

New AMA President Urges Science Mixed With Friendly Touch

Chicago —(U.P.)— A country physician newly chosen as president of the American Medical Association Tuesday night urged doctors to mix "modern scientific methods with the personal friendly touch of the old-time family doctor."

Dr. Dwight Murray, 68, Napa, Calif., warned in his inaugural address at the AMA's 105th annual meeting that the abundant knowledge and skills of doctors is "no substitute for kindness and understanding."

He said doctors must work with the public to preserve the "human side of medicine." Physicians should try to devote more time and personal interest to each patient, he suggested.

"Above all, be friendly, patient and sympathetic," he advised.

Turning his attention to the patient's role, Murray said the public should remember that no

doctor is a "miracle man."

"All the advancements of science can't make a sick man well unless he tries to cooperate with his physician," he said.

"So choose your doctor carefully, have faith in his ability, follow his instructions and give him a fair chance to show that he can help you."

Murray, a general practitioner in California for more than 35 years, still drives 30 miles to see a patient.

He was born on a farm in Lawrence county, Ind., and launched his education in a one-room country school. He worked his way through college on a variety of part-time jobs. Two months before his scheduled graduation from the Indiana University School of Medicine, in 1917, Murray began his medical career by joining the Navy.

Wheat Growers Sign Japanese Contracts

Portland —(U.P.)— The Oregon Wheat Growers League announced this week the signing of four contracts with Japanese groups for \$360,000 in promotional and educational programs to increase wheat consumption in Japan.

Home economists in mobile kitchens will travel through Japan showing housewives how to prepare wheat meals to fit into the present food habits, under the project.

Distribution of publicity material on wheat foods and training programs for bakers and extension workers are covered in the projects.

Edge Herd Listed As Top for May

James and Neola Edge own the top producing herd for May, according to the Jackson County Dairy Herd Improvement association. The herd includes 32 cows, and averaged 1,394 pounds of milk and 49 pounds of butterfat during May.

The other four top herds were owned by Hubert and Elise Werlein, C. F. Smith and sons, Richard Westerberg, and J. E. Parsons.

Fred and Ethyl West owned the top cow for May, Little Maybe, according to the association. The cow average 2,124 pounds of milk and 142.3 pounds of butterfat during May.

Other top cows were Maude, owned by J. H. Stanley; Sandra, owned by Richard Westerberg; Kit, owned by M. B. Caster; Tinka, owned by James and Neola Edge; Penny, owned by C. F. Smith and sons; Bracelet, owned by James and Neola Edge; Myrtle, owned by Victor and Nita Birdseye; Jewel, owned by J. E. Parsons; and Bessie, owned by James and Neola Edge.

Portland Boy Dies Under Logging Truck

Portland —(U.P.)— A 15-year-old boy was killed late yesterday afternoon when his bicycle skidded and he fell beneath the wheels of a logging truck.

Police identified the victim as Warren Hunt, Portland, the son of Mr. and Mrs. Quincy W. Hunt.

It was the 23rd traffic fatality of the year in the city.

Launch Trip Up Yaquina Offers Rural Vista to Motorlog Party

Stream on Oregon Coast Is Waterway Into Past Period

The following is a condensation of a visit to a logging town in Northwest Oregon magazine of The Sunday Oregonian. It is one of an annual series sponsored jointly by the Oregon State Motor association and The Oregonian.

BY VERA F. CRITESER
Special Writer, The Oregonian

A run up the Yaquina, that arm of the sea that twists and turns its way for miles into the Coast range east of Newport, is a vivid and nostalgic cross-section of the Oregon scene.

You can leave the car behind—in this case, the white motor-log sedan of the Oregon State Motor association—at Newport or Toledo after an easy drive (it is 115 miles from Portland to Newport via the Salmon river cutoff) and transfer to a boat for a leisurely cruise up the river. Boats can be rented both at Newport and Toledo.

This is lumbering country; the great C. D. Johnson mill at Toledo is one of the largest spruce mills in the world. Their huge barges, loaded with lumber to be sent on ships to all parts of the world, make a stately procession behind powerful little tugs on their way down to Newport.

Mills Work Busily

Shingle mills and sawmills, cutting short-length boards, work busily along the Yaquina almost as far inland as Elk City, about 20 miles up from the coast.

The Yaquina, a wide bay inside the bar, gradually narrows as you go upstream. On the right bank, a gravelled road leads part way to the ocean, but on the left, the road runs out to U. S. highway 101 at Newport.

On the left, above Toledo, a spur of the Southern Pacific railroad crosses the mountains from Corvallis and hauls logs to the mills and chip waste from the mills to be converted into paper in Oregon City. This waste was formerly sawed into slawood and sold to families for burning.

Train passenger service was discontinued years ago. The few



Within environs of Elk City, quiet hamlet on the Yaquina, are two covered bridges, this one on road to town from Corvallis.



Communities along course of Yaquina are located on map.

farm families who still live farther inland along the left bank of the river above Toledo must cross by boat to reach the road. Most of the farmhouse windows have a vacant stare, and they are mossgrown and saggy, while the old orchard trees grow gray with lichens and plead to be pruned.

Many ghostly pilings, standing singly or in groups lashed together by rusting cables, give evidence of past activity along the waterside. Below the banks are floating logs, some fastened together with steel straps, some almost submerged, basking in the sun like lazy hippos.

It took over an hour to travel from Toledo to the small dock at Elk City, which was built at Toledo and towed upstream to replace the old one when Elk City was a port of call for the steamboats on the river. Elk City, according to Paul Hanson, storekeeper, postmaster and general factotum, is only three miles across the mountains, as the bees fly, from Toledo, but by the curving river it is nine.

In this isolated country, the small cluster of buildings is town to the 70 inhabitants, and the grange is the center of social life.

Since passengers are not carried on the trains any more, the covered bridge across to the railroad is used only by log trucks, and the county road ends at the bridge. Another covered bridge is a short distance upstream, on the road to Corvallis. On the hillside beyond are scars of the old quarry where the rocks for the jetty at Newport were blasted out and sent down river by barge.

Hopes Held High

Time was when this section of the country had high hopes for future development. Two and a half miles farther into the mountains, a place called Pioneer was platted. A large house was built to serve as a hotel, and the steamboats came regularly upriver.

Elk City was quite a place then, boasting boat service and a daily train both ways that ran all the way down to Yaquina, about half way between Toledo and Newport. Yaquina is more ghostlike now than Elk City.

The steamboats were discontinued at the beginning of World War II. As the logs were removed from the mountains, the people moved on to greener prospects. In time nature will heal the scars and cover them with new growth.

Perhaps some spring the clean high water from the winter snows will carry the clattering drift, which works farther upstream with every summer tide, down to the ocean and leave the Yaquina as clean and clear as it was when the first men roamed its forests and paddled their canoes over the reflected skyline on its bosom.

Missing Klamath Men Make Way To Bonanza

Klamath Falls —(U.P.)— Three Klamath Falls sports fishermen, reported missing on a fishing trip, have been found and are all right, it was reported today.

The fishermen, identified as "Tex" Cully, 55; Jess Kidd, 68, and Ed McIntosh, 72, drove into Bonanza. They left Monday morning for the Gerber reservoir near Bly, and a search had started for them yesterday.

They said their car had been stuck in the mud.

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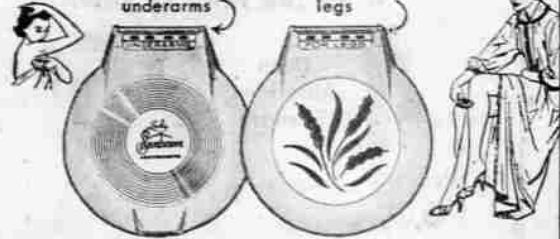
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