



THEY'LL FLY THE ATLANTIC—Two Air Force helicopters, the Hopalong (left) and the Whirlaway, on the runway at Westover Air Force Base, Mass., prior to takeoff on their 4000-mile flight to Germany. They will make stops at Presque Isle, Me., Labrador, Greenland, Iceland and England.

California Officials Acting To Forestall Klamath 'Water Grab'

Yreka, Cal. —(U.P.)—Northern California county officials Thursday went ahead with plans to forestall what they called "a water grab by the U. S. bureau of reclamation" along the Klamath river.

The Siskiyou county, California, Board of Supervisors appointed Frank Lathrop of the county assessor's office to make an investigation and report on the water needs in Siskiyou county.

California State Senator Randolph Collier, Republican of Yreka, present at the meeting, said he recently talked with Gov. Douglas McKay of Oregon.

Police Firearms Classes Scheduled

A four-day course in the handling of firearms, particularly pistols, will be sponsored here from July 22 to 24 inclusive by the Medford police department, it was announced today by Police Chief Clatus McCredie.

McCredie said that Special Agent Bill Williams, in charge of the Portland office of the Federal Bureau of Investigation, will conduct the school, to be held at the Camp White pistol range. Two classes will be given each of the four days, so that all full-time law enforcement officers in this area may attend. All Medford officers will take the course, the chief said.

The school, first of its kind ever given in southern Oregon, will be largely a practical pistol use course, and will include instruction in ballistics, firearms theory, dry firing and target firing, using silhouettes rather than bull-eye firing. A firearms demonstration will be given on the last day of the four-day course.

US Farmers Debate Civil War on Visit to Uruguay

Washington —(U.P.)— Take a red-headed Yankee and a peppery southerner and the chances are you'll get a debate on the Civil War, even if the locale happens to be Uruguay.

That's what happened when two young American farm boys, Richard Allyn Jones, Orange, Mass., and Roy Lonnie Shelton, Jr., Birmingham, Ala., toured the South American country. They spent five months visiting and working with farm families there under the International Farm Youth exchange program. Jones, 21, and Shelton, 19, came home without agreeing on who won the war between the states. They are, however, of one mind about Uruguay—they like it—but the influence of American films in foreign countries—they didn't like it.

On 15 Farms
Jones, an animal husbandry student, and Shelton, who has run his own 180-acre dairy farm in Alabama for four years, chose to go to Uruguay because livestock is the principal farm "crop" there. They lived on 15 farms and spent an average of nine days on each.

They said they had to "prove" they weren't "rich, spoiled, young Americans" before they were fully accepted.

Shelton won one bout by riding bareback on a bucking bronco. They both convinced another farm family when they

kept up with hand hay loading alongside a trotting team of horses. Normally, the horses walk between the hay stacks and workers toss loads onto the wagon as they go.

"It was pretty hard," Jones said, "but we did it for two days, and then everything was all right."

The two blamed "lousy, old, grade Z" American movies for the confused picture that some Uruguayans have of Americans. They also thought the bad films gave local communists a lot of ammunition.

The two enjoyed their South American trip, nonetheless, but they are glad to get back home. Shelton is "way behind on my planting."

This summer the IFYE will send 90 more young Americans abroad, some to Iran, Iraq, Syria and Turkey. More than 132 students from 42 participating countries will come here to visit and work on U. S. farms during the year.

One of the few international projects carried on without the use of any federal or state funds, the IFYE is financed by money raised by local 4-H clubs and other interested groups.

The agriculture department's extension service, the State Department, and the association of land grant colleges help in setting up the exchanges from this country.

Sweets Come Second For Marine Regiment

With First Marine Division in Korea —(U.P.)— Members of the First Marine Regiment prefer "heat-and-serve" food, dehydrated soups and pre-cooked preparations over sweets and other confections, according to a survey.

Although Marines are kept healthy with chow from the galley, or when necessary from "C" rations, they still like to have delicacies occasionally which are not provided in regular rations.

Cans of chili, soups, tuna, sardines and meat sandwiches were rated high on the preferred list.

Pepperoni was listed as favorite among meat items. It may be kept for long periods without danger of spoiling. When a Marine wants a midnight snack, he can slice a piece of the Italian sausage and eat it without any preparation other than peeling off the covering.

Cheese Welcomed
Other cherished gifts from home are sharp cheese and cheese spreads. A box of crackers will make sandwiches when crackers cannot be obtained from a field galley or from "C" rations. In the way of liquids, "instant" cocoa has top rating, followed by tea bags and bouillon cubes.

As far as fruit it concerned, the Marines voted canned orange juice in first place. Second choice was tomato juice. Dried apricots and prunes make excellent dishes when stewed in canteen cups with sugar cubes added.

For the sweet tooth, hard cookies and "heavy" cake, such as fruit or raisin cake made without milk are ideal to send because they will not become spoiled or stale en route.

They Like Fudge
Chocolate fudge and hard candy are the most appropriate confections. However, servicemen in Korea receive daily PX rations of chocolate bars and other kinds of candy. "C" rations provide one confection daily. Cigarettes are also included in PX and "C" rations.

Items other than footstuffs which are generally needed include candles, or perhaps, a flashlight with extra batteries and bulbs, and stationery. Often those things can be bought in the PX but the man on the front line is usually not able to get to an exchange until his outfit goes into reserve.

If sent by air mail, the package will be received in about eight or nine days. If air mail is too expensive, a parcel post, which takes about a month to reach Korea, can be sent at moderate rates. A fee of "special handling" will assure fast service and good care of the package.

LOST IS FOUND
Marion, O. —(U.P.)— Gardening this year was worth more money to Roger Campbell than usual. While setting out plants, he found a billfold he lost last year. It still had the \$15, with the bills in good condition considering the one-year burial.

Dead line Sunday Classifieds is at 5:30 p.m. for following days: 10 a.m. Monday for Monday; noon Saturday for Sunday a.m.

LOOK ON Page 3 SECTION TWO TODAY FOR GROCETERIA SAVINGS!

Helicopter Service For Mail in Europe Operates 21 Months

Brussels — (U.P.) — Europe's first regular helicopter air mail service, run jointly by the Belgian post office and Belgian airlines celebrated its "coming-of-age" this month.

It is 21 months, in September, 1950, since the first helicopter took off from Haren Airfield near Brussels on a round-Belgian collection and distribution trip.

Since then Belgians have become so accustomed to seeing the wasp-like machines carrying the "flying postman" hovering above their cities that they seldom look up.

The idea of pioneering the heli-post in Belgium came to Postmaster-General M. Pineaux two years ago after a trip to Peterborough, England, where he witnessed a maneuverability demonstration by helicopters. On his return he consulted Belgian Airlines (Sabena) and arranged for the purchase of two American-built machines.

Since then, six days a week, one of the two helicopters operating the service takes off from Haren on its 230-mile trip around Belgian cities. The machine makes ten stops en route at Brussels, Libramont, Liege, Tongres, Hasselt, Beringen, Herenthals, Turnout, Antwerp and again Brussels. An average of 12,000 letters are picked up or deposited on the four and a half hour daily run.

The landing grounds, or "heli-ports" as the post office calls them vary from football grounds to broad highways. The tight schedule provides for stopovers lasting only one minute except for the one re-fueling stop per trip, when seven minutes are allowed.

The slow-flying but highly maneuverable aircraft can operate in weather which would ground most orthodox aircraft and in many cases delay mail trains. During last winter, with its fogs, blizzards and freezing weather, the heli-post got through 95 per cent of its scheduled trips. In summer the efficiency rate is as high as 99 per cent.

Only One Accident
Only accident has happened fifteen days after the inaugural flight, a helicopter crashed into the River Meuse at Liege when its engine failed. The pilot swam ashore and the mail, carried in waterproof panniers strapped to the fuselage of the machine, was salvaged. The helicopter was back in service a few weeks later and is still flying.

Letters delivered by heli-post cost more than ordinary mail.



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