lovers to be placed in jail for attempting to damage her person, and at this writing the returns were not in on the high-society osteopath, Stephen Ward, who has more rough counts against him in

the immoral league than Lucky Luciano.

She has rocked a government, fired a war minister, gravely disturbed a Prime Minister's golf game, been indirectly involved with espionage—indirectly—shaken the London Stock Exchange rigid, unseed the marijuana market, ruined the entertainment racket in lofty places, and revived the sagging English newspaper business, which had been suffering from poor circulation caused by an overdose of Common Market. Miss Keeler's market was certainly not common; she only dealt with the better brand of Russian naval attaches, marijuana vendors, society doctors and bald-headed war ministers.

Offers Many
I am told that Miss Keeler has been swamped with night-club offers, and a film is being made of her life. She has formed her own production company, Christine Keeler, Ltd., with one of her former female business associates as co-director. Her lawyer, however, has stoutly stated that she will not be allowed to be exploited as a curiosity.

I am with the lawyer all the way. Christine is not a curiosity; she has been a business lady since the age of 15, with excellent timing in client management. She has managed to keep Russian spies and war ministers and society doctors and switchblade musicians separate in her daily chores.

She has managed to arrive at court hearings in vast Rolls-Royces, in a reality accused of being an objet d'art, and, apart from being hammered on from time to time by disenchanted Jamaican lovers, has really suffered very little for her art.

Minister Hard To Find
Apprenticeship is very tough in most trades. Actresses of note have started out with less talent than Christine, and mostly via the same route, except that they had to break in on producers' nephews. A handsome war minister is hard to find.

Christine is what you might call a good, healthy, stand-up girl—great in the clutch, proficient in the clinches, and resilient in emergency. She has an eye to the future, and a positive genius for making money.

Of course, the church, Mr. Macmillan, and Mrs. Profumo tend to be a touch intolerant of Christine's Horatio Algeresque approach to fame and fortune, which is narrow-minded of a group which should know that, as the lawyer said, age must be served.

She Was 15
Christine came in to London as a chapped country wench, and went directly to the heart of the matter at the tender age of 15. She associated with the right people, broadened her acquaintance, and now, at 23 or some such, looks to be permanently wealthy. She stands as one with Ninon de Lenclos, Madame Pompadour, and a few other living ladies whom the libel laws suppress as additional starters.

Rich and famous as a mere slip of a girl, Christine can only remind me of the one quote from a dingy dove when somebody asked her how she got into the business. "Just lucky, I guess," she said. "And, anyhow, I only wanted to be accommodating."

LITTLE LIZ
It may be inconsistent, but in most libraries it's the dusty books that aren't dirty.

- In The Day's News -

By FRANK JENKINS

Two big news possibilities have hung in the air this week:

1. That a nationwide rail strike might be called at midnight Wednesday.
2. That there might be an open break between Chinese communism and Russian communism.

Neither has come to pass—yet.

In Washington, President Kennedy announced late Wednesday that there would be no rail strike at midnight. The nation's railroads and their operating unions, he said, had accepted a Presidential proposal for a delay until July 29 in the nationwide rail strike that had been threatened by the dispute over work rules.

The President, after meeting with both parties, said they would accept the good offices of a special board made up of six members of his labor-management advisory committee. The board, he said, will make a comprehensive review of the work rules change dispute and will send a report to congress on July 22, along with Presidential recommendations for any legislation needed to resolve the four-year-old case.

In the meantime, the railroads will withhold action to put into effect the new work rules and the unions will call off the strike which they had said would follow the putting into effect of the new rules.

The President said, in making his announcement, that he would request NO FURTHER travel.

What of the communist ruckus? This statement in a Moscow dispatch Thursday morning seems to offer a hint of what may be in the air in the big communist dispute:

"Knowledgeable communist sources in Moscow said today it seemed that the two sides realize the pointlessness of the present negotiations and are anxious to call them off, but neither side wants to take the blame for any breakdown."

Which is to say: Neither Peking nor Moscow wants to give the appearance of having CHICKENED OUT.

What both sides need is somebody who can provide an out that

The Almanac

By United Press International
Today is Saturday, July 13, the 194th day of 1963 with 171 to follow.

The moon is approaching its last quarter.

The morning stars are Venus, Jupiter and Saturn.

The evening star is Mars.

On this day in history:

In 1787, Congress set up the first organized government west of the original colonies with enactment of the Northwest Ordinance.

In 1863, riots broke out in New York City against the draft law.

In 1885, Horace Greeley advised federal civil servants to "go west."

In 1961, Adolf Eichmann said during his trial in Israel that the killing of Jews was a hideous crime. He died a year later for that crime.

A thought for the day—The novelist Henrik Ibsen, said: "I hold that man is in the right who is most clearly in league with the future."

Warmer Weather Due

The five-day weather forecast, according to the Weather Bureau station at the Roseburg Airport, calls for temperatures near normal for Southwest Oregon with highs of 82 to 92 except in the low 60's along the coast. Lows will be in the 50's. No precipitation is expected.

will save the faces of both sides. Hopeful thought.

Both in Washington and in Moscow, there appear to be some faint glimmerings of realization of the fact that in these days we are playing with some terribly dangerous toys.

What the world needs, at this increasingly critical moment in history, is an infusion of plain, common horse sense. Something of that sort seems to have taken place in Washington last night.

As to Moscow and Peking, about all we can do is to wait and watch.



UNCLE AL'S STORY CORNER

by Alan Knudtson
of KNUDTSONS' JEWELERS

A tuning fork, some transistors, electro-magnets, resistors, a battery, and lots of wires insulated in various plastic sheathing colors, all crammed into a metal pill-shaped container smaller in diameter than a half-dollar and only about twice as thick, make up the works of the Accutron timepiece.

In a blaze of semantics, the Accutron is claimed not to be a watch, since watches are mechanical, but simply a timepiece. Perhaps a certain amount of semantic license is admissible, since the Accutron is actually a most remarkable timepiece. For example, its manufacturer, the Bulova Watch Company, guarantees the watch to run within one minute per month variation in timekeeping. This accuracy is assured by the humming of the actuated tuning fork, which can be heard, instead of the usual ticking, by holding the timepiece close to one's ear. The vibration of the tuning fork, no larger than the end of a paper match, is translated to the teeth of a ratchet wheel with teeth so fine that the human eye sees the teeth only as a perfectly smooth surface on the wheel.

All of the electronic marvels of miniaturization are crammed into this little package that will run with less than 12 minutes variation in one year on one battery the size of an aspirin tablet.

Accutron is, in a way, part of the conquest of space! Passing overhead countless times in the Explorer VII Satellite, it represents the first and only timing device that could be left unattended millions of miles in space. Miniaturization of an extremely accurate timing device for the Space Agency was actually more of an impetus to the development of Accutron than the desire by the Bulova Watch Company to make a new timepiece of this quality and accuracy.

If you're down town, come in; we'll be glad to show you the mechanism running... no sales pressure, either. It's a real masterpiece of time-keeping ingenuity, and we're proud to show it to anyone who'll take the time to look at it.

(Advertisement)

THE LIGHTER SIDE:

Washington Tops In Brochure Work

By DICK WEST
WASHINGTON (UPI) — Most of the great cities of America suffer from a chronic metropolitan malady known as hardening of the traffic arteries.

It is generally agreed that unless something is done the nation's urban areas will eventually succumb to an attack of thoroughfare thrombosis.

It also is generally agreed that the only solution to the problem lies in the improvement of mass transportation.

I am not aware of what measures other cities are taking, but I am pleased to report that the nation's capital is acting with alacrity, or, putting it another way, is forging ahead to a standstill.

Seldom a month goes by that some government or private agency doesn't bring out an illustrated brochure that provides an artist's concept of a mass transportation system for Washington.

Copies are sent to Congress and the White House, where officials look at the pictures and exclaim "Isn't that interesting brush work!"

Then the traffic department changes the direction of one-way streets again, and that takes care of mass transportation until the next brochure is issued.

The feverish pace that has made Washington the top U.S. city in the development of mass transportation brochures already is producing beneficial results.

For one thing, it provides employment for a large number of artists. For another, it gives motorists something to read while they are waiting for traffic to become unjammed.

The latest brochure to come to my attention takes the form of a report to President Kennedy from O. Roy Chalk, head of the local transit company and leading builder of air castles.

When Chalk comes to grips

Reader Opinions

Poison Users Are Urged To Be More Careful

To The Editor:

Some person in the area of Crescent Ave. and Dixon St. is putting out a very strong poison. I can't figure the reason for the poison, but would urge the persons or person doing this to get some other kind of poison.

I'm sure they would do so if they could have watched, as I did, two little digger squirrels suffer acute agony for more than 24 hours. One died. Finally I couldn't stand the pitiful cries of the other tiny thing, so I took it to a veterinarian to have it put to sleep.

If any of our pets, such as our cats or dogs, should accidentally get some of this poison, the owners might become quite angry.

I keep my dog at home and I do not have a cat, but our neighbors have pets.

So we would urge those putting out this dreadful poison please to be careful. Surely there is something on the market that wouldn't cause innocent animals to suffer so agonizingly for so many hours.

Watching and hearing their suffering is a horrible experience. Of course, I'm assuming that the party responsible for the poison has some sort of compassion for something or someone less capable of thinking of these poisons.

M. Kent
1189 N.E. Crescent Ave.
Roseburg, Ore.

The Editor's Corner
By Charles V. Stanton

Damage Sometimes Results From Fish Transplantings

The Oregon Fish Commission has been receiving widespread publicity from the plan to airlift a large shipment of shad eggs from the Columbia River to Pennsylvania's Susquehanna River.

This transplanting of fish stocks has been practiced for many years. In some cases the transplant has been successful. In other cases the "donor" has been most critically damaged, as, for example, the Umpqua River.

Between 1900 and 1944 the Fish Commission moved many millions of spring chinook salmon eggs from the Umpqua. The greatest damage was between 1926 and 1942 when some 34-million eggs were taken from the watershed and moved to other waters. Upstream migration of salmon was stopped at Rock Creek.

The first racks for purpose of taking chinook salmon eggs to replenish or revive other streams of Oregon started as far back as 1900.

In the year 1914 the Fish Commission relieved the Umpqua of more than 7-million eggs. During the five years from 1914 to 1919 the outgo amounted to more than 24-million eggs. Racks were shifted from place to place and did not entirely halt upstream migration until 1928. In that year permanent racks were built at Rock Creek and completely blocked the stream.

Nature provides a cycle whereby salmon spawn and die. Their carcasses remain in cold water. They disintegrate and in this process they feed crayfish and other underwater forms of aquatic life which, in turn, become food for various species of fish.

Loss of upstream migration of salmon in the Umpqua was reflected by an epidemic and almost complete disappearance of crayfish. Only recently has there been a re-appearance of the river's bottom feed. Salmon migration dropped off in the most startling manner.

What effect the transplant of salmon from the Umpqua to other streams had on those waters is problematical. Some observers contend that a transplant of eggs is not successful. Latest practice is a transfer of pair just before the fish are ready for downstream migration. It has been learned that as salmon and steelhead prepare their downstream trek to the ocean they assume physical characteristics which may be observed by those engaged in fish management. This change in coloration, stim-

Damage Sometimes Results From Fish Transplantings

ing, loss of parr spots, etc., is known as "smoltification."

Since this discovery of fish habits it has become possible to rear fish in hatcheries at a considerable distance from where plants are to be made, introducing the fish into new waters, however, as fingerlings and before they reach the stage of "smoltification."

While there is a question whether the removal of chinook salmon eggs from the Umpqua ever did any good, it is well known that many species of fish have been successfully moved from one area to another.

The establishment of striped bass on the Pacific Coast, moving them from the Atlantic, is a good example.

The Game Commission made a successful plant of Atlantic salmon in some of our high Cascade Lakes. But the transfer of Kamloops trout to Diamond Lake wasn't the success it was expected to be.

Our rivers of the Atlantic seaboard once abounded with shad. But that was before they were filled with pollution, blocked by dams and otherwise abused.

Here on the Pacific Coast we have had an exceptionally fine run of shad this year. The Umpqua River is one of the streams enjoying this migration.

The Susquehanna River presently has several power dams and flood control reservoirs. Water is colder than in earlier years. The shad run for which the river once was noted is almost gone.

But it is believed the shad of the Columbia River, which have developed ability to spawn in colder water and to travel longer distances may be successfully transplanted and thereby return the species to the Susquehanna. Several power companies and the federal government are cooperating in the experiment.

In Days Gone By

Taken from the Files of The News-Review

40 YEARS AGO
July 13, 1923
The Roseburg Baseball team went to Springfield today to play with the team of that city. The Springfield boys play a strong game and are planning on putting one over on the local boys. The fellows from here, however, have been training every night and are going to Springfield to win. Two more games for Roseburg and the local team will stand at the head of the Upper Willamette Valley league.

25 YEARS AGO
July 13, 1938
One of Roseburg's department stores today offers such bargains as ladies' swimsuits for \$1.75, men's swim trunks for only \$9 cents, ladies' sharkskin suits, \$7.50, and men's coats for \$1.89. Shoes are selling from \$1.55 to \$3.98 and include men's, women's, and children's sizes.

10 YEARS AGO
July 13, 1953
A pair of Roseburg beauticians were in the limelight today after they were selected as the winners

In Days Gone By

at the Oregon Beauticians Association Convention.

The Winston Post Office opened at its new site today. The office was moved from space between True's Grocery and Fisher's Variety to the Nielson Building on Highway 99.

SIGN OF PROGRESS
BOSTON (UPI) — Officials at the Children's Hospital Medical Center have discovered a curious way of determining whether a patient is getting better: Counting the "spitballs" on the walls and ceiling.

Lawrence Levinson, manager of housekeeping, reported recently that "this department finds the task of cleaning this material from the walls one to which it does not object. We have found a direct relationship between the number of 'spitballs' on the walls and the health of the patients in the room.

"The more 'spitballs' the better the patient is progressing."



HE'S KNOWN FOR BEING HELPFUL

Many travelers in snowy countries have been rescued by the Saint Bernard — just as many people in this country have been "rescued" through the helpfulness of this bank, in granting loans and offering financial counsel. Need help? You'll find it here.

Douglas County STATE BANK
Roseburg Oakland Sutherlin

The News-Review
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