English Rivermen S urvive Dunking In Columbia; Conti nue Western Trip

Wenatchee, Wash., Apr. 7—(U.P.)—Two English surveyors arrived here by canoe today but reported they nearly lost their lives last night when seven foot waves on the Columbia river swamped their fragile craft.

James W. Kerswill, 25, and Montague E. Alford, 26, said they swam ashore when the canoe overturned in boiling rapids in Box canyon near Bridgeport, Wash. They said they recovered the craft and spent last night at Entiat, Wash.

Started March 20

Kerswill and Alford started the canoe journey of the northwest March 20 at Castlegar, B. C. They maneuvered down the Columbia river to Kettle Falls but were forced to hitchhike by highway when ice floes prevented downstream travel.

The pair said they planned to follow the Columbia to the Snake river, riding it to Pocatello, Ida. Then they hope to portage their 18-foot canoe across the Idaho-Wyoming border to the Green river, following it to the Colorado river in Utah.

To Follow Colorado

Kerswill said the canoe, powered by a motor, was swamped yesterday at a point where the water rushes between two high walls and forms a boiling rapid that has defied travelers for decades.

Eventually, the men said, they hope to follow the Colorado to the San Juan river and to Albuquerque, N. M.

Kerswill said the only expense of the trip so far was about $10 a week between them for food. They carry provisions in the canoe.

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Flying Saucers May Be Research Balloons

Washington, Apr. 7—(U.P.)—A navy expert said today the so-called "flying saucers" may be just the navy's high-flying research balloons.

Rear Adm. C. M. Bolster, assistant chief of the bureau of aeronautics for research and development, said that's the only explanation he can offer for the persistent reports of the flying disks.

Bolster said in an interview the navy is definitely not experimenting with any new type airplane that could have been mistaken for the saucers.

"What people may have seen, and I've said this many times," he said, 'are high-flying research balloons."

Dead line on Classified Ads: 5:30 p.m. for following day; 10 a.m. Monday for Monday; noon Saturday for Sunday a.m.

5,700,000 Bales of Cotton Dispatched By Marshall Plan

Washington, Apr. 7—(U.P.)—During the first two years of the Marshall plan, the ECA financed for European recovery about 5,700,000 bales of cotton — an amount equal to almost one-half the annual U. S. Crop.

This cotton, the economic cooperation administration said last night in a statement, cost $944 million. It represents roughly half of the annual cotton crop here, which averages 12 million bales.

The agency said that cotton has contributed as much as any other recovery commodity to western European employment; that cotton textiles now require the working efforts of at least 5 million persons.

Consumption Increased

"Shipments of American cotton have increased cotton consumption in the participating countries to 90 per cent of the prewar level, compared with 80 per cent before ECA," the statement said.

It added that even this level of consumption is short of the 1952 goal of 7,500,000 bales. ECA aid ends on June 30, 1952. Meanwhile, cotton textile prices, very high in 1948, have declined appreciatively with the increased supplies to Europe, ECA said.

Four ERP nations—France, western Germany, Italy and Britain—have received 90 per cent of the cotton financed by ECA.

CARD OF THANKS

We wish to thank the many kind and dear friends, neighbors and relatives of the late Lewis M. Thomason for their kind thoughts and deeds during our time of sorrow. Also for the beautiful floral pieces. He is gone, but not forgotten.

Mrs. Nellie Thomason and Jack.

New Record Set For Radiophone Communications

Yokohama, Japan—(U.P.)—The United States eighth army signal section has set a new world record for radio telephone communication. It involves the use of high radio frequencies in which the impulses travel in a straight line similar to a searchlight beam.

Col. Paul L. Neal of De Leon, Tex., eighth army signal officer, who released the information, said the record-breaking test was a conversation by this means from Sapporo, on the northern island of Hokkaido, to Kokura in southern Japan, a distance of 1,200 miles.

Used Landlines

Prior to the test, calls from distant points were transmitted by a combination of landlines and the radio relay system.

On this occasion Lt. Col. J. E. Gonseth Jr., of McHenry, Ill., seventh infantry division signal officer, picked up a telephone in Sapporo and called the operator at the eighth army switchboard in Yokohama. He was connected immediately with Lt. Col. Nathaniel L. Mower of Atlanta, Ga., 24th infantry division signal officer, in Kokura.

No Landlines Used

No landlines were used, the call being completed by radio relay, both to the north and south of Yokohama. It was the first time the entire system had been put in operation.

The system embraces 22 relay points located from 50 to 120 miles apart. Since the high radio frequencies travel in a straight line, each station is within "line of sight" of the two adjoining ones. Directional control of the impulses is obtained by changing their course at the various relay stations.

Japan's mountainous terrain is ideal for long-ling-of-sight distances between relay points. Continuous 24-hour telephone and telegraph communication is possible throughout Japan by use of the radio relay system.

Teletype Also

While most of the traffic is telephonic, the circuits are used also for teletype messages, thus providing important auxiliary means of communication for army tactical usage, supplementing landlines. Equipment of the relay stations and terminals is all standard World War II signal corps equipment.

Operating staffs at the relay stations are teams of six to eight men who live, cut off from the world except for radio communication, in specially constructed buildings to protect them against the extremes of mountain weather.

The relay stations, on sites from 1,000 to 3,700 feet above sea level, are inspected periodically by teams of the eighth army signal section. Since some are miles from railroads, portions of the trips are made by jeep and, eventually, by foot. In winter skis and snowshoes are required frequently.

GETTING OUT VOTES

Haverhill, Mass.—(U.P.)—A new political development was disclosed in the financial report of a Haverhill committee which worked for the election of Rep. William H. Bates (R., Mass.). The Haverhill Bates - for - Congress committee reported it spent $7 for baby sitters, a service to voting parents.

NOTICE TO CONTRACTORS

Sealed proposals for materials and for installation of sanitary sewers will be received at the office of the City Recorder, City of Medford, Oregon, until 3:00 P. M. on the 18th day of April, 1950, and will then be publicly opened and read and thereafter referred to the City Council, City of Medford, Oregon.

The proposed work consists of:

1. The construction of a trunk sewer on East Jackson Blvd., commencing at an existing manhole opposite the alley in Block 10, Laurelhurst Addition to the City of Medford, Oregon; thence easterly on East Jackson Blvd. a distance of 561 feet.
2. The construction of an 8" inch sewer in and through the alley of Block 11 and Block 12, of the Laurelhurst Addition to the City of Medford, Oregon.
3. The construction of an 8" inch sewer line on South Newtown Street from Belmont Avenue to Stewart Avenue, and also an eight inch sewer line over and through the property situated on the North side of Stewart Avenue between South Newtown Street and South Peach Street, in the City of Medford, Oregon.
4. The construction of an 8" inch sewer line in and through the alley of Block 4, Walnut Park Addition to the City of Medford, Oregon, from West Ninth Street South to the corporate limits of the City of Medford, Oregon.
5. The construction of an 8" inch sewer line in and through the alley in Block 3, Rose Park Addition to the City of Medford, Oregon.

Separate bids to be accepted on each project, in accordance with the plans and specifications on file in the office of the City Superintendent of the City of Medford, Oregon.

Plans, Specifications, Instructions to Bidders, General Conditions, Quantities to be used in comparing bids, Contract and bond forms, may be obtained at the office of the City Superintendent, City Hall, Medford Oregon, upon deposit of $10.00.

Bids must be accompanied by certified check, equivalent to 5% of the proposal, payable to the Treasurer of the City of Medford, Oregon, to guarantee that if a proposal is accepted a contract will be entered into and its performance secured. Bidder's bond will not be acceptable for this project. Bids must be in writing, signed by or on behalf of the bidder.

City of Medford, Oregon.
By Vernon Thorpe,
City Superintendent.
Dated: April 6, 1950.

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29 So. Bartlett
Medford

Solem, Ore., Apr. 7—(U.P.)—James L. Loder, Salem automobile dealer and sportsman, died at his home here Wednesday night.

NOTICE OF STREET VACATION

The Woodville Cemetery Association, Rogue River, Oregon, through Mr. Phil Strahan, its chairman, on March 7, 1950, filed a petition with the Common Council of this city requesting that a 7.5 foot strip of the street in the original plat of the Woodville Cemetery be vacated, said strip is located in the City of Rogue River, County of Jackson, State of Oregon, and is described as follows, to-wit:

Commencing at a 2" iron pipe for the initial point of the original plat of Woodville Cemetery, which bears N 0° 40' W from the ¼ corner of Sections 15 and 22 in Township 36 South, Range 4 West of the Willamette Meridian in Jackson County, Oregon, thence N 0° 40' W. 275.68 feet to a 2" iron pipe, thence S 89° 20' W 8.0 feet to the Southeast corner of the tract herein described, thence N 0° 40' W 7.5 feet to an iron pipe, thence S 89° 20' W 122.0 feet to an iron pipe, thence S 0° 40' E 7.5 feet to an iron pipe, thence N 89° 20' W 122.0 feet to the point of beginning.

Hearing on said petition will be heard by said Common Council at its meeting room in the City of Rogue River, Oregon, on the 9th day of May, 1950, at 8:00 o'clock p.m.

Any objections or remonstrance thereto may be made in writing and filed with the City Recorder of said city prior to the time of hearing.

Dated at Rogue River, Oregon, April 5, 1950.

ORVA JEAN CRUISE,
City Recorder
Rogue River, Oregon

(SEAL)

NOTICE TO CREDITORS

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR JACKSON COUNTY

IN THE MATTER OF THE ESTATE of RUSSELL BLAIR, Deceased

Notice is hereby given that the above entitled Court has appointed me administrator of the estate of the above named decedent. All persons having claims against said estate are required to present the same with proper vouchers within six (6) months of this date at my office at One Goldy Bldg., Medford, Oregon.

Dated this 17th day of March, 1950.

HUGH B. COLLINS
Administrator

MEDFORD BLOW PIPE CO., Inc.
1242 N. Central
TEL. 3-1006 MEDFORD, OREGON
APRIL, 2, 1950

Medford BLOW PIPE CO. INC

DEAR READER:

WE TAKE PLEASURE IN ANNOUNCING THE ESTABLISHMENT OF THE MEDFORD BLOW PIPE CO., INC., WHOSE PURPOSE WILL BE TO SERVE THE INDUSTRIAL ORGANIZATIONS OF THIS COMMUNITY WITH THE FOLLOWING:

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Heavy Duty throughout. 6231 Brown-Lype Transmission, 22 Differential, 1947 Paige and Paige Trailer. This is a real buy. $2995

1944 International K-7
Heavy duty axle, log bunks, Brown-Lype transmission, 1946 Model K-8 motor..... $ 745

1944 WHITE 5-TON
Has 1941 Thombly Dual Axle trailer, Brown-Lype transmission, Hydrovac booster brakes, rubber top condition. Look this one over..... $1995

1943 INTERNATIONAL
With 1949 K-11 engine, dual drive and equipped with 1947 Paige and Paige Trailer, first class condition throughout. $1995

1942 FORD TRUCK
2-speed axle, Brown-Lype transmission, 1949 motor, used 3 months. Very good rubber, equipped with one set saddle tanks. Has 1941 Pierce dual axle trailer $1195

1942 FORD TRUCK
Equipped with Tag-a-long axle, Brown-Lype transmission and Mercury motor. $ 745

1945 CHEV. DUMP TRUCK
2-speed axle, 8:25x20 rubber. Dump box and 8-inch Heil hoist ..... $ 645

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