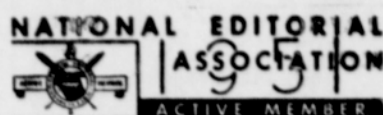


Southern Oregon News Review

Ashland, Oregon 38 East Main Street
Entered as second-class mail matter in the post office at Ashland, Oregon, February 15, 1935, under the act of Congress of March 3, 1879.
William C. Lawrence and Wallace G. Iverson, Publishers
Harry Nordwick News Editor
Subscription Rate — \$2.50 year



Ashland NEEDS a Resuscitator

The Butler Memorial Trust fund has offered a two-unit resuscitator to the city of Ashland, Jackson county, and the area served by Elks lodge No. 944, in return for the city assuming maintenance and providing trained personnel to run it.

The attached requirements stopped Mayor Phil Stansbury and council cold, until further investigation, because they feared that costs and manpower would be too heavy a burden on the city.

In the first place, although the stipulations say that the machine is to be used any place in the county and over the "hump" into California to the area of No. 944, the machine will probably never be used in these areas because the usefulness of the machine requires speed to the location of the disaster.

Thus, most of the northern part of the county will continue to be served by the machine located already in Medford and the western part of the county will be served by the machine in the hands of the Grants Pass fire department. Klamath Falls has one which would be rushed quickly to the area east of Ashland. And, finally in California, any area, unless immediately over the border would be too far away for practicality in saving a life unless flown in an airplane.

Thus, any personnel trained for the job, which training, incidentally, consists of "only hearing the operation explained ONCE," according to the "Saturday Evening Post," will, actually, be sent only about the limits of the city and within a few miles of its boundaries.

It would seem that since a fireman's duty is first to save life and second to put out the fire, that the machine should be under the care of this department.

Both the local and state police are trained in such equipment, and the latter would probably use the machine OUTSIDE of the city limits more than a city employee. An example is the case of the fatal accident on the old highway in back of Jackson Hot springs where the driver was apparently drowned in Bear creek, but, could possibly have been revived in time had a resuscitator been in Ashland rather than Medford.

And, also, Litwiller's ambulance staff would certainly welcome a chance to learn operation of the machine and take it to the scene of an accident. And, the trustees of the fund would surely allow a state policeman or ambulance driver to be in charge of the apparatus.

As for costs, members of the fire department could devote some of their spare time to repairing the machine, and the cost of oxygen, averaging only a few dollars a year (determined by the use), would be gladly reimbursed by a victim who has been brought back from the dead by this remarkable life-saver.

If the victim could not afford such a cost, or his relatives—some individual . . . some service club . . . or possibly the city itself could find the humanity to keep a fund established that somebody's life might be saved—maybe even their own or a loved one's. —H.N.

The Pan Is Hot

In last Sunday's Portland Oregonian there appeared a story with the following headline: "Local Train May Continue, S.P. Reconsidering on Retaining Run."

The dateline was Ashland and the line in question was our own Siskiyou line, involving trains No. 327 and 328. Needless to say, our hearts quickened, even though the story was only based on "no official announcement" and had as its factual base a "growing indication" that SP "may reconsider" its memorandum.

Our head was ready for the ostrich hole again. Then we saw the RED light. And then we thought: "What if SP does continue the trains because of the opposition spearheaded by Ashland's Chamber of Commerce, recently joined by the same body in Cottage Grove, and ignored by the self-interested and wholly misled body not deserving the same name in Grants Pass?" What, then?

Would SP continue the same kind of service, going in the hole every year with antiquated, non-advertised, "creaky" trains, OR would it get in and revise its service, cut its costs, and make money with a diesel powered service such as is doing said same on Western Pacific's Sierra Nevada run?

What do you think? Well, you are right—they would keep the same old stuff and pass the passenger service loss onto the shippers who would have to pass it on as best they could to the end of the line, the people.

Yep, they would do this UNLESS . . . unless we keep our combined ostrich's head OUT OF THE GROUND and ask for what we rightly deserve in the way of service because we have the population and scenery that demands it.

If they continue the present service what kind of service would we have? The answer is no through con-

Our Town



By HARRY NORDWICK

THE TRUTH ABOUT THE RESUSCITATOR

From the following facts taken from the June 24, 1950 issue of the "Saturday Evening Post," you will agree with this writer that the city of Ashland should accept without hesitation the resuscitator gift from the trustees of the Butler Memorial Trust fund and maintain same at only the price of oxygen used during the year.

You will also note the simplicity of operation which can be learned in a few minutes by anybody.

The portable equipment consists of two small tanks of oxygen, an operating head, a hose and a mask. It is carried in a case usually 27 inches long, 16 inches wide and nine inches deep. There is a single control and the thing looks as simple as a fire extinguisher.

"Actually the operating head is a maze of tunnels, chambers and valves. To succeed, the portable resuscitator had to be a piece of sensitive machinery rugged enough to take jolting rides over the roughest country and so nearly foolproof it could be used safely by excited laymen, always in time of crisis."

The machine . . . all but talks. A little transparent plastic mask with a rubber cushion fits over the patient's mouth and nose. Fail to get that on right and the machine hisses at you. If there is an obstruction in the air passageways and the machine can't do its work, it says so by a rapid, agitated clicking. When all is going well it signifies that by a rhythmic click, click, as steady as the beat of a metronome.

"When the patient starts to breathe for himself, the machine notifies you by an irregular clicking. It can now be taken off as a resuscitator, and used as an inhaler . . ."

What about the operation of the apparatus? Well, the article by Robert Yoder says, "usually any dolt can kill, but it takes skill to save. This is an exception. It is almost as simple to save a life with this machine as to take one with a gun. Hear the operation explained ONCE and you could do it—rather, you could let the machine do it."

"You might prefer to have it done by someone with more experience, you might be scared whiter than the patient, but there is every chance that you could save a life."

"Ordinary power failures need not affect it; the only power needed is the power of oxygen. You can, of course, run out of that. But ANY supply will do."

nections north or south and not even an assured 50-50 chance of getting on the Shasta daylight streamliner at Dunsmuir EVEN when we buy tickets for same.

Note this: On Aug. 5, 1951, 19 passengers rode train No. 327 to Dunsmuir expecting to make the connection with the Shasta daylight. When the Shasta streamliner left Dunsmuir, it also LEFT 10 persons from 327 sitting by the tracks because there WERE NO ACCOMMODATIONS!

What kind of service do you call that?

And, going further than just the proposed stoppage, why is it that you can't ride north on the Siskiyou line? Train No. 328 from Dunsmuir arrives in Ashland at 7:20 p.m., one hour and 20 minutes AFTER the Rogue River (No. 330) takes off for Portland.

If you are travelling from Portland, you can wait in Grants Pass for the Dunsmuir train for 2 hours and 38 minutes and be assured of a mighty good chance of missing the daylight in Dunsmuir because it's full.

And, yet, the SP claims that it has done everything possible to make this line attractive.

They have done everything EXCEPT make accommodations, connections, advertise, provide pleasant facilities, and so forth. And they KNOW that their lack of efforts, upon investigation, would never warrant a discontinuance of service.

Thus, now is the time to ask for what we along this line deserve in the way of rail passenger service. How about it Medford, Yreka, Roseburg, and the rest? Write that letter to the Ashland Chamber of Commerce—not just protesting the proposed elimination of service, but, rather, ASKING for modern up-to-date service which you deserve as citizens and as payers of the deficit incurred by an operation which is needlessly being passed onto the shippers because of intended neglect.

Now is the hour for the ostrich to speak its piece when the frying pan is hot. We've got the people and freight business to grease the pan and the issue is red hot. Needless to say, SP's policies provide fat enough vittles for all. —H.N.

They often hook onto the tanks used for welding in somebody's garage or shop."

What does the resuscitator treat? A small list follows: . . . imminent death from drowning, asphyxia from coal gas, carbon monoxide, chlorine causes, electrical shock. Its opponents are the likeliest hazards of modern life, and killers of all.

"The breathing machine saves newborn babies who don't breathe spontaneously; it pulls their great-grandmothers out of heart attacks. It is used against asthma, polio and pneumonia; saves other lives in surgery, in those terrible moments when the patient stops breathing; saves still others in auto accidents. For its success in combating heart attacks alone the machine would be worth its weight in uranium."

"If it were limited to use in hospitals by teams of trained technicians, the resuscitator still would be a great boon. But, it isn't. The model making such a happy reputation for itself is portable and goes wherever trouble goes."

How about a comparison? What does the machine actually do to save lives?

In a "comparison to the iron lung (which forces the lungs of paralyzed polio patients to operate, externally by alternating pressures around the chest); the resuscitator inflates and deflates the lungs by what the doctors call 'suck and blow,' as you would blow up and deflate a balloon."

"It sends in oxygen, not air—or a mixture of oxygen and carbon dioxide. The size of the lungs is what commands the machine; the lungs themselves, not the operator, direct this rescue operation. The resuscitator thus breathes equally well for the smallest infant and the biggest adult, simply breathing faster for the baby."

And, an important factor. . . the resuscitator can be used on persons too badly injured that manual artificial respiration might kill them. This is vitally important as everyone knows who has taken first aid.

What kind of a machine is the Butler fund offering the city? It's an E and J. Most of the resuscitators are of this type, according to the magazine.

The inventor is Dr. George A. Johnstone, Glendale, Cal., and C. N. Erickson, a self-trained engineer, constructed it.

The simplest model breathes for one patient. The model that the fund is offering breathes for two at the same time and can be used simultaneously as an inhaler and as a resuscitator on two different patients. The local proposed gift has about 30 feet of hose from the tanks to the mask which allows action in difficult places and more hose can be added if needed.

Who will operate it? Well, usually the police or fire department is in charge of the machine. However, the magazine notes, "it isn't always the police or firemen who handle these emergencies. In some towns the undertaker

Capital Parade...

By Murray Wade

NEW LIQUOR CHAIRMAN

Another good man has stepped into the crossfire that has been coming from extremists of both wet and dry groups ever since the Knox law has been in force.

Robert L. Elfstrom, Salem merchant and former mayor, has been appointed chairman of the liquor control commission by Governor Douglas McKay who recently announced the resignation of William H. Hammond as administrator.

The new chairman succeeds Carl Hogg, also a Salem merchant, who last February asked the governor to accept his resignation when the legislature was considering making the chairman's position a full time job with compensation. Chairman Hogg explained to the governor that he could not accept such a position as his private business required a part of his time. He said he was pleased with the governor's appointment of Elfstrom, "a forthright man of unimpeachable integrity."

Governor McKay referred to Elfstrom as a man having integrity, business acumen and administrative skill, which he has demonstrated in his own successful business, as mayor of Salem and as president of the League of Oregon Cities.

DON'T MISS THIS SHOW

The greatest Oregon State Fair in history starts Saturday, September 1 and continues for eight days.

There is more intensive interest evident than has heralded the approach of any previous fair.

There will be larger and more complete exhibits of all kinds, with an emphasis on agriculture, livestock, educational and recreational features, proportioned to match the vocational groups of the state, says Manager Leo Spitzbart, who has fashioned increasingly successful state fairs here since 1935.

The famous Helene Hughes "Tulip Time Revue" will be presented nightly on the stage opposite the huge grandstand

has the only ambulance (Ashland). Some local organizations—the Kiwanians, the Rotarians, a veterans' post, a lodge (in our case the Elks lodge, through the Butler fund), or the Chamber of Commerce—buys a resuscitator and puts him in charge."

Thus, the resuscitator could be on call at the fire department for use in the ambulance or carried in the ambulance all the time. It is reported that most ambulances have them installed. However, the first duty of the fire department is to save life and this is where the machines are used most.

At any rate, from the foregoing facts, there should be no doubt that Ashland and vicinity need the machine in the hands that will be available every minute, 24 hours a day.

and the Horse Show and Rodeo will occupy the stadium each night. Free acts will be presented daily in the fun zone.

Sunday afternoon a sacred concert will feature the Forest Grove Gleemen and the Paul Armstrong "Prevue of Tomorrow's Stars," of Salem.

Eighty acres of parking space will be available.

Ninety per cent of the space for exhibitor's displays was sold by August 10th, Edward Armstrong, diplomatist of concessions revealed.

U. S. Senator Wayne Morse called Manager Leo Spitzbart from Washington this week to say he was coming to the horse show, as usual, with several entries.

Changes made in racing dates at western tracks will bring many more fast horses to the seven days of racing at Lone Oak track.

AMMONIA KILLS BROOD FISH

This year's salmon brood in the North Santiam probably was destroyed this week when 9000 pounds of ammonia in dilution reached the river from an overflowing sediment basin at Detroit dam.

The Santiam rivers have some of the best spawning beds in the state for salmon and trout. Arne Suomela, Oregon's master fish warden, termed the loss "a major catastrophe."

The killing of the brood salmon will mean the cancellation of egg stripping operations at Marion Forks Fish Hatchery next month when officials of the fish commission expected to take 4,000,000 eggs. The loss to commercial and sports fishermen is estimated at about \$250,000.

Vinsons' Son Doing Navy Photo Duty

Harry J. Rodgers, airman, USN, son of Mr. and Mrs. Frank Vinson, 460 Siskiyou boulevard, is attached to the navy's aircraft-type photographic squadron.

Rodgers enlisted in the navy in December, 1947, and was graduated from high school in Sacramento, Cal.

The squadron based at San Diego with composite Squadron 61, whose primary mission is aerial reconnaissance, is responsible for much of the work being done in the Korean area, flying from various aircraft carriers to record information of the battle areas.

This information enables naval forces to evaluate and verify claims of damage inflicted on the enemy to lay plans for future strikes.

Trees are a crop—like wheat or cotton—on more than 3,000 Tree Farms in this country.

Fir Lumber Output Falls Off in July

Portland, August 16 — (Special) — Lumber production at Douglas fir mills of western Oregon and Washington fell off sharply in July due to holiday shutdowns throughout much of the industry.

H. V. Simpson, executive vice president, West Coast Lumbermen's association, said production for the first seven months is 772 million feet larger than same period last year. Shipments through July still top last year's by 409 million feet. July orders held even with June, despite the holidays.

Shipping Space Short

West Coast lumbermen report a gradual tightening in freight car supply, Simpson said, which is becoming more severe as heavy grain shipments increase. He said shipping space is particularly short with only half the space available for lumber shippers from North Pacific to Atlantic ports.

The weekly average of West Coast lumber production in July was 165,102,000 board feet or 91.8 per cent of the 1946-1950 average. Orders averaged 171,839,000 board feet; shipments, 152,780,000 board feet; weekly averages for June were production, 222,431,000 board feet (123.7 per cent of the 1946-1950 average); orders, 172,333,000 board feet; and shipments, 204,496,000 board feet.

Thirty weeks of 1951 cumulative production 6,547,285,000 board feet; thirty weeks of 1950, 5,775,026,000 board feet; and thirty weeks of 1949, 5,500,481,000 board feet.

Orders for thirty weeks of 1951 breakdown as follows: rail and truck, 4,294,119,000 board feet; domestic cargo, 1,212,437,000 board feet; export, 374,039,000 board feet; and local, 394,866,000 board feet.

The industry's unfilled order file stood at 667,501,000 board feet at the end of July, and gross stocks at 851,736,000 board feet.

Ashland Minister Attends Methodist Graduate School

The Rev. Ross Knotts, Ashland, completed a week of graduate study in theology, evangelism and philosophy at the College of Puget Sound at Tacoma, Wash.

Upwards of 200 Methodist ministers from the Portland area attended the graduate school of ministerial training. They heard four visiting lecturers challenge them to "open church doors to sinners."

Speakers for the pastor's school which ended August 3 were Methodist Bishop Gerald Kennedy, Portland, Ore.; Dr. Gerald O. McCulloh, Evanston, Ill.; Dr. Wyatt Aiken Smart, Emory, Ga.; and Dr. James Chubb, Grand Island, Neb.

Business Directory

Walter Redford, Realtor

Ranches — Farms — Homes
Business Property

Jess Kidwell Telephone 2-6587

38 East Main Business Phone 7866 Ashland, Oregon Res. Phone 3176

Don's Radio Service

GUARANTEED HOME AND AUTO RADIO REPAIRS

Reasonable Prices

Motorola Home and Auto Radios

—Free Pick-Up and Delivery—

41 East Main Phone 2-4141

Commercial Finance Corp.

Loans on

Furniture Livestock
Automobile Salary

45 E. Main Phone 2-5111 Ashland M-374 Lic. S-296

DR. E. N. TERRILL

CHIROPRACTIC CLINIC

308 N. Main Phone 4371

KNOX SHOE REPAIR

Craftsmanship plus Top Quality Materials
All Kinds of Polish—Shoe Accessories

"While You Wait Service"

33 East Main Ashland

Southern Oregon News Review

for

PRINTING • STATIONARY
OFFICE SUPPLIES

38 E. MAIN PHONE 8561