



FINAL CONTESTANTS in the competition for Miss Skyways for the Roseburg Airport Recognition Days and Air Show are green-eyed Barbara Workman, 18, left, and tiny Cheri Rae Bell. Miss Workman is 5 feet 5 inches tall and is the daughter of Mr. and Mrs. W. H. Workman of Roseburg. Miss Bell is the tiniest of the 10 contestants. Standing 4 feet 11 inches, she weighs 90 pounds. She is 18 and recently moved to Roseburg from Myrtle Point. The air show is scheduled to begin Saturday at 1 p.m. and Sunday at 1:30. (Photo Lab)

ROSEBURG AIR SHOW
Saturday & Sunday
July 27th & 28th

Roseburg Lions Club
BREAKFAST
Sunday 7 a.m. to 3 p.m.
\$1
HOT CAKES, SAUSAGE & EGGS
AT THE AIRPORT

Selection Of Miss Skyways Due Sunday

Excitement is mounting for 10 young ladies who will have their qualities of beauty, poise and personality judged this weekend in the Miss Skyways contest being staged in connection with the Roseburg Airport Recognition Days and Air Show.

The contest and show are being sponsored at the airport by the Roseburg Area Chamber of Commerce, Roseburg chapter of the Oregon Pilots Association, Roseburg Civil Air Patrol and Dalco Inc. (formerly the Umpqua Flying Club.)

Crowning of Miss Skyways will be held Sunday after preliminary judging and the narrowing of the field to four finalists in contest events Saturday. A panel of local judges will have the responsibility of selecting the winner who will receive a trip to Crater Lake as one of her prizes. Beauty will be rated 80 per cent in the judging, contest officials announce. Each entrant will receive a free airplane ride to view her own home from the air.

Flight Shows Blowdown Timber Site

A knotty problem posed by confirmation of reports of heretofore undiscovered blowdown timber resulting from the Columbus Day storm has foresters of the South Umpqua Ranger District at Tiller concentrating efforts in an attempt to work out a solution, according to Ranger Hillard M. Lilligren.

Last week, Lilligren and his new timber management assistant, Raymond C. Schaaf, formerly forester on the North Umpqua District at Steamboat, flew over the vast expanse of timberlands comprising their Forest Service bailiwick for the dual purpose of acquainting Schaaf with the area and to check on reports of the blowdown. The flight was made from the Roseburg airport.

Some 28 air miles northeast of Tiller, in a particularly remote location south of Fish Mountain and near the junction of the boundaries of Diamond Lake and South Umpqua Ranger Districts of the Umpqua National Forest and the Union Creek District of the Rogue River National Forest, the airborne foresters found an estimated 2 to 4 million board feet of timber jackstrawed on the forest floor.

Lilligren explained that the current study of the problem will enable the Forest Service to reach a decision within the next couple of weeks as to whether or not some feasible method can be found to harvest the timber. Considerable road building would be involved to permit access to the site from any of three of the nearest existing road terminals, and the cost may be prohibitive in relation to the salvage value of the down timber, the ranger said.

Senate Calls Union Leaders In Rail Dispute

WASHINGTON (UPI)—The Senate Commerce Committee called the heads of five railroad unions today to outline why they would be opposed to the President's proposal that the Interstate Commerce Commission (ICC) settle the work rules dispute.

One of the five, Charles Luna of the Brotherhood of Railroad Trainmen, charged Thursday night in a statement that the bill is a form of compulsory arbitration and said "giving the ICC life and death control over our working rules is just about the worst possible solution."

Luna said he would rather "let Congress order the parties to bargain, and name a group to sit in and observe what happens. They will soon find out where the free process of bargaining is breaking down," he said, apparently referring to management charges that it is the unions who are refusing to bargain the differences that four times have led to the brink of a nationwide rails strike.

Also called to testify today were R. E. Davidson, grand chief engineer of the Brotherhood of Locomotive Engineers; L. J. Wagner, president of the Order of Railway Conductors and Brakemen; N. P. Speirs, president of the Switchmen's Union, and H. E. Gilbert, international president of the Brotherhood of Locomotive Firemen and Enginemen.

The latest postponement of railroad plans to post work rules eliminating so-called featherbedding jobs and practices, which would touch off a strike, came Thursday when the railroads agreed to a congressional request that they delay the action for another 30 days. The imposition of the new rules had been set for 12:01 a.m. Tuesday.

Congressional leaders had asked the delay to give them more time to consider President Kennedy's plan. Rep. Owen Harris, D-Ark., chairman of the Commerce Committee, said the 30 days should be "plenty of time for Congress to take whatever action is needed."

If the President's bill passes before Aug. 29, railroad management could not impose the work rules and the unions could not

strike for a two-year period while the ICC referees the dispute. The President asked Congress to give the ICC power to make "interim" decisions during that period on changes in work rules changes could be made within six months of implementation of the road spokesman said work rules plan.

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