

Airport Levy May Not Be Imposed Four Years

Thomas Says City Will Use Only What Money Is Necessary, Explains Development Plan

(Editor's Note: On March 5, Klamath Falls voters will decide whether to impose a four-year levy of 1.8 mills per year upon private property of the city to finance airport land acquisitions. In the accompanying article, City Engineer E. A. Thomas tells why the levy has been proposed and gives an outline of the history as well as possible future development of the municipal airport.)

By E. A. THOMAS
City Engineer, Klamath Falls

THE present airport site was purchased in 1920, and consists of 300 acres. The site was approved by the department of commerce before purchasing. At the time the length of the field was sufficient to allow planes to land and take off.

With development of larger and faster planes, it has become necessary to extend the runways. The length of a runway depends on the elevation above sea level. The higher the elevation, the longer the runways must be for the same airship to use. At this elevation, the actual effective length of a runway is 5300 linear feet for a class 4 airport, with clear approaches to the ends of all runways on a thirty-to-one ratio, or for every one foot in height above the ground there should be a clear horizontal distance of 30 feet.

Gargantua Sees Bride, Has Jitters

SARASOTA, Fla., Feb. 22 (AP)—The most stupendous, spine-chilling, supercolossal spectacle of a pair of nature's most tremendous, terrible, untamed monsters brought face to face for the first time in captivity in this or any other country, ladies and gentlemen...

Therefore, it is necessary for the city to acquire this additional land to meet the government requirements for a class 4 airport. The accompanying map shows the present airport site owned by the city, and the proposed land to be acquired. It also shows the length of the runways that will be constructed under the present government program, combining the CAA and WPA.

THE additional area of land necessary to comply for a class 4 airport is approximately 500 acres, making a total of approximately 800 acres. The question and advisability of obtaining additional land and accepting the grants of monies from the United States government was taken under consideration by the mayor and city council, the chamber of commerce, the city airport committee, and other interested citizens of the city. After due consideration and careful investigation of all phases of the benefits to be derived from the airport development, everyone was heartily in accord with the proposed program.

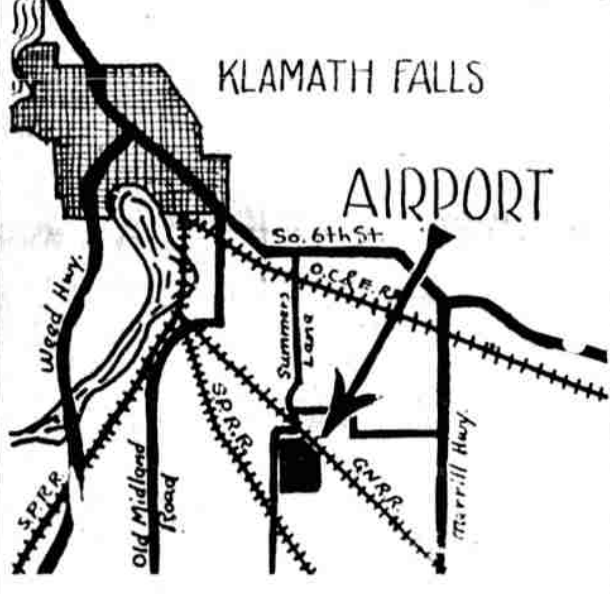
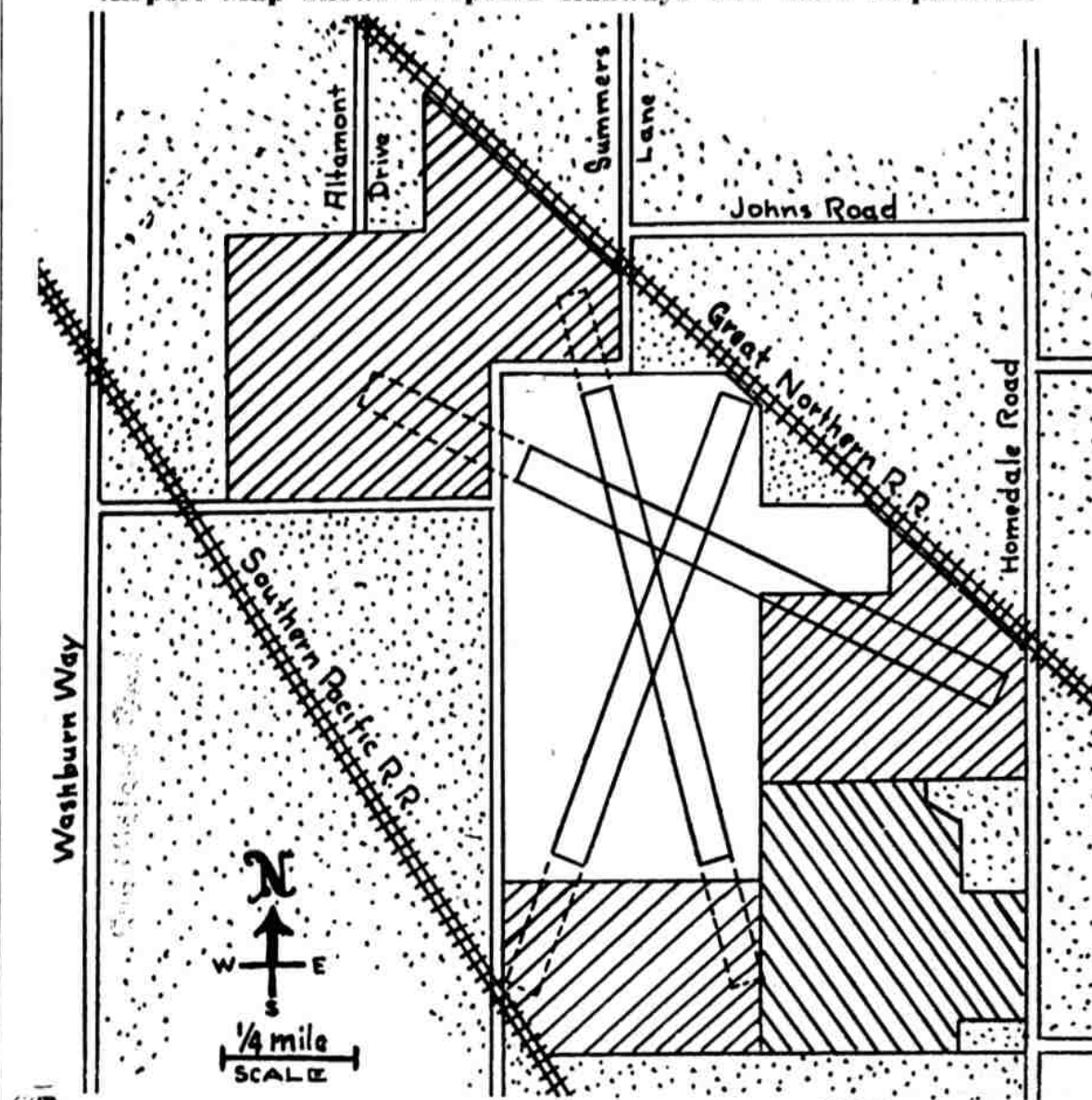
The mayor and city council, as your governing body, feel that it is in your interests to vote for the levy of 1.8 mills per year for four years. The city has tried to be fair with all property owners around the airport, offering a reasonable and just price for that land. The city will have to file condemnation proceedings on those properties where the owner feels he should be paid more than the city offered.

After the total cost of all land is determined, and the city finds that the levy will be more than needed, the city will make only such levies as are necessary.

As everyone knows at this time, the government has appropriated \$40,000,000 for airport development, to be spent on 250 airports throughout the United States. Klamath Falls, Oregon, has been selected as one of the 250 necessary for defense purposes. The city does not have to contribute one cent for construction, but does have to own the land on which the airport will be constructed.

THE City of Klamath Falls has had several opportunities to get airline service, if we have facilities to properly handle air traffic. Now, with the United States government willing to expend nearly one-half million dollars for an up-to-date airport, the city voters should take advantage of this without any question. The city

Airport Map Shows Proposed Runways and Land Acquisitions



Sprague River Folk Mourn Passing of Faithful Leo

By NORMAN WILCOX

It was a sad day in Sprague River mill camp Wednesday. Leo, the "old faithful," was struck accidentally by an employee's car.

Leo has been the "ruler" of the mill bunk-house since 1928 and his death caused many moistened eyes among the hundreds of men who knew Leo, "way back when." No other dog entered the bunk-house without Leo's permission.

quarter's worth of candy for Leo.

The night watchmen will miss "Old Faithful" at their heels as they make their late evening and early morning rounds. Leo knew, as well as the watchmen where each key for the clock was located.

Leo, a shepherd and golden collie, was nearly 14 years old. Carl Carlson, mill superintendent, who was his real owner, made an unsuccessful effort to save Leo's life by taking him immediately to a Klamath Falls veterinarian. Due to "Old Faithful's" age and the seriousness of the accident—a broken spine—there was only one thing to do. Leo was "put to sleep."

There will be some lonesome days in the bunkhouse—Leo is dead!

The men will no longer carry cake and cookies from the cookhouse for Leo's dessert.

The clerks in the local stores will miss the call—"give me a

White space in map center—Present airport, now owned by city.
Solid lines—Present plans for runways to be constructed under CAA and WPA, for class 3 airport.
Dotted lines—Proposed extension of runways for class 4 airport.
Cross-hatching—Proposed land to be acquired with approval of voters March 5.

The small map below shows the relation of the airport location to the city of Klamath Falls.

Czechs New Shell-Forging Machine Working For U. S.

By NEA Service

PITTSBURGH, Feb. 22 — When the Germans grabbed Czechoslovakia they got much loot, but, thanks to three Czech engineers, they lost one of the most precious things in the land—a revolutionary high-speed shell forging machine which is today working all out for Uncle Sam's rearmament.

For years engineers at the great Skoda munitions works at Pilsen, Czechoslovakia, had been trying to perfect a machine which would make shell forgings in two operations instead of five or six. They had finally succeeded in 1938 and had one machine in actual operation when news came of Germany's intention to take over the country.

The engineers wrecked the new machine beyond all hope of resurrection and smuggled the drawings and blueprints out of the country. They made their way to Great Britain where their invention was eagerly purchased. The Baldwin Southwark company of Philadelphia bought the American patent rights.

First machine manufactured was installed in McKees Rocks plant of the Pressed Steel Car company of Pittsburgh, which had a large order for shell forgings from the war department.

The big advantages of the machine are the saving of time and the quantity of shell forgings it produces. It is geared to produce shells of any size from 75 to 105 millimeters and can be adapted to production of even larger shells.

At present it is turning out about 150 shell forgings an hour. The shell forgings are completely finished inside. With other machines further boring and cleaning of the forgings is necessary.

In the process of manufacture, steel bars 21 feet long and 3 1/2 inches square are cut into 74-inch lengths by an automatic acetylene cutting machine. These pieces are then fed into a rotary type gas-fired furnace which heats 180 of these billets per hour to 2300 degrees. After an hour the billets are fed into the forging machine, in which a shell die pieces the billet and pushes it into the shape of a round-bottomed cup 8 inches long and 4 1/2 inches in diameter. The machine then forces this cup into another part of the mechanism where it is drawn and squeezed into the proper length and width.

machine the forging is passed on to a workman who stamps on its order and heat number. It is then placed in a sand pit to cool off. All this takes but a few seconds.

Radio 'Requests' Cost Nazis \$9000

BERLIN, Feb. 22 (AP)—The German radio's offer to take collect cable messages from Americans for radio program suggestions had cost the propaganda ministry \$9000 up to noon (2 a. m. PST) today, broadcasting authorities said.

Up to that hour, 4500 messages had been received. Limited to 25 words, their average cost was put at \$2, which must be paid in free currency—from which Germany presumably suffers a painful shortage.

THANKS

CARMICHAELS, Pa., (AP)—A chicken wandered into the post-office basement and decided to settle there a while. Postmaster Charles Donley didn't mind, and the hen showed her appreciation by laying an egg every day.

"Now there's a tenant that's not behind in its rent," remarked Donley.

Vigil Kept Over Health Of Local School Child

Federal Government Helps to Carry on Program of Physical Well Being

(Editor's Note: This is the second of a series of articles on Klamath schools prepared by the department of government and education, League of Women Voters.)

SINCE health is the keystone of a well-rounded life, the school and the nurse are working to maintain and improve the pupil's physical status. The Klamath Falls school board pays the major part of the salary of one public health nurse, in order that the schools may benefit by the enlarged service.

Miss Annis Struthers is employed by the school board, but works under the direction of the Klamath County Health Unit, Dr. P. H. Rozendal. The federal government recognizes the importance of this work, and makes funds available through the Children's Bureau.

The nurse spends time at each school every week, and may be called on for extra help in time of communicable disease. The routine of visiting schools and making home calls more than keeps one nurse busy, and other public health nurses assist as necessary. The state school law puts the responsibility of excluding children with communicable disease on the teacher, so the principal sends home the ill child and notifies the nurse. She then makes a home call and follows up the case. Thus, there is a well-functioning triangle of home, school and health agency.

WHEN school begins in the fall there is a health inspection for each child, in compliance with the state school law. This includes testing of sight and hearing, checking of weight and height, and a general inspection for skin disorders and physical defects. Where there is no nurse employed the teacher must do this work, but in our schools all this is done by the nurse.

The nurse holds individual conferences with principals and teachers in each school. If a teacher is new to this school system the nurse instructs her how to make a rapid and thorough inspection of the pupils each morning, to watch for danger signs. If the teacher is faithful in this inspection contagion may be kept at a minimum.

The schools have the benefit of the testing and immunization program of the Klamath County Health Unit. The tuberculin skin test is given each fall to all first graders whose parents give written permission. Any positive cases have a definite follow-up. The next procedure is to take an X-ray picture of the chest. If parents can afford it, the health unit advises that the child be taken to the family physician for check-up and X-ray. If unable to obtain this service through the physician, it is done at the health unit, without charge. The local health unit is the fortunate possessor of an X-ray machine, the only county in the state so blessed. It was the gift of a generous donor who prefers to remain nameless.

Some of the nurse's time must be given to the child who has psychological difficulties that prevent his normal adjustment. There are three child guidance clinics held in the county each year. These are under the direction of the University of Oregon medical school. Children with speech difficulties or behavior difficulties which prevent his normal development may be referred to these clinics by the physician, the home, the nurse or the school.

Any problems which developed from the fall testing for

tuberculosis are presented to the tuberculosis specialist from the Eastern Oregon Sanitarium, who holds a chest clinic here twice a year.

TWICE each year there are clinics for crippled children. These are for children suffering from physical handicaps. It might be a handicap of serious nature, such as a club foot, or the result of infantile paralysis, or some minor affliction which impairs the child's well-being. Often times a simple operation may change the child's life.

The nurses are always glad to have you come in and get acquainted with their work. Mrs. Huffman, the head nurse, or one of the other five nurses are always glad of the opportunity to speak at group gatherings and to explain their services or answer questions.

Job Searcher Interviewed By Queen In Boudoir

LONDON, Feb. 22 (AP)—The Daily Mirror related Friday the story of an alleged 21-year-old deserter from the army who walked into Queen Elizabeth's bedroom and asked her to help him get a fire department job.

The youth, whose name was not given, left the army and got a job as a fitter's mate in one of the royal homes in the country, the newspaper said.

The Mirror quoted him: "But the job I wanted was in London's auxiliary fire service—I wanted to be in the thick of it. I found out where the queen's rooms were and made up my mind to see her and ask her to help. I strolled boldly to her room and knocked at the door. A voice asked, 'Who's there?'"

"I answered and walked in. The queen seemed surprised and asked why I had come. I said something and she then asked me to tell my story. She smiled and was nice to me."

"After I had told her why I had come to see her, she shook my hand and promised to help me. She took my address and said she would write soon."

"Next day I gave up my job and returned to London. All that was three weeks ago, said the Mirror, and now the young man is facing trial on a desertion charge and the regulations concerning employment at royal homes have been tightened."

MIGHT TRY SIGNALS

SPOKANE, Wash., (AP)—Judge C. W. Greenough believes the pedestrian has an advantage over the motorist.

Denying application for retrial of a suit filed by Pedestrian John Emang against Motorist N. O. Luave, the judge ruled:

"If Luave had swerved his car in the opposite direction when Emang jumped there would have been no accident but that would require knowledge by Luave as to which way the plaintiff would jump."

BEG PARDON!

KANSAS CITY, (AP)—Exasperated because her key wouldn't unlock the car door, Mrs. Lorraine Powers forced the ventilating section of the front window and unlocked it from the inside.

Then the ignition key wouldn't work.

While she was counting to 10 she spotted her own car two stalls away.

Nurse Looks Inside



Billy Russell of Pelican school says "ah" for the school nurse, Annis Struthers, while Patsy Herrington awaits her turn.

Hitler's March Goes Out Like a Lion

By NEA

IF Adolf Hitler wins any new military successes this March, he can thank his lucky stars.

For Hitler is a student of astrology and regularly consults an astrologer before he makes a major move. He believes the month of March, when planets and stars in a certain conjunction in the sky, to be the most propitious time of the year—for him to act.

So England may have good reason to expect an invasion in March. Some of the biggest things Hitler has pulled off have taken place in that month.

In March — 1933 — after a "plebiscite," Hitler incorporated the Saar Valley, rich in coal and industrial plants, into the Reich. This was Germany's first "drang" in any direction.



the advice of his army chiefs but with his astrologer's okay,

Hitler made one of his most daring moves — occupation of the Rhineland, which under the Versailles treaty was to remain free of German troops.

In March — 1938 — Hitler moved his troops south and annexed Austria, imprisoning Chancellor Kurt Schuschnigg.

In March — 1939 — breaking the pledge he made at Munich, Hitler marched into Moravia and Bohemia and made the Czechoslovakian provinces "protectorates" of Germany.

In March — 1940 — Hitler was biding his time behind his battleline. But, according to rumors, his invasion of Norway, which came off successfully, was much later, was planned for March and was postponed only on the insistence of Marshal Goering and other army chiefs.

In March — 1941?

HOLIDAY HONESTY TEST
OMAHA, Neb., (AP) — To test honesty of Omaha citizens on the approach of George Washington's birthday, the Omaha World-Herald sent out a reporter to "lose" six billfolds. Each contained a dollar bill and the reporter's name and telephone number.

Four were returned. Concluded the paper: "Omaha's honesty should be rated at 66 2/3 per cent," an average it believes would please rather than shock the father of our country. The honest citizens were told to keep the dollar.

US manufacturers of equipment for steam railroads in 1939 built 26,180 flat cars compared with 90,754 in 1937, they reported to the census bureau. This does not include production in railroad shops.