

Letters From the People

Editor Herald:—Your editorial in a recent issue regarding the necessity of action on the part of the city to secure and build adequate parks for the people, prompts me to suggest a method for an easy and cheap solution of the problem. In private conversations during the past several years, I have advocated the method, I now make public.

To any old timer, or to any observant person, it is unnecessary to state that all the swamp and adjacent low lands of this basin have been built up from the lava and other sedimentary deposits of our rivers and lakes, that were deposited during the annual flood waters following hard winters. These deposits carried in solution and left after receding of the freshets have frequently reached a maximum depth on the flooded lands of eight to ten inches in one season, while the river bed and the lake beds retain many feet of this rich soil building material.

Lake Ewauna, as well as Upper Klamath Lake are Nature's grand reservoirs upon which we may draw enough rich soil to fill up all the low lying lands bordering the lakes and river. The method to utilize this unlimited and handy material is by the use of the suction dredge, a much used method in many places more difficult to operate than it would be here. All the necessary equipment would be a scow with a moderate sized gasoline motor and six to eight inch pump with sufficient hose to pipe over the top of levee or banks of even short with a few pontoons upon which the pipe would be supported when operated some distance from shore. The muck with enough water to render its pumping feasible could be had in plentiful amounts near shore, and would constantly replenish itself from the lake bed.

The cost per cubic yard of the material which would be self spreading, would be infinitesimal compared to that of an equal bulk of any other suitable material and could be immediately utilized when the water had run off or evaporated, either as garden or lawn.

We have tulle lands lying idle adjacent to this city to give all the necessary dry parkage, supply all the demands of a city of 50,000 population with vegetables and small fruits if sufficient enterprize and public spirit was employed to utilize it.

We are looking more for easy money in the shape of interest, profit on goods and lands, and are lacking in public spirit and the wide vision that looks to the future and its needs.

Wake Up! Utilize the means that nature has so abundantly supplied you and the thing is done. Some of our money will be kept at home.

MORE ANON.

NOTICE

On June 29, the First Baptist Church of Klamath Falls will hold baptism at Everett Griffith's ranch on Old River, for four candidates. There will be preaching before the subjects are baptised.

Pleasing Presents For June Brides

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Frank M. Upp
JEWELER
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Official S. P. Watch Inspector.

The HALMARK Store

Flying Not Dangerous as People Believe

(Continued from Page 1)

such maneuvers must be done only at such altitudes as will give the pilot plenty of time and plenty of space in which to right his machine before coming near the ground. What can be done with perfect security at 10,000 feet becomes a hazardous undertaking at 1000 feet, and "stunts" must be commenced only at such heights as will enable the machine to be righted again at not less than 1500 feet. The accidents, as even a layman may observe, usually occur when an aviator flies too near the ground. Then when something happens there is no room for safety and broken limbs or loss of life is the result. There is a movement on foot, or should one say in the air, to have all machines licensed by the federal government, and their pilots subject to such proper regulations as will tend to prevent avoidable accidents.

In describing his trip up from California, Colonel Watson laid much stress upon the dangers of the journey across the mountains in Southern Oregon. Given a good machine, properly cared for, he says, an experienced pilot runs no risk in the air so long as his machine keeps running. Nothing will happen to the plane as it is constructed now, but the engine may fail at any moment. When this happens he must make a landing and to land in safety when running at as much as 70 miles an hour, is a dangerous task unless a proper landing place can be found. During the passage of his squadron over the heavily timbered mountain-

ous country south of us, while on their way to visit the Rose Festival, the failure of an engine meant the death of the pilot, since no proper landing would have been possible. Where good landing could be made no such danger existed.

For this reason aviators are calling for "air highways," that is to say, a chain of landing fields across rough country. In other states progressive communities are supplying themselves with suitable landing fields because they realize that unless this is done the air machines will not come their way. This is one of the respects in which the airplane differs from the automobile. The automobile travels bad roads and as the traffic increases, better roads are provided, but the airplane will only go where its necessities have been already supplied. So if the Pacific Northwest wants the mail service, the express service or the passenger service through the air that the modern states are now seeking, the one great danger of flying, and that, paradoxically, is landing, must first be removed.

Asked for more details, the colonel said that an average plane flying at 10,000 feet, if engine trouble ensued, could plane to a distance of about seven miles, and that about 3,000 feet of level surface is needed to make a safe landing. Unobstructed land is required, as smooth and level as circumstances will permit, with a shed for shelter, with gas, oil and a few tools.

With landing fields at suitable distances Oregon may keep pace with her sister states, but their absence will result in none of these advantages that the rapid air service is expected to bring to progressive communities.

Come to Chiloquin JULY 4

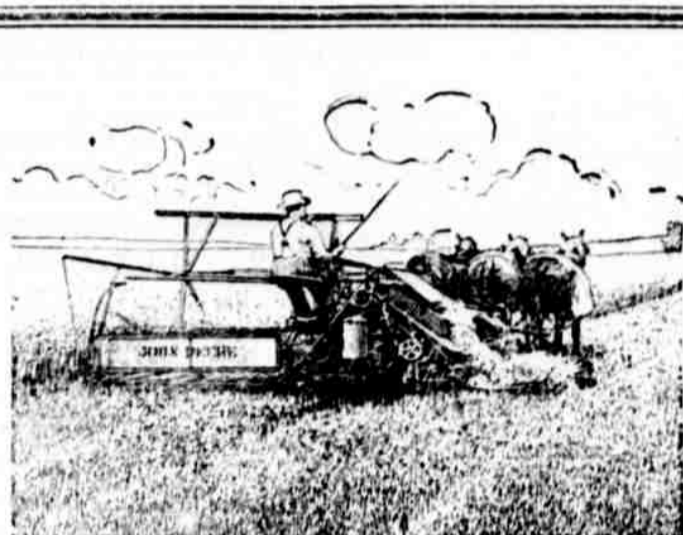
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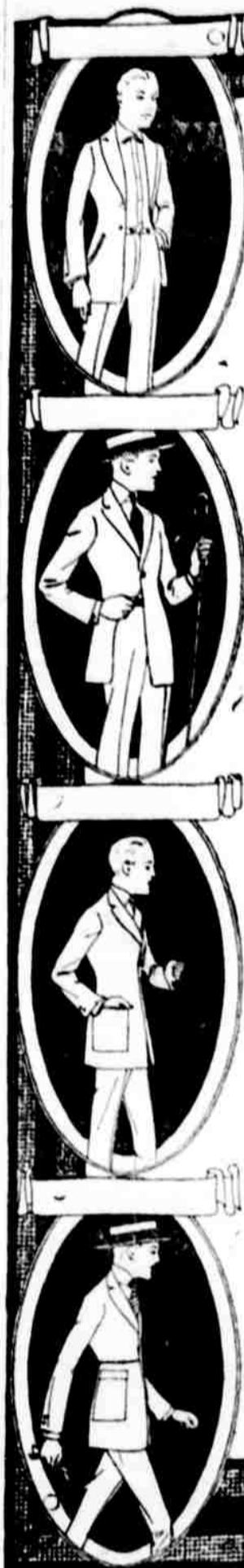
Stronger wheels, heavier frame, reinforced platform, self-aligned bearings, roller bearings, three packers instead of two, hardened wearing surfaces on knotted parts, ground and polished packer shaft bearing, and quick turn tongue truck are a few of the many points about this binder that make it serviceable, light draft and economical to operate.

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