

Noted Diver Comes Here In Odd Way

Frank Crilley, Ex-Explorer, Has Narrowest Escape in Boxcar

By BILL CUMMINGS
Perhaps only the ingenuity and persistence picked up in hours of perilous undersea work saved the life of a 68-year-old former deep sea diver who was released here Thursday nearly dead from thirst and starvation after 10 days' imprisonment in a boxcar.

Frank Crilley of San Francisco, whose name has been linked with some of the greatest undersea exploits on record, laughed about the experience from a bed at the Klamath Valley hospital. But he admitted the foodless, waterless journey of the rolling overland vault puts to shame even the most dangerous of his marine adventures.

This slight, soft-spoken man—gaunt and extremely weak after his involuntary fast—was lowered in a diving bell to one of the greatest underwater depths ever achieved by man, fought an octopus on the sea floor near the Philippine islands, and touched off an underwater bomb to blast lose an ice pack which imprisoned a submarine on the recent arctic expedition of Sir Hubert Wilkins.

WAVING HAND ATTRACTS RESCUERS
Thursday afternoon a group of transients along a railroad siding at Midland were astonished to see a hand emerge from a hole in the side of a boxcar. Approaching the car, the transients heard noises within and loosened the wire which fastened the door. Out clamored the bearded, exhausted prisoner.

When Crilley's eyes became accustomed to the bright daylight he made his way to a slough nearby and drank his fill of the murky water. Then he set out along the Midland road on foot toward town, but before he had traveled far he collapsed. State police found him and he was brought to Klamath Falls in an ambulance.

After a day's recuperation at the hospital he was strong enough Friday to tell his story, between sips of hot broth which he said "tasted good" but nothing like what he wished they'd give him—a huge steak.

It was at San Luis Obispo on May 20 that Crilley began his involuntary journey. REFUGEE FROM STORM NEARLY BECOMES TOMB
He was enroute north by bus to San Francisco and after reaching San Luis Obispo found he had two and a half hours to wait before the next bus departure. Wandering on the beach, he was suddenly caught in a rainstorm and took refuge in the nearest shelter—a reefer or refrigerator car.

Tired from his long bus ride the night before, he evidently went to sleep, for the next thing he knew the car was moving and the door shut and locked.

Crilley who had found himself in similar precarious positions, was soon at work making his escape. He opened his pocket knife and began carving a hole in the thick wooden siding. Working a while and then sleeping when exhausted, Crilley finally cut a hole large enough to accommodate his arm. By this time the boxcar had come to rest at the Midland siding, 10 days after the journey's start. It was there that his feeble waving attracted the attention of the transients and led to his release.

When he has recovered Crilley intends to go to Portland, then take a boat to San Francisco. He wants to get as far away as possible from his unchosen inland route and back to the sea.

Pioneer Buckaroos Prepare for Round-up



By MRS. WILBUR JONES

THIS picture of buckaroos of former days was taken about 1896, perhaps in June of that year, at the Shook ranch in Alkali valley, now known as Yonna valley. (Yonna means alkali in the Indian language).

Reading from left to right are George Thorp, Chauncey Arant, Billie Shook, George Chastain, David Shook, Unknown, Aron Shook, Chinaman Toy, Jack Horton and Bill Woods.

According to Attorney George Chastain, Thorp left here and his whereabouts are unknown.

Arant lives out near Olene at the present time; the Shooks are all dead; Toy went back to China about 1900; Jack Horton lives near Eugene, and Bill Woods died in Bonanza a few years ago; George Chastain now practices law in Klamath Falls.

The picture was taken as the men had banded together, grub wagon and all, to round up cattle on the Sprague river, or to "ride the reservation" as it was called. These men were stockmen and buckaroos. They gathered together in the fall to ride for beef cattle; again in the winter to gather up the cattle for feeding on the ranches; then, in the spring, the cattle were again turned out on the range.

In the early summer the stockmen rode the ranges, gathering up the spring calves and bringing them to the home corrals to be branded. This rounding up of calves took several weeks, as the cattle ranged over a territory approximately 50 square miles in area. Cattle by the thousands fattened on the open range, on bunch grass, in this territory, each year.

At the time of the fall round-up of beef cattle, buyers from San Francisco, Oakland, Portland, Stockton and other points, were on hand to make their purchases, buying not by the pound, but by the head. Sometimes the buyer rode out into the meadows and picked out his animals from the herd. At other times, as each animal passed through the chute in the corral, it was appraised by the buyer, and if selected, its tail was bobbed to indicate that it belonged to the buyer.

The valley stockman would often assist in driving the purchased beeves to the nearest railroad. This meant a drive to Winnemucca, Nevada, to Sacramento, Stockton, and, later, to Redding, then to Montague.

This early day range for cattle included what is now known as the Sprague river country, Fort Klamath, Swan Lake, Langell Valley, Yonna valley, Tule lake, Merrill and Poe valley. The cattle were gathered at big corrals at three or four of the larger ranches, including the Shook ranch in Swan Lake, Carr ranch at Tule lake, the J. Frank Adams ranch near Merrill, the Swingle, Walker and Langell ranches in the Sprague river district.

The picture of the Shook ranch is taken from the same spot as the buckaroo picture. The old hitching rack is visible in both pictures. This ranch included the original Callahan ranch, the Ivan Applegate ranch and the Aron Shook ranch, all taken up and settled before the Modoc war.

At the time this picture was taken the place included about 3000 acres of land, partly homesteaded, partly purchased from other settlers, and part of it swamp land purchased from the state.

At the extreme right in this picture is Ross Sutton, brother of Mrs. George Chastain, with a bicycle, the first one brought into Yonna valley.

Thanks are due to Attorney and Mrs. George Chastain of Klamath Falls, for the two pictures and the information contained in this story of early day buckaroos. Mrs. Chastain's mother was Mary Jane Shook, sister of John and Billie Shook, who were well known to all Klamath county settlers, and who died in recent years. Mrs. Chastain spent many years of her life on the old Shook ranch.

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In the early summer the stockmen rode the ranges, gathering up the spring calves and bringing them to the home corrals to be branded. This rounding up of calves took several weeks, as the cattle ranged over a territory approximately 50 square miles in area. Cattle by the thousands fattened on the open range, on bunch grass, in this territory, each year.

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\$1000 Policy For \$1,000,000 Concern

Military Writer Outlines What He Believes U. S. Should Do for Defense

By THOMAS M. JOHNSON
NEA Service Military Writer

THIS is no scare story. It is an effort to help every American do what he wants to do—be a hard-boiled Yankee realist about one of the most serious situations his country ever has faced.

Such an effort forces itself upon one of those whose job it has been to analyze this war and our relationship to it. My analysis comes after consultation with officers and civilians informed about our national defense. It has also been conditioned by personal experience of the last war and hope never to see this country in another.

In that same hope, the American people have thought, as aggressive arson dropped sparks about them, that they were getting ample fire insurance. What they were getting was a thousand-dollar policy to cover a million-dollar concern.

U. S. NEEDS STRONG ARMY, NAVY, AIR FORCE

THIS concern needs for protection a strong army, navy and air force. The last two are relatively stronger than the first. But the air power of aggressor nations has rendered almost obsolete not all, but quite a few, of our planes, and handicapped many of our warships.

Even when these handicaps are overcome, the oceans that have been our sure protection, are that no longer. And even the best planes and warships alone cannot surely protect this hemisphere or our part of it. The army is less than half ready.

Now, we are not going to be attacked today. We shall have more warning than Norway, or Holland, or Belgium. But to prepare against tomorrow which no one can predict and which the highest authorities in Washington believe is very ominous, we have now our last chance.

In the air we should do everything to aid the allies that will not delay our own arming. Expert opinion believes the aims can be reconciled. We should press work on medium bombers where the Germans have outstripped us; on aerial cannon; on more and heavier anti-aircraft guns.

NEED MORE MONEY NOW

To protect us at sea, congress should pass immediately the 11 per cent budget increase already approved by the senate committee, plus whatever additional is needed, especially to strengthen existing ships against air attack.

The marines and the army should have trained and ready landing forces to secure outlying points against seizure as bases for bombing the Panama canal or our coasts.

We should strengthen the

Views at the Golden Gate Fair—Just Down at S. F.



Vast crowds (more than 123,000 attended) view the Golden Fourties Fiesta parade on Treasure Island. Here is a part of the throng pictured in the Temple Compound as the column passed. Such scenes were duplicated hour after hour throughout the gay opening day.

Philippines or, better, evacuate them before they involve us in defense that, on excellent authority would cost "astronomical figures" in lives and money.

On land, we should increase the regular army immediately from 227,000 not only to the 280,000 authorized by law, but to 330,000 or more; the national guard from 235,000 to 320,000, perhaps even the legal maximum of 420,000.

That combined force, with reserves, could be expanded quickly to a million men. AND THAT WOULD BE A SMALL ARMY. NOT A LARGE ONE. It would take all of a million men—probably more—to defend this country and its outposts, against a modern attack.

Even our present force of half that number, lacks equipment. The shortage of ammunition is most critical. We lack also enough of various arms, trucks, automobiles, uniforms, blankets, shoes, even medical supplies. For all this the war department needs \$528, 000,000, and if congress gave that sum tomorrow, it could not catch up for a year and more without a stupendous effort.

CAPITAL, LABOR SHOULD HELP

FOR such an effort capital and labor may yet be called upon. Manufacturers who have objected to taking defense "educational orders" must cease these objections in the national interest, and their own.

For the same reason there must be an end of those labor troubles such as delayed France's war preparations, especially in aircraft. Short working hours may turn out to have lost the war for France. We can lose our peace if our arming is too much delayed by failure to adjust the Wages and Hours act to crisis conditions, especially when we have a shortage of skilled workmen.



Lila Deane is this pretty young woman who has been chosen Miss Exposition for the Fair in '40 on Treasure Island. She's to reign over the 1940 Golden Gate International Exposition as one of the streamlined beauties of the Golden Days of '40 show.

You Can Lick Stamps--But You Can't Keep'em Down; Century Old, They're Big Business Now

STAMPS are 100 years old. Hardly a man is now alive who remembers when they were just postage.

The British issued the first stamp, the "Penny Black," on May 6, 1840. In a way Napoleon was responsible. Twenty-five years earlier the British were fighting him. It was a costly affair; the government hiked the postage rates to pay part of it. When the war ended the hike kept right on.

It was still on in 1840 when one Rowland Hill decided to do something about it. Hill got parliament to listen, succeeded in introducing the postage stamp. Thereafter people paid for their letters according to weight—not distance and the size of the war debt.

From Britain the stamp idea leaped around the world. Today the world leaps to keep up with the stamps.

Take the U. S., seven years behind the British with the first official postage stamps. Today, thanks to the collecting hobby and fast presses, Joe Doakes is about seven stamps behind Jim Farley.

The first official U. S. stamps were issued at New York on July 1, 1847. There were two values, a 5-cent Franklin (he was the colonies' first postmaster general) and a 10-cent George Washington.

They were for POSTAGE only. But today one out of every 13 collects stamps. Tons of stamps are handled by the 10,000 U. S. dealers every year; keeping up with the 10,000,000 collectors and investors is like feeding meat to lions.

They're selling stamps today over regular exchanges where each day's news affects the price. They're teaching the science of stamps in schools and colleges. Scores of clubs and associations exist to gather stamps. Conventions are held, exhibitions staged, fabulous prices paid for rare copies with something wrong with them.

The Russians, incidentally, got on to that. The Soviet designs whole series complete with defects or "errors" to make them worth more.

The other countries do a pretty good business. A Portuguese colony maintains a London office to sell its pretty pictorials, France will sell you stamps for less than you can buy them in Paris, and Hitler's picture on the postals is helping finance the nazis in Norway.

At least 2200 separate varieties were issued in the world last year. Mr. Farley started '40 with 35 issues of "Famous Americans," several state commemoratives and a pony express rider the collectors didn't like—and so bought avidly.



Penny Black

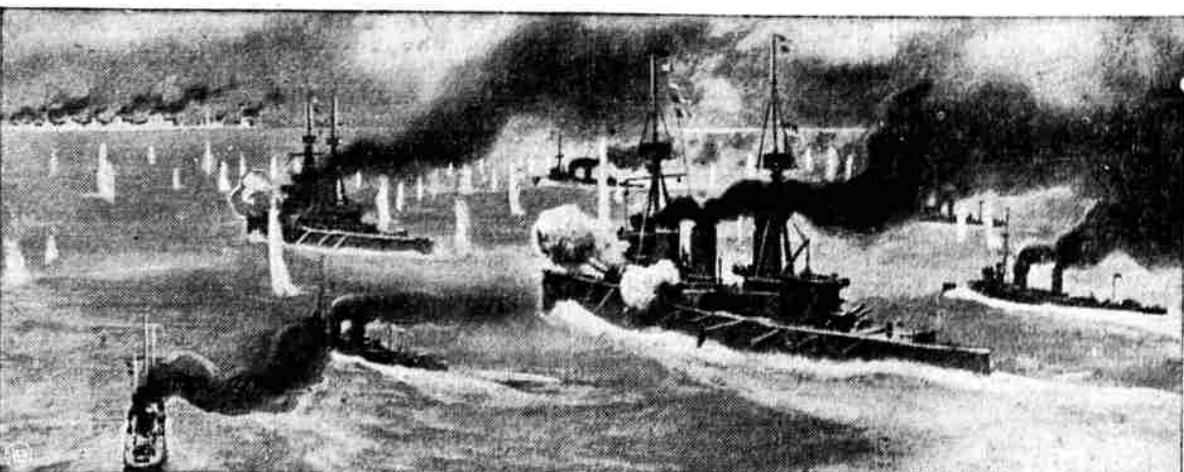


5-Cent Franklin



10-Cent Washington

GERMANS 'WIN' JUTLAND--BUT BRITISH WIN WAR



The arrival of the German fleet, extreme left background, during the Battle of Jutland . . . from a drawing in the London Times' History of the World War.

This is the last of a series of articles telling the stories of naval battles that won wars.

By NEA Service

BOTH sides won the battle of Jutland on May 31, 1916.

The Germans, who call it the battle of Skagerrak, still contend it was their victory. In a way it was. German losses were lighter than British and German gunnery was superior.

But the Kaiser's fleet retired after the battle and the British hung around to preserve the allied blockade for the duration of the war. Had the Germans

cracked Britain's blockade, there is little doubt the World war would have ended much sooner than it did—with a German victory.

Admiral Sir John Jellicoe, in command of his majesty's fleet, was a cautious man. Too cautious, perhaps. He was afraid of submarines and torpedoes, and much of his maneuvering was tempered by a dread of these German weapons. Actually, no submarines took part in the battle.

The German fleet, commanded by Admiral Reinhard Scheer, met the British in the North

sea, west of the Skagerrak. His majesty's fleet comprised 28 battleships, nine battle cruisers and 28 light cruisers, reinforced with 78 destroyers. Germany had 22 battleships, five battle cruisers and 11 light cruisers, with 61 destroyers hovering by.

Admiral Beatty's division of the British fleet was the first to see action. Beatty's advance guard and German Admiral Hipper's fleet fought it out for several hours. Beatty finally went into retreat, drawing both German admirals toward Jellicoe's main fleet. It was about 6 o'clock when the combined

fleets of both navies came together. The rest of the battle lasted until the early hours of the morning—until Admiral Scheer finally ordered his scattered fleet into retreat.

The British lost three battle cruisers, three cruisers and eight destroyers; the Germans, one battleship, one battle cruiser, four cruisers and five destroyers. British casualties totaled 6787; German, 3039.

It was a costly battle—costly to both sides. But, as it later turned out, the Germans paid the highest price. They lost a war.