

EASY PAYMENT PLAN OFFERED FOR VACATIONS

Into the news this week comes an announcement that will bring cheer to the hearts of the legions of substantial Americans who want to travel but "can't spare the money just now." "1940 is Travel America Year," really means something after all. From now on, you can literally travel and pay later.

A "travel credit plan," sponsored by 66 great railroads, makes possible the purchase of railway trips and tours in the same manner that you buy your car or radio — on convenient monthly payments.

The plan, which becomes effective May 20, is exceedingly simple. The prospective user merely goes to the ticket office of the cooperating railway over whose lines he wishes to travel, or to a travel agent, and makes application for credit in the amount of the cost of the proposed trip or tour. The application is passed upon within 24 hours.

Use of the travel credit plan requires no collateral—only the signature of the individual. The cost of the proposed trip, however, must total \$50 or more to be eligible for purchase on credit. No down payment is required. There is a nominal service charge for the credit accommodation.

It is predicted that the largest use of the travel credit plan will be for vacations and other recreational trips and tours, although the service is intended to cover any form of railway travel. Credit is not necessarily confined to the cost of transportation alone. It may be used for Pullman accommodations, all-expense tours, which usually include hotels and meals, spec-

FOR THAT SPECIAL
OCCASION
AND ON EVERY OCCASION

Miss Saylor's

UNUSUAL CHOCOLATES

They're Delicious!

REMEMBER

Mother's Day

is

May 12th

Surprise Her With a
Box of Fresh Candy.

THE SWAN

Opposite Courthouse



Members of the Klamath Falls ladies' auxiliary to the Brotherhood of Railroad Trainmen, made up this drill team which put on the initiation work at the state convention held May 1 in La Grande. Left to right, front row, Mrs. Earl Snyder, Mrs. Charles Jones, Mrs. James Jensen, Mrs. J. H. Dunham, Mrs. George Davig, Mrs. H. C. Bonney, Mrs. Rowland Kemp, president, Mrs. A. A. Myers, Mrs. Paul Jones and Mrs. J. J. Pex; second row: Mrs. Chester Anders, Mrs. Paul Horne, Mrs. Fred Genereux, Mrs. V. C. Phillips, Mrs. Clarence A. Nicholas, Mrs. James Watkins, Mrs. Harry Sackett; third row, Mrs. F. E. Wilkes, captain; Mrs. E. G. Thomas, Mrs. Albert Guthrie, Mrs. W. R. Wamsley, Mrs. M. J. O'Donnell and Mrs. Arthur Anderson.

ified side trips, and any service that is sold through the railroad ticket office.

As an example of the potential money-saving advantages of the plan, in addition to its convenience, a railway's spokesman cited the hypothetical case of an eastern or midwest couple who might plan a tour taking them as far as Seattle, but who would be financially unable to make a long-dreamed-of Alaskan cruise from that point. Now instead of abandoning that dream, or at least being put to the expense of retracing the trip to Seattle and thence to Alaska at some improbable date in the future, they could use the travel credit plan and go the whole way at one time and at a great saving.

Nearly all of the railroads in the United States are party to this installment purchase plan, which permits of travel anywhere.

FREIGHT DERAILED; PASSENGER DELAYED

Four cars, carrying slag, were derailed on the Southern Pacific tracks south of Dunsmuir at Kennet, Calif., at 1:20 a. m. Tuesday, causing a delay in northbound traffic into Klamath Falls. There were no injuries, according to the SP office here.

Southbound traffic continued on schedule, it was reported. Tracks at Kennet were cleared at about 8 a. m. No. 18, northbound, due in here at 6:50 a. m., arrived shortly after noon.

According to English statistics, about one person in every three in Newfoundland is receiving relief.

RAILROAD NEWS

Jimmy Dooley, SP crew dispatcher, returned Monday from the General Hospital in San Francisco where he has received treatment.

H. C. Bonney, conductor on the Southern Pacific lines, returned to the General Hospital in San Francisco to receive additional treatment to his hand, injured some time ago.

A meeting of the dance committee making arrangements for the queen's ball the night of Saturday, May 25, in the Klamath Falls armory, will be held Thursday night at 8 o'clock in the trainmaster's office. Plans are rapidly being completed for the affair which will honor Hilda Huffman of Dunsmuir, SP telephone operator there, who will be this division's candidate for queen of Southern Pacific day at the Golden Gate fair.

Mrs. J. G. Fitzgerald, wife of the OC&E agent at Bly, left Tuesday for Seattle, called by the illness of her mother.

R. N. Whitman, master dispatcher of the Great Northern here, left Monday for Seattle, where he will work during vacation period as extra dispatcher.

Harry Anderson, Spokane, GN diesel expert, was a business visitor in Klamath Falls Monday and Tuesday.

C. O. Jenks, St. Paul, vice president of the Great Northern; R. A. McCandless, Seattle, general manager, and A. B.

Colville, Spokane, superintendent of motive power, were visitors at the GN offices here Saturday.

Hugh Davis, Great Northern fireman, was called to Spokane, Wash., Monday by the illness of his father.

KLAMATH WOMEN ATTEND CONCLAVE

Twenty-four women members of the auxiliary to the Brotherhood of Railroad Trainmen, made the trip to La Grande to attend the state convention held there May 1. The conference opened at 10 a. m. and continued throughout the day until 9 p. m.

The Klamath Falls drill team, of which Mrs. F. E. Wilkes is captain, put on the initiatory work. Mrs. Rowland Kemp is auxiliary president.

FIRST SAMPLE PASSERS

French wine sellers, years ago, paraded Paris streets, blowing horns and distributing free samples of wine from wooden buckets. They were the forerunners of modern sample distributors.

Fredonia, Ariz., is located 69 miles from the nearest railroad.

PRODUCTS BOOSTED BY SP 'SALAD BOWL'

Mention of the "salad bowl" may sound out of season, but be advised that this one has nothing to do with football. Instead the reference is to Southern Pacific's famous dining car specialty which has done so much to promote the nationwide use of lettuce and other choice western vegetables.

First introduced by Southern Pacific in 1928, the salad bowl has been called upon to satisfy an ever-increasing demand, its aggregate bulk having amounted to 642 carloads at the end of 1939—enough to make up a train approximately five and one-half miles long, according to G. A. Erickson, district freight and passenger agent for the company. And that, he says, is some salad!

To fill a bowl that size the company used 3300 tons of lettuce, 1881 tons of radishes, 1023 tons of tomatoes, 792 tons of cucumbers and 66 tons of green peppers, not to mention the oil and condiments required for the dressing. By the close of 1940, after Mr. and Mrs. America have made this our greatest travel year, it will be another and bigger story, Erickson declares.

TWO PROSPECTORS LEAVE GAPS IN BEND ENUMERATION

BEND, May 7 (AP)—Census Supervisor Katherine G. Nelson said today if the Rosary lakes mystery men don't show up pretty soon they won't be counted.

The two men, prospectors, were last seen at the Odell office several months ago. They went back into the hills, Nelson would like to make the count complete but she knows the names or whereabouts of the two and for a few cents per person no enumerator can afford to look for them.

PORTLAND, Ore., May 6 (AP)—Chapman, lower Columbia hamlet, is sick and tired of not being enumerated.

Although the village has a school of 35 students, a store and two dance halls, it was overlooked in the 1920, 1930 and so far in the 1940 census tabulations.

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• HOW to EAT to BEAT the HEAT

WATCH PROTEIN DIET WHEN SUN BLAZES HOTTER

By ALICE H. SMITH
Nutritionist, Cleveland Health Council

Does spring fever affect your appetite? Well, it's bound to; but not like the fever doctors talk about.

A true fever means the body is rapidly generating energy in the form of heat. Usually this requires that you eat more to save the body from "burning" its own tissues. With spring and the first hot days the problem is getting rid of the extra heat the body generates oxidizing food.

Normally, the regulation of body temperature doesn't require any assistance from you. There is no other mechanism as complicated in structure and as scientifically operated as the body.

The body is fed food regularly. This food must be softened, churned and dissolved so that it can circulate in the blood stream. From it each part takes the food it needs. This involves a process of "burning" or oxidizing. Ordinarily, this burning of food in the tissues releases enough heat to keep the body at normal temperature, 98.6 degrees Fahrenheit.

In the winter we conserve this heat by heating our homes, schools, places of work, and by wearing sufficient clothing. Comes the first warm weather and we must do the reverse. And at this point the diet comes in again.

Just how does diet affect the regulation of body temperature? Excessive food intake over a period of time produces a heavy layer of fat. This fat acts as a sort of insulation—fine for keeping you warm in winter—and hot in summer.

Then too there is one class of proteins which "whips up" the body process, creating additional heat—meat, fish, poultry. If you want to keep cooler you can do no better than get most of your protein diet from milk, cheese, eggs, vegetables, and cereals. A moderate amount

of fish, meat and poultry is all right.

Meat once a day is sufficient, even more than necessary most of the time. In place of meat, use more milk, eggs, vegetables and fruits.

A diet too high in protein foods can create 30 per cent more heat or calories than a normal, mixed diet with moderate amounts of protein.

Finally, there is an economy angle to this lighter summer diet. Eggs, milk and vegetables are cheaper in the warmer seasons than meat.

You can cool off—and save.

NEXT: Gardening, double-barreled health giver.

Poor chap!—hasn't yet tasted Wieland's Extra Pale Lager!

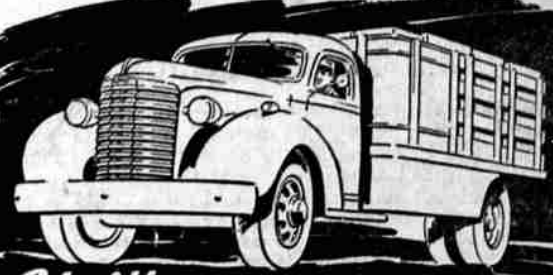
ICE MOVED LAND

Geologists say that three times in the earth's history glaciers from Norway have pushed down toward Russia, Germany and Holland. On one of these advances, the river of ice penetrated as far south as the Harz mountains, and deposited more than 100 feet of soil over portions of Germany.

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*Mother's Day is May 12th



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