

STATE POLICE PRAISED FOR CONVOY HELP

HUNTER LIGGETT RESERVATION, Calif., June 6 (AP)—High-ranking officers from Fort Lewis praised today the patrols and highway departments of the three Pacific coast states—particularly Oregon—for the way they shepherded motorized units of the 3rd and 41st divisions and special troops of the ninth army corps south to June maneuvers here.

"Without their splendid help we would never have made such a long and hazardous movement with such a fine safety record," Major General George A. White of Salem, 41st division commander said. "Their assistance was purely voluntary because we had no more right on the road than civilian traffic. They performed a great service."

Because virtually all drivers and assistant drivers of the 6000 vehicles that moved south were familiar with the Fort Lewis-Portland highway, the Washington state patrol merely accompanied the long columns and assisted army guides at dangerous intersections.

The Oregon situation was more involved. Both the east and west routes were over twisting, and sometimes steep, highways. Each column was headed by an Oregon state patrolman who both cleared the way and passed back advice to the drivers. At halts they conferred with officers concerning conditions ahead. On the Gresham-Maupin stretch—the toughest section of the trip—the Oregon patrolmen shuttled along the laboring convoys like sheep dogs. "These men did the outstanding job of the trip," Brig. Gen. Jesse C. Drain, commander of the first serial, declared. "That was the most feared stretch, particularly with the field artillery weapons and heavy trucks, and the Oregon patrolmen brought us through with a splendid traffic record."

Work of the California patrol was spotty with truck convoys moving through long stretches without escort. However, at Sacramento, where traffic was heavy and the route most involved, the California patrolmen swarmed in the region, with one motorcycle leading each of the smaller units.

State as well as army officials learned traffic lessons from the huge truck movement. In Washington, Carl Fritz of the state highway department, took motion pictures of traffic conditions as the troops moved toward Vancouver.

Oregon highway officials sealed the columns making notes on bottlenecks and the affect of the convoy on civilian traffic. California also had a photographer shooting shots from underpasses and where two main arterials crossed.

McCHORD FIELD, June 6 (AP)—A lecture on fire prevention was being presented to a group of officers recently by Capt. Julian M. Chappell.

"Unless we are careful to keep all possible causes of fires at a minimum," explained the speaker, "we are apt to find ourselves burned out of our temporary tent camps at any time." "Fire," someone yelled outside the lecture room.

Four officers in the room ran out to find their tent had burned completely down.

HUNTER LIGGETT RESERVATION, Calif., June 6 (AP)—A whiskey-bottle "incident" rocked the 41st division's 81st brigade with laughter while it was moving by motor from Fort Lewis to its summer maneuver area here.

Whiskey was strictly taboo on the southward march but as the sedan of Colonel C. A. Orndorff of Spokane, commander of the 161st infantry regiment, rounded a curve, officers spotted a man in the back of a maintenance truck, sticking a whiskey bottle away in a tool cabinet drawer.

Major Franklin Greenough, the regiment's executive officer, noting the men were following up the bottle stowing episode by drinking a "chaser" from their canteens, took the number of the truck and the location of the drawer where the bottle was placed.

At the next halting point, Major Louis Aston, also of Spo-

kane, went back to catch the culprits. He jumped into the truck, opened the drawer and pulled out the bottle. It was more than half full.

With a stern look at the men, Aston started walking away from the truck with the evidence.

"But, major," sputtered a trooper. Aston shook his head. "But, major," the soldier repeated, "that bottle has gun oil in it."

And, sure enough, it did!

FORT LEWIS, June 6 (AP)—College students who have completed two years of study, or who will finish their sophomore terms by July 1, are invited by the U. S. air corps to meet the Northern Flying Cadet board this summer when it makes a two-weeks trip through cities of Oregon and Washington.

The board is in search of college material for the flying corps and occasionally travels from Fort Lewis in order that prospective candidates will not have to leave their jobs for a long trip to Fort Lewis. A flying cadet starts with the air corps with a base pay of \$75 per month, plus \$1 a day for rations.

Examinations will be held in the following cities: Ellensburg, June 13; Aberdeen, June 16-17; Astoria, June 18; Newport, June 19; Marshfield, June 20; Grants Pass, June 23; and Klamath Falls, June 24-25.

CAMP MURRAY, June 6 (AP)—Fifty per cent of the men inducted into the United States army from the state of Washington since the draft calls began last January have been volunteers.

According to latest figures issued by Lieut. Col. Walter J. DeLong, state director of selective service, 4398 men have been inducted by the 76 local boards of the state. The state has 216,377 registrants and 52,634 of these have been classified. Almost half of the 14,053 physically examined have been deferred for physical defects.

Trial to Start Here Tuesday

Trial of the case of Jane King versus the Klamath Concrete Pipe company will start before a jury on Tuesday in Circuit Judge David R. Vandenberg's court, according to Harold Hendrickson, court clerk.

U. S. Balentine is representing the plaintiff and Henry Perkins the defendant. The suit was brought for recovery of alleged earnings.

The case of Johnson versus Woodworth, which had been scheduled for Monday in Judge Vandenberg's court, has been settled out of court.

PORTLAND LIVESTOCK
PORTLAND, Ore., June 6 (AP-USDA)—**HOGS:** Salable 200, total 350; market about steady; good-choice 175-215 lb. drive-ins mostly \$9.75; few up to \$9.85; off grades \$9.65; down; 225-250 lb. weights, mostly \$9.25; packing sows \$7.50-8.25; few choice 100 lb. feeder pigs \$10.50, heavier weights down to \$9.50.

CATTLE: Salable 50, total 60; calves: Salable 10, total 50; scattered offerings, sales steady; few medium steers \$8.75-9.50; strictly good light feeder steers quoted to Monday's top of \$10.50; common-medium heifers, salable at \$7.00-8.50; canner and cutter cows, \$5.25-6.75; few heavy beef cows up to \$7.50; odd bulls \$8.75; good beef bulls quotable to \$9.25; good-choice vealers steady at \$11.00-12.00.

SHEEP: Salable 100; total 150; sizeable lot spring lambs unsold asking fully steady or above \$9.50 for good-choice grades; odd fat ewes \$3.50.

Shearing Sheep Still Hard Work Even By Power, Claim

By JEANETTE LUND
LAKEVIEW—Sheepshearing, which began activities in January and February, continued in Lake county in the latter part of May and early June, and will go on in Montana well into July. Some outfits follow an east to west route, beginning in the high desert of eastern Oregon and working toward the Oregon coast.

Sheepshearing is a seasonal occupation, differing today from yesterday mainly in its power-driven shears. Old-time sheepshearers tell of occasional sheepshearers who could shear 100 sheep in a day by hand. But the advent of gas-powered shears in the middle 1920's and then of portable electric plants to power the shears six years ago, means that today the eight to 10 shears in an outfit can remove the fleeces from 1000 sheep in a six to eight hour day.

Shearing 100 to 150 sheep a day is still hard work, however, even with a pair of power-driven shears, and calls for much stooping over in the sheds next to the corrals.

The tier and the sacker, or tamper, are two other members of an outfit. They contribute their share of "elbow grease" to earning the money the outfit receives for shearing sheep. Last

year a crew which received 183 cents per fleece, not including board, receives 211 cents per fleece this year, not including board.

The tier must make a compact bundle of all the wool from a sheep after the shearer removes it. The sacker tamps and packs down into the large burlap bags 35 or more of these fleeces.

A wool sack holds approximately 350 pounds of wool. An average fleece weighs 10 pounds, less if from a range sheep, some of whose wool has been pulled off by sagebrush, and sometimes more under special feeding or handling conditions.

Since most bands number 1200 or more sheep, it's a nomadic life, this sheepshearing, with one's home a tent or trailer house for half the year. But how would Mr. and Mrs. Public get their winter coats without a sheepshearer somewhere in the process of wool production?

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LOCKHEED TESTS DEADLINE SATURDAY

The state employment offices here received word Friday that Lockheed Aircraft corporation has set Saturday, June 7, as the deadline for mailing applications and test forms in connection with the corporation's present employment program.

By June 11, the corporation will send to the offices here a list of local men who have passed the tests. In the week of June 16, representatives of the firm will be here to interview applicants for immediate hiring. Any further information on the matter may be obtained from the state employment offices, Third and Main streets.

PARTNERS AGAIN
HOUSTON, Tex., (AP)—Saul Rayow was downhearted when Billy Boy, a horse he says attracts flies like no other animal, disappeared. He's happy now. Billy Boy has come home. Rayow is an insecticide manufacturer. Billy Boy is his demonstrator. Denver, Colo., is known as "The Mile High City."

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