

Folsom Is Queen of Pendleton Round-Up



ton, Aug. 26—A princess Pendleton Round-Up in Patti Folsom, 18, skilled daughter of Mr. and Mrs. Folsom, will be queen of the show, Sept. 10-13. Patti the First, whose grounds director of the Round-Up, has been a rider since six years old, her first being a pinto Shetland. In 1942, with Marilyn the former Round-Up princess placed second in the mounted pairs at the Mustang Horse Show. In 1944 she first in this event, riding with Roy Harris. Patti is a sophomore at the University of Oregon where she is in business administration. Patti is a Delta Gamma high school days here she was business manager of the Phoenix Quill and Scroll, member of the National Honor Society and student council. Her hobbies are skiing, dancing, swimming and keeping

scrapbooks. The queen, who most happily has not only riding ability, but good looks as well, is a most attractive brunette, to whom western togs are especially becoming. In 1945 she was chosen best dressed mounted cowgirl, in the Pendleton Round-Up Dress-Up parade. She is five feet three and weighs 110 pounds. She comes from pioneer stock, her grandparents being the late Ralph Folsom and Mrs. Folsom, Pendleton, and Mr. and Mrs. J. E. Murphy, Oswego. The queen was born to the saddle; her father, her grandfather Folsom and her grandmother, Mrs. Murphy, all being known as riders. Her father, mortician, is past president of the Mustangs, Pendleton saddle club. This year's members of the royal court are the following princesses: Charlotte Montag, Portland; Joyce Trowbridge, John Day; Janet Young, Baker, and Marian Andrews, Butter Creek. All are known for their riding ability.

ordered but not even a delivery date has been set. Telephone officials are looking ahead—looking for the time when equipment will be available and service to its patrons will no longer be delayed, said Chapman.

Last Rites Held For J. A. Roseman, Fri.

Funeral services were held Friday morning at the Catholic Church, Coquille, for John A. Roseman, who died during the night, Tuesday of a heart attack. Burial was at Bandon.

Born Christmas day, in Texas, Mr. Roseman would have been 74 years old this December. He was preceded in death by Mrs. Roseman, August 19, 1945, just over two years almost to the very hour. He had been a resident of Brookings for ten years.

Traveled extensively, Mr. Roseman was quite a story-teller of experiences he had undergone. For many years of his younger life he had followed sailing, visiting in his numerous voyages, the Orient, Alaska, and South America. He was a veteran of World War 1.

Quite a gardener, the last few years Mr. Roseman raised large fields of vegetable, which he sold to housewives of the area. It was his custom to use the columns of the Pilot to tell them of season of any particular vegetable. A week before his death he visited the Pilot office to say he had more orders than he was able to fill. His ability as a gardener was quite wide-spread in this section.

Flying Farmers In State Convention

Many a rancher who used to ride range by horse now rides the range by airplane. Or he may use the plane to hunt coyotes, and everyone knows how planes have been used in seeding, spraying and dusting crops.

Oregon's Flying Farmers are going to get together soon to dis-

PREVENT FOREST FIRES!



Crush out your cigarette

Discuss these and other uses they have found for the airplane in farm work. The dates for their second annual convention are August 24, 25 and 26 at Oregon State College, Corvallis.

They expect to land during the afternoon of August 24, at the Corvallis airport, where they will be greeted by Dr. A. L. Strand, president of Oregon State College.

During two days of their convention, they will hear W. C. Hill, engineer with the Oregon State Board of Aeronautics, discuss locating and constructing farm landing strips. They will hear Wilbur L. Griebeler, agriculture engineer at Oregon State College, discuss design and construction of farmhangars. H. A. Schath, senior agronomist with the U. S. Department of Agriculture, will talk on sodding the farm landing strips. B. F. Ruffner, professor of aeronautical engineering at Oregon State College, will discuss costs of operating small aircraft. Chester McCarty, attorney of Portland, will give a resume of Oregon aeronautical laws.

Ellsworth C. French, Spokane, will lead the discussion of farm uses of the plane. He was manager of the convention last year, at which time the Oregon Flying Farmers association was formed.

Harold Steen, of Milton, who is president, says the associatio-

now includes 70 flying farmers. He is hoping every county in Oregon is represented at the annual convention.

Chetco Grange Exemplified Degree

SIXES—Pomona Grange met Saturday at 11 a. m. at the local Grange hall, with the hall being almost filled by a large delegation of Chetco Grange, who had chartered a bus to make the trip.

The Pomona degree was put on by the Chetco team.

A pot luck lunch was enjoyed at noon. Visitors from Coos County were Mr. and Mrs. John Reiher of North Bend. Mr. Reiher is master of Pomona Grange of that county and Mrs. Reiher is county juvenile chairman.

The Grange voted to buy a gift for the girl who is chosen queen of Curry county fair at Gold Beach.

Reports were heard from a boy and girl who attended the 4-H summer school at Corvallis on a scholarship from the local Grange. The next meeting will be held at Ophir on third Saturday in November when election will be held.

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OREGON' GREAT STATE FAIR
SALEM, SEPT. 1-7

IT'S NO PIPE DREAM

KEEP OREGON GREEN

H. HAYES 1-46

TOO MANY FIRES ARE CAUSED BY SMOKERS

One Materials 1. Headache

BAY—Probably no other that effects so many people more complaints, usually people that feel that they have preference over the person, than the telephone

hard indeed, to tell the "thank you" when she you that your call to Co- to Portland may be as much as two hours of busy circuits.

Statistics just released by the Coast Telephone Co. show number of toll calls from Bay district has nearly while badly-needed equip- much of it on order before, has never been deliver-

deed during peak hours. The equipment was built to handle only a fraction of the calls it is now forced to complete. Even if circuits are frequently broken and delays are made in calling the operator, telephone officials declare they have their hands tied as far as improving service.

Hiring new help would be to no avail, explained Harry Chapretiring district manager, for the present switchboards cannot handle any more operators. He said that only a small trickle of supplies have been received and little hope is expressed for an immediate solution to the problem.

Brookings, he cited, has dial equipment ordered long ago and word has finally been received that shipment would be made in March, 1947. Soon word came from the manufacturers that delivery could not be made until February, 1948.

Long distance circuits, too, are at a premium. Nearly all calls that go beyond our own state boundaries must first go through Portland, here to, lines have been