

Is That So?

By EUGENE BURNS
Ranger-Naturalist

At best, outdoor clothing is a compromise. For summer days, you want it nice and cool. For cold, rainy afternoons, warm and rain-proof. For hiking, loose enough to be comfortable; for riding, tight enough not to work up. In moist areas, mosquito resistant. And above all, economical.

In recent years there has been a cult—abetted by advertisers—to wear as few clothes outdoors

of hard-woven cloth. They are durable, cool, and bought in sizes large enough, comfortable. (Most dudes buy them a size too small.)

About underwear. Most people tend to scoff at long underwear. Not the outdoorsman. He knows that in some regions lightweight wool underwear can be cooler than cotton. That's because it absorbs perspiration and lets it evaporate faster than cotton.

Care of the feet is most important. For hiking, high leather boots are hot and heavy—better get light hiking shoes with 6-inch tops but insist on thick soles which protect the feet. They should be well broken in before you start on a long hike, and not too tight.

Again, wool socks which absorb perspiration and help keep the feet dry, are best. Many woodsmen wear two pairs of lightweight hose — this, they say, prevents friction which might otherwise cause blisters.

In the mountains, expect rain —and for this you might carry a slicker. However, the Old Timer who is rigged out with a light woolen underwear and light woolen shirt will ignore rain-proof clothes. He knows that with wool he'll stay warm; if the rain stops, the clothes will dry out; and if it doesn't, he'll dry out in camp that night. (With cotton, he'd be cold.) Besides, if he'd encase himself in a water-proof garment, he'd get soaked underneath, anyway, what with sweating and perhaps be a lot more uncomfortable. So why worry.

Windproof Jacket

The daytime lightweight wear should be topped with a closely-woven light-weight windproof woolen jacket, or a woolen sweater, for cool evenings and frosty mornings. If the altitude is high, perhaps an additional heavy shirt and heavy wool trousers.

The use of woolen clothes need not be dictated by rain and coolness alone, you may be in mosquito country. Then the wool underwear, wool shirt with long sleeves, heavy wool socks and trousers can prevent the majority of the obnoxious pests from reaching your skin. And the price of the noontime warmth is little enough to pay for the added protection—particularly in the far north. Man, how I've suffered.

As for headgear, a lightweight

Ship Building Race Starts From Upsurge of Pacific Travel Plans

By PETER HAYES
United Press Correspondent



ADMITTED he killed two women, according to Los Angeles police, Donald T. Bashor, 27, said they caught him burglarizing their homes. (International)

The Pacific Area Travel association predicted that 90,000 Americans would book passage on steamships in 1956, equal to the best years of the 1920s.

And the total would be nearly doubled if ships were available, an association spokesman said.

Shipping lines are going all-out to correct this deficiency. Recently announced construction plans indicate that by 1960 there will be a 60 per cent increase in passenger accommodations, 16,000 berths compared to the present 10,000.

A United Press survey showed the following planned passenger ship construction aimed at Pacific trade:

Matson Lines: Will add 18,000 ton, 770-passenger Matsonia to lush California-Hawaii run as sister ship to flagship Lurline in summer, 1957. Matsonia being refurnished in Newport News, Va., yard after lying in mothball fleet since World War II when it was troop transport. Prior to war, as S.S. Monterey, it was on Matson's Australia run.

Oceanic Steamship Co.: This Matson subsidiary is first U.S. company to re-enter Australasia passenger trade since World War II. Ready in fall will be Mariposa and Monterey, each 365 passenger, 14,000 tonners being converted in Portland, Ore., from Mariner Freighter hulls.

American President Lines: Plans announced for first American flag "superliner" in service in Pacific. This \$50 million, 906-foot liner to carry between 1200 and 1,400 passengers on same California-Orient run as APL's President Wilson and President Cleveland.

Superliner is included in 20-year contract APL signed last month with Federal Maritime Board for construction of 24 new vessels at total cost of \$275 million. Also included are two combination passenger-cargo liners to operate on round-the-world route with President Polk and President Monroe.

Orient Line: Even bigger than APL's superliner is this British-owned company's 40,000 tonner planned to handle 1,300 tourist class passengers, 650 first class. It will join smaller Orsova, Oronsay, Orcades and Orion as

Australia - San Francisco - Vancouver run inaugurated in 1954.

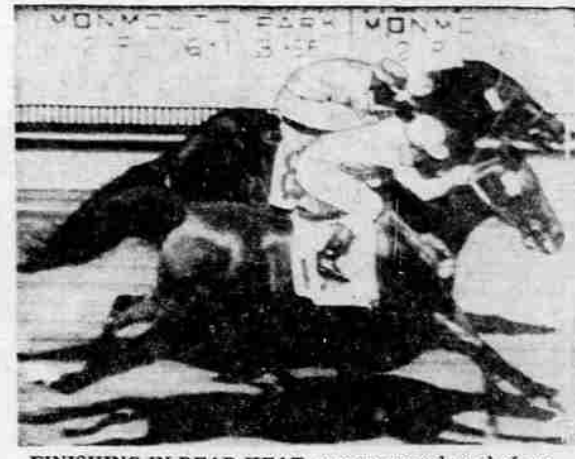
Hawaiian Steamship Co.: Newly-formed company bought little-used World War II troop transport LaGuardia, originally built as sister ship to APL's Wilson and Cleveland, to invade California-Hawaii field. Ship goes into East Coast yards for modernization soon and officials expect her in service by next January.

NYK: Japan's largest steamship company plans two 20,000 ton liners in move to re-enter its once flourishing California-Orient trade. Work on first ship expected to begin next year when agreement on subsidy completed with tourist-hungry Japanese government. NYK lost virtually its entire 175-ship fleet, including six liners, in World War II.

Another important factor in the expected increase in passenger accommodations is freighter travel. Heavy new construction is scheduled and most of these ships will carry 12 passengers each.

Some new freighters offer facilities as luxurious as the most modern liner. Such ships are in the fleets of American President Lines and Pacific Far East Line, with the latter's Golden Bear, Korean Bear and Japan Bear boasting picture windows instead of portholes, wall-to-wall carpets and piped-in music in cabins, private bath instead of the usual shower, large lounge and library.

Luxury liners also are coming up with new refinements. Matson's new Mariposa and Monterey will be equipped with Sperry gyroflares, huge stabilizers protruding from the hull below water which automatically adjust to head off the roll of the ship. Designers claim that they reduce the pitch and roll of the ship by as much as 90 per cent.



FINISHING IN DEAD HEAT, camera records end of second race at Monmouth Park, N. J. Son O'Doge was ridden by Joe Dulmore and Mary N' Lib (on rail) by Sam Boulmetis. Note Son O'Doge stretching. (International)

WEEDS AND DYES

Davis, Calif.—(U.P.)—Dyes that glow under ultra-violet light are showing plant scientists how weed killers get inside living plant. Leaves dipped in solutions of these dyes and then washed off will under ultra violet light fluoresce in those areas where the weed-killing chemicals are absorbed. University of California plant scientists are using dyes as tracers.

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as possible. For summers on a beach, near a house, or when a permanent camp is handy, this may be all right—except even there excessive exposure can be dangerous. But for the real camper, it is downright foolish: his concern at all times is adequacy. Clothes must be adequate for the season, for the place, for the use, for the wearer's own adaptability to unusual conditions.

To know what to buy—and save money by avoiding mistakes—study the clothing of the outdoorsmen of the area. By long-time testing, their clothing will be adapted to the climate, the locale, the nature of the work.

For example, in the arid desert areas of the southwest, your clothing must protect you from thorns, snags, rocks, brush—all seem to take a fiendish delight in tearing your clothes; and although days can be hot, nights can be very chilly, especially where there's altitude. Along the west coast, dew may be excessive. In the Rockies, there may be summer thunderstorms which come up fast; and nights can be freezing. Between the Rockies and the Appalachians, it's a different story; nights and days are usually warm with rainfall frequent and often heavy. Farther up, in Canada, equally great variations occur. So, see what's being worn—then make your purchases locally.

One Standard Garment

For most summer camping there is one standard garment you'll want: a pair of Levis made

felt hat beats a cap all hollow—it makes a good sunshield and keeps the rain from running down your spine besides holding out most of the pine needles, leaves and bark.

(Released by McClure Newspaper Syndicate) (Copyright, 1956. by Eugene Burns)

Free: By special arrangement with the editors of the Encyclopedia Americana, my panel of judges will award each week to the reader who sends me the best, true-life nature adventure, the best nature observation, or the best question on nature and wildlife, a complete 30-volume set of this world-famous reference work in a handsome Sealcraft binding. Each week new submissions will be considered. Sorry, I simply can't answer your many friendly letters. Please address your letters to: Is That So? care Medford Mail Tribune, Box 575, Sausalito, Calif.

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