

Sustained Yield Units Designated For O. & C. Lands

By Elion Barrett
(United Press Staff Correspondent)
Salem, Ore., Nov. 25 (AP)—Many of Oregon's sawmill towns will not be given up to the ghosts of Uncle Sam's sustained yield program for Oregon and California re-vested grant lands works out as planned.

Economic stabilization in lumbering communities and insurance of long-range continuation of an abundant tree supply to meet future requirements are the principal objectives of the program, devised by the interior department.

Ten years ago congress passed an act requiring that O & C timber lands be administered on a sustained yield basis to assure a permanent supply of trees. During the last decade this land has been surveyed, cruised and the timber classified.

Divided Into Units
The lands have been divided into 12 sustained yield master units. Only one, however, the Sisuaw unit, has been approved by the interior department which administers the lands. The status of the other 11 units is pending consideration of testimony heard in public hearings this year.

Zone boundaries have been defined in each master unit and areas have been specified in which logs from each zone can be manufactured.

The plan simply is to retain for mills in each master unit, if logs harvested in that unit. If the program is successful Oregon's numerous lumber towns would not be abandoned because of a lack of timber.

Under the master unit program the O & C administration hopes to place the forest products industry of western Oregon on a "firm and substantial foundation," which will permit harvesting of a certain percentage of logs each year.

Period Selected
For example, the Columbia river master unit—Columbia, Multnomah, Washington, Yamhill, Tillamook and Polk counties—will produce about 72,900 board feet per acre in 50 years, the period selected as the logical cutting rotation for each unit.

There has been objection to the plan, especially in connection with boundaries. But then, O & C lands always have been a point of dispute.

The lands originally were given to the Oregon & California railroad company which planned to build a line through sparsely settled Oregon. The federal government encouraged the move by granting the company alternate sections of land in a long strip through the state on condition that it be sold to settlers at a stipulated price. Several years later the government decided the company was violating the agreement and the lands were repossessed.

Over half the vehicles shipped from automobile factories are delivered to dealers over highways by 150 haulaway or driveway firms.

Air Rescue 'Flying Firemen' Tackle Any Emergency

By James C. Anderson
(United Press Staff Correspondent)
San Francisco (AP)—Any time an airplane crashes or is reported overdue on a flight in the United States, a small, picked team of combat veterans of the air corps is ready to go to the rescue.

These "flying firemen" are members of the U. S. air forces air rescue unit, stationed at strategic bases throughout the nation. Their primary mission is to fly to the rescue in any aerial emergency. They go even if "zero-zero" flying conditions prevail and the search leads to the dangerous mountain peaks of the Rockies or over storm-buffed ocean waters.

Air rescue boasts the finest equipment available for its difficult duty. Each unit has both air and ground equipment, especially designed for the particular type of terrain in which the search centers.

Equipment Diversified
Headquarters of squadron B of ARS, based at Hamilton field, Calif., is typical. Its primary equipment consists of a B-17 Flying Fortress and a B-29 Superfort for long-range reconnaissance; C-52 and C-47 cargo aircraft to carry medical supplies, search equipment and an air-borne radio jeep; an L-5 single-engine "putt-putt" plane, used to comb mountain draws and canyons and for liaison between base and advance units of the search party; an SA-10 Catalina flying boat, affectionately called "The Duck" by pilots, suitable for landings on water or ground, and an R-5 helicopter, whose ability to hover motionless allows search pilots to pin-point wreckage.

No matter whether a civilian or military plane is reported lost or crashed, ARS goes to the rescue. Recently, when Gov. Earl Snell of Oregon and three other men crashed in a desolate mountain area in southeast Oregon, ARS flew its search missions despite weather so bad no other planes would take to the air.

Secret of the success of ARS in finding lost aircraft in recent years is a complex radio liaison maintained between search planes in the air, the radio jeep which gets as close to the probable wreck scene as possible, ground search parties and the unit's home base.

Jeep In Control
The radio jeep is the control point, its radio receiver beamed in on all of the planes in the air as well as being able to transmit instructions to ground men equipped with portable "walkie-talkie" radio sets and talk direct to its home base. Usually, a scanner in one of the planes first spots the wreck and notified the radio jeep. The jeep relays to ground men instructions on how to find the plane.

If there were survivors, ARS always has a "paradoctor" and an enlisted medical orderly who can be flown to the wreck scene and dropped by "chute". Medical supplies, guns and ammunition, life rafts, flares, emergency food rations, warm clothing and other necessities also are dropped by parachute.

If no one survived the wreck, it usually is up to air rescue to re-

move the bodies and fly them back to base.

ARS' duties are not always so grim. Recently, 1st Lt. John Halpin of Detroit, Mich., pilot of the helicopter and one of the finest windmill fliers in the air corps, spent a busy day fanning dry with the rotor blades of his machine 200 acres of cherries which were in danger of being blighted by a rainstorm.

Motor Vehicle Licenses Gain

Salem, Nov. 25.—More than 518,000 motor vehicles have been registered in Oregon in the first nine months of the year and the record-breaking climb is continuing, Secretary of state Earl T. Newby has announced.

Topping the half million mark for the first time last July, registrations on vehicles of all types reached 518,224 on September 30 for the highest figure yet recorded.

Passenger cars neared 400,000, a 12 per cent gain over the same period last year.

Registration fees on vehicles of all types totaled almost \$5,000,000, an increase of better than 20 per cent.

"The number of cars and trucks now operating on Oregon streets and highways is exceeding all expectations," Newby declared. "It means the traffic load is heavier than ever before at the time of the year when driving is most dangerous." He warned that drivers now

face the twin hazards of bad weather and congested roadways, a situation calling for extreme driving care.

Engineering Students Discover Literature

St. Louis (AP)—Engineering students at Washington university are studying the classics along with calculus this year, and liking it.

Previously, the engineers, as in

most institutions, had been so preoccupied with the slide rule that they had little time for reading good literature.

The new course was introduced to teach practical-minded engineering students that good books are not "sissy stuff."

Prof. Alex Buchan, one of the instructors, says students are surprised to learn that they can earn credit for "just reading."

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