

LOCAL RIDERS PLAN TRIP TO LAKE ROUNDUP

There will be plenty of local color at the Lakeview Roundup over Labor day weekend with the usual number of riders planning to leave in the morning hours of August 27 to help the Lakeview rodeo crew put over the show.

Those planning to make the ride include Bill Serruys, Marshall Cornett, Charley Read, Fred Flock, Moise Penning, Bud Etherton, Early Arant, Carl Steinsiefer, Bill Jenkins, Clarence Adams, Harry Miller and Ward Hutton of Tulelake, Bob Burleigh of Pomeroy, Wash., former resident here, Frank Woolridge of Medford, Clifford Taylor of Bakersfield, Calif., and others whose names were not announced. Bert Rohu will "flunk" for the boys again this year.

The first stop will be at the Lawrence Horton ranch where dinner will be served and the men will inspect Horton's herd of thoroughbred Prince Domino white face cattle. The night will be spent at the Jerry McCarty place.

The second night the riders will camp at the Casebeer ranch in the Horsefly section, the third night at Dog lake, fourth night at Westside, riding into Lakeview the morning of the fifth day.

Those wishing to share the chuck-wagon in Lakeview are asked to contact Charlie Read, dial 7346, in order that sufficient supplies be purchased. The wagon will go along with the riders.

British claim their bombs made Hamburg look just like that. Nazis say the English version of steak is really a mistake.

Phil Wrigley, owner of the Cubs, calls his yacht "The Wasp." An inadvertent but excellent reminder of his deal for Dixie Dean.

State Cracks Down on 'Share Expense' Automobile Travel

SALEM, Aug. 14—"Share-expense" automobile trips, inaugurated by individuals and unlicensed travel bureaus, are in violation of the motor transportation laws of Oregon, are getting the attention of the state utilities commissioner of Oregon, who has ordered thorough investigation in conjunction with the state police, the law-enforcing agency under the motor act, said Ormond R. Bean.

Information has come to the commissioner that a nationwide system of "share-expense" operation is being carried on by unlicensed and uninsured bureaus and auto drivers in violation of not only the Oregon law but motor laws of other states.

Bean already has brought this matter to the attention of the interstate commerce commission officials and, in several cases, has turned over telling evidence. In one case a southern Oregon judge fined a "share-expense" driver, who had violated the Oregon Motor Transportation act, \$150 and costs. In this instance the car was in a crash which sent one passenger, a Seattle resident, to the hospital. The judge decreed that the driver of the car also should pay the doctor and hospital expenses of the injured passenger.

In many instances the drivers of these cars do not carry any personal liability insurance and the passengers are running a personal risk of serious injury and death, said Bean. Insurance policies are null and void if cars are used while performing an illegal act such as carrying passengers without protection.

Evidence has been received by Bean of a current case where a Studebaker car made over for hears use was driven to Omaha where the Oregon license plates T 1-817 were transferred to a 1936 Chevrolet sedan on an Omaha parking lot and the car driven into Oregon where the driver was arrested for violation of the motor act. Six passengers were driven in this car on a "share-expense" scheme, two of the passengers doing the driving. The car was apprehended and the arrest made near The Dalles by a state patrolman. The driver of the car pleaded guilty and was fined with costs. The charges

Webfoot Travelers to Stop Here



Four thousand miles of travel about the state filling speaking engagements is the task chosen by three University of Oregon staff members during August and September. They will appear in Klamath Falls at the Willard hotel at 8 p. m. Thursday to show moving pictures of recent Oregon football and basketball games. From the left, Football Coach Tex Oliver, Federation Director Roy Vernstrom and Basketball Coach Hobby Hobson.

OREGON COACHES TO SPEAK HERE

Football Coach Gerald A. "Tex" Oliver, Basketball Mentor Howard "Hobby" Hobson and Federation Director Roy Vernstrom will present a program in Klamath Falls at 8 p. m. Thursday evening, August 15, in the Willard hotel auditorium.

The two University of Oregon coaches will talk about inter-collegiate athletics telling stories about their chosen sports. Of interest to local audiences will be the several reels of moving pictures about football and basketball games in which Oregon has recently participated. Hobson and Oliver will comment on plays as the films are shown.

John Houston is county alumni director for the University of Oregon.

Oliver, who was recently signed up for another three years as football coach in the Eugene school, Hobson and Vernstrom are making a 5000-mile tour of the state under the sponsorship of the Oregon Federation.

were hauling passengers for hire from Omaha to Portland without first acquiring an Oregon PUC permit and switching Oregon license plates.

"We are just starting this probe," said Bean, "and no stone will be left unturned to bring to justice those persons or concerns violating the Motor Transportation act." In further protection of the public charges of a serious nature have come to our attention and out of many cases of this "share-expense" transportation scheme may result charges of violation of the Mann white-slave law.

"The so-called 'travel bureau' also is under investigation as evidence has reached our office that the 'travel bureau ring' is nationwide in scope and the information we are gathering is being turned over to federal authorities as 'travel bureaus' of this nature are required to operate under ICC license.

"The scheme in this for-hire 'share-expense' idea, aided and abetted through false advertising on the part of individuals as well as organizations hiding under the name of 'travel bureau', is to receive from the prospective traveler a sum of money which is paid to the travel bureau, which demands that the passenger shall sign a liability release. This fee is for 'making the contact' between driver and

passenger; then the passenger must sign another liability release to the driver of the car when the said passenger pays a second fee to the driver.

"The office also has uncovered instances where some passengers have paid these fees and then when many miles from their destination, the drivers, alleging shortage of funds with which to buy more gas and oil, have demanded more money from their passengers. In other cases passengers have been left stranded and without funds. The passengers do not know that they are traveling without protection of insurance or law.

"The state police department under Superintendent Pray is cooperating to the nth degree with our offices to stamp out this racket," concluded Bean, "and we have just started in this state."

DARRELL MILLER PASSES BAR EXAM

SALEM, Aug. 14 (AP)—Seventy-four of the 120 law students who took their bar examinations here July 9 and 10 have passed and will be sworn in by the state supreme court next month, the court said today.

Darrell M. Miller of Klamath Falls was among those passing the examination.

PUC APPLICATIONS DUE AUGUST 16

Applications for temporary PUC permits for hauling agricultural commodities must be received at the PUC offices at the courthouse not later than Friday, August 16, it was announced Wednesday.

Hearings for the applicants have been set by the public utilities commission for August 29 and 30.

With the Burma road closed to China, and Japan running out of scrap metal who knows—maybe they'll have it soon with bow and arrow.

If you gentlemen think the (European) continent is a howling hell now, what do you think it will be this winter?—John Cudahy, U. S. ambassador to Belgium.

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PILOT CLASS HOLDS FIRST MEETING HERE

Ground school for the Klamath Falls non-college flight training program conducted by the civil aeronautics authority got underway at the Fremont school auditorium Tuesday night at a preliminary meeting attended by 45 applicants.

Classwork was deferred until regular hours for the course are established and until the attendance is complete, but Ground Instructor Max Guiley, manager of the Klamath airport, explained the purpose and methods of the course to the prospective pilots.

Regular classes are to be held three times weekly, Monday, Tuesday and Wednesday evenings, at the start of the course and this schedule may be increased to five nights per week later, Guiley said. The next class was scheduled to meet Wednesday night at 7 p. m. All classes are to be held at the Fremont auditorium.

Seventy-one applications have been received at the chamber of commerce offices and 38 of these

have passed physical examinations. The course is also open to those who do not pass physical exams, at a charge of \$7.50 tuition, which should be paid at the chamber of commerce before next Monday night.

Attendance at Wednesday night's meeting was expected to include nearly all those who have applied. Actual classwork will be started and regular hours for the course will be mapped out. At the close of the 72-hour ground course, the 10 students who pass highest in a final competitive exam will be selected for the actual flight training program.

Instructor Guiley explained that the course will take up the study of (1) history of aviation, (2) theory of flight, (3) civil air regulations, (4) navigation and meteorology, and (5) airport traffic control.

"WON'T HURT A BIT"

BLOOMINGTON, Ill. (AP)—When "Whiskers," venerable park zoo lion, got a bone lodged on a lower tusk while chewing a steak, he raised such a fuss that the custodian enlisted police aid in an attempt to rope the animal for a tooth-picking operation.

But "Whiskers," figuring it might hurt a little, shielded off dental work and raced frantically about the cage. Finally he knocked his head against a bar and out popped the bone. Peace and order was the rule once more in the animal house.

Correspondent Watches Gigantic Air Battle From Ringside Seat on Coast

By DAN CAMPBELL

United Press Correspondent AT A SOUTHEAST COAST TOWN IN ENGLAND, Aug. 14 (UP)—From a ringside seat on the cliffs above the Dover straits Monday I watched fleets of German "balloon buster" planes dive through a curtain of floating steel cables in an attempt to destroy the British coastal balloon barrage.

The German planes came in like flies against a vivid marine background of green sea and cloud-dotted blue sky, racing across from the white cliffs of Calais and Boulogne.

Spitfires Climb From a hundred anti-aircraft guns, shells went flashing into the sky. Up from nearby air-dromes rose Spitfires and Hurricanes. Little guns that reminded you of whalers' pieces began throwing a net of steel cables into the air which suddenly flowered into parachute-snare.

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Into the face of all this, the German planes arched at their targets with machine guns sputtering.

I watched one daring Nazi pilot weave his way through the mass of shells and cables until it seemed he would crash into a floating balloon. The bullets from his machine gun punched little holes into the bloated silver covering and as the pilot pulled his plane out of the dive the balloon went crashing in flames.

Plane Follows A Spitfire followed him up in that mad zoom, got on his tail and away they went racing out to sea to become lost in a cloud that hung like one of the balloons.

I saw the Spitfire come back.

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But the German plane had disappeared—either into the channel or safely back to his base in France.

The other German planes were driven off.

About 30 minutes later two German planes, which apparently had been hiding over the channel, slipped in quickly, hit a balloon with incendiary bullets, sent it flaming to the ground, and made for home.

Three attempts in all were made to destroy the balloon barrage. British fighters and anti-aircraft guns drove the raiders off each time.

I do not favor changing the present farm program unless a better one is gradually evolved. —G.O.P. Presidential Candidate Wendell Willkie.

There will be no blackout of justice in this country.—Edgar J. Hoover, FBI director.

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