

COPIES OF OLD PAPERS SOUGHT IN THIS AREA

Have you any old newspapers? If you have, and they are old enough to be of actual historical interest, the Klamath Pioneer association is anxious to get in touch with you.

The newspaper is the disseminator of contemporaneous history, giving in condensed and carefully edited form a digest of current events. Old papers provide the best record of early community life and activities.

So far as can be ascertained there are no complete files of some of the Klamath county newspapers of earlier days. Efforts have been made by librarians and students to find sources for replacing so far as possible the oversight of editors and publishers who did not preserve these invaluable records of history in the making. Linsy Sisemore, president of the Klamath Pioneer association, and the directors of that organization have given thought to this condition, and have requested that persons having copies of editions of old newspapers published in the county, to communicate with Frank Ira White and advise as to the papers in their possession and the dates of issue. The object is to bring together as many of these early newspapers as may be available, that they may be permanently maintained in the archives of the association.

President Sisemore has announced that activities of the Pioneer association will be revived, and that the directors have in contemplation a summer picnic meeting at a date not yet selected, but probably the coming month. A number of the pioneers have expressed preference for an open air meeting in mid-summer.

There has recently been received, by courtesy of a resident of Klamath Falls, a bundle of old papers that were found in the wrecking of an old house. These old papers bear dates from May, 1905, to May, 1914, and comprise 10 copies of The Evening Herald, nine copies of The Klamath Falls Express, two copies of the Klamath Chronicle and one of the Klamath Republican. There are also two editions of the Farm and Irrigation Age, published in San Francisco, containing articles pertaining to the Klamath basin, one of May, 1904, and the other August, 1905. The latter contains a reprint from the Klamath Republican noting the arrival of a party of Coloradoans, one of whom was E. B. Hall, on their advent to seek locations or to make investments.

In the files of the newspapers of other days, is presented a reflection of the social life and business activities of the time, news of agricultural and industrial developments, and personal paragraphs concerning men and women who were playing their parts in the progress of the Klamath basin. But that is another story that is worth telling in more detail than can be included here.

Altamont

Mr. and Mrs. Porter Sexton and children of Blisbee street were accompanied by Charles Ray Thurman on a fishing trip to the Uppu river where Sexton caught the limit of fish.

Mr. and Mrs. Ed Johnson and sons of Silver lake were shopping in Klamath Falls Saturday and spent Friday night with Mr. and Mrs. Charlie Nelson on Maryland avenue.

Charles Thurman of Hilyard avenue took his family to the Lake of the Woods Saturday where Mrs. Thurman's daughter Virginia will remain for two weeks to help in the 4-H camp. Mr. and Mrs. Arthur Peterson and family left last week to visit their parents in Idaho.

Mrs. Ethel Cochran of Redding, Mrs. Virgil Olson of Redding and Mrs. Virginia Thomas of Seattle were visitors in the Dewey Cochran home on Crest street.

Mr. and Mrs. Don Ott and daughter Nadine of Spokane, Wash. were guests of her sister and brother-in-law, Mr. and Mrs. Joe Monroe of Altamont drive. They made a trip to Crescent City while here.

Mr. and Mrs. Jake Painter are starting a home on Maryland avenue.

Mrs. W. R. Austin of Anderson avenue is a patient in the University of California hospital at San Francisco.

Mrs. O. O. Wyman of Broadman avenue gave a stork shower July 29 honoring her daughter, Mrs. Harold Hurley.

In an emergency, the United States government could move the entire 131,669,275 population comfortably, with a seat for each, by means of its 26,000,000 automobiles, with 4,500,000 trucks available to move food and supplies.



GRANDMOTHERS KITTENS—Tiny, owned by Mrs. Flora Bruce, N. Y. actress, nurses the kittens of a cat she nursed as a kitten.

Scribe's Brief Case Eyed Suspiciously in Factories

By DEVON FRANCIS

LOS ANGELES, Aug. 1 (The Special News Service)—My brief case has caused me no end of trouble in a tour of national defense factories.

It's easy to get it into a factory and hard to get it out. The plant protection service which has been set up by manufacturers in cooperation with the federal bureau of investigation, the army and the navy, regularly assumes that my brief case contains confidential data which I am trying to smuggle someplace.

It's easier for a camel to pass through the eye of a needle, to borrow a Biblical phrase, than it is to get that brief case past a factory gate without a piece of paper duly signed and attested to permit its release.

It has been under suspicion all the way from Wright field, site of the army's aeronautical laboratories in Dayton, O., through the Pacific northwest and down the heavily industrialized coast of California.

If the seeming importance which the plant protection service attaches to that leather envelope is any index to the safeguards which have been thrown up around defense plants, a saboteur is going to have a tough time impeding the American defense effort.

The trouble with the brief case seems to go back a couple of years when the FBI, by executive order, became the coordinating agency for protective work by the navy intelligence service, the "G-2" section of the army and other groups.

When the European war started, the protection service tightened up. Today the practice of admitting visitors to defense plants has been stopped. Checks and double-checks are made of prospective employees, a man must have a birth certificate or his citizenship papers before plant employment offices will even let him sign an application.

Now, about my brief case: Fully 50 per cent of the time I forget to ask for a ticket to get

it by the gate. That always causes trouble. The guard asks why. At one plant I threw it in the back seat of a car nonchalantly and rolled up to the exit gate with the vice president of the firm.

"What's that thing in back?" asked the guard.

"I went back to get my slip of paper."

Another time I handed it, in last-minute desperation, to a girl secretary employed by an aircraft company.

"Got a release for that?" the guard asked the girl, pointing.

"I'm a newspaper man," I said, "and it's my brief case. And maybe I only carry my lunch in it."

"Okay," replied the guard cheerfully, "suppose you get a release for the ham on rye."

FISH AND ROADS IN LAKE "FAIR"

Fishing conditions are good or fair in most of the streams in Lake county, according to the weekly chart released by William Harrimank, Fremont forest supervisor. Roads are generally fair.

Silver lake, however, reports all roads dusty and fish catches below average.

Dairy creek fishing is fair. The trunk road from Lakeview is in good condition. The Paisley-Bly road is in fair condition.

Deep creek fishing is good, as is that on the North fork of the Sprague. Dog and Blue lake fishing is fair. The Chewaucan goes in the same category.

Thompson reservoir fishing is poor, with the water low and warm.

Ear ye! Ear ye! Corn on the cob season is with us again.

PASTOR TELLS OF LONG WAIT ON JAP SHIP

By LESLIE J. SMITH
SAN FRANCISCO, Aug. 1—(AP)—Passengers in idleness on a stationary ship in a sea as calm as the Pacific ever knows—that was the picture of the Japanese liner Tatuta Maru as the Rev. T. T. Brumbaugh saw it today.

The voyage started in Shanghai July 3. The ship was due here a week ago today. For one week, because of the strained relations between Japan and the United States, the big luxury liner idled off the Pacific seaboard.

And Dr. Brumbaugh and more than a hundred other Americans, idled with it.

While awaiting eagerly his return to his home in Dayton, Ohio, the Methodist missionary kept a careful diary of his experiences, and the experiences of his friends aboard.

"For 10 days," he wrote, "we were cut off from wireless communication with the outside world; for several days even denied the privilege of listening to the radio which we were informed was out of order."

"All went normally until July 21," he chronicled, "when we were informed we could no longer send messages by the

General Dusty Whiskers



It's a close shave for Maj. Gen. Innis P. Swift, commander of the First Cavalry Division on maneuvers northeast of El Paso, as he scrapes down to epidermis through a few layers of bristling beard and desert dust after a rough-riding day of mock battle.

ship's wireless. The meager items in the ship's daily news sheet in English and Japanese had convinced us of impending Japanese action in French Indo-China, if, indeed, also against the Russians in Siberia."

Dr. Brumbaugh, a member of the Methodist missionary staff in Japan for 17 years, wrote in his log that "the state department's statement that America was prepared to meet with appropriate action the anticipated Japanese movement cast a chill into our hearts (as they listened to the radio aboard ship) as we reflected that such action might

come before we were safely landed on American soil."

"Suddenly, that same day," he related, "the radio was found to be 'out of order.' And we were plunged into total darkness as to the march of world events."

On Thursday morning, he said, the day the liner was due in San Francisco, the engines stopped. The captain posted notice that engine trouble had developed. It was that day that American action against Japan was rumored, to be followed the next day by imposition of credit freezing.

Dr. Brumbaugh recorded that

CARGO-PASSENGER LINER HELD LOST

By JOHN A. MOROSO
NEW YORK, Aug. 1 (AP)—A mystery of the sea was disclosed today when Swedish government officials at Stockholm ruled officially that TMT cargo-passenger liner Venezuela must be regarded as lost with eight passengers and 41 crew members.

The ruling closed a two-months investigation instituted after the new 6991-ton vessel vanished on a voyage from Gothenburg to Rio de Janeiro.

Nothing could be learned about the ship. Belligerents denied sinking her, no wreckage was found and no storms ruffled the north Atlantic during the period of the voyage.

The vessel left Gothenburg April 8 with a "safe conduct" guarantee from Germany, Italy and England.

At Torshavn, Faroes Islands, the Venezuela picked up eight survivors of the Finnish freighter Carolina Thorden which had been destroyed by German bombers a few days earlier.

The Venezuela sailed for Rio April 12 and radioed April 17 that she would reach South America on May 2.

Nothing more ever was heard of her.



TO THE RESCUE—When Sydney, Australia, recently hit bottom in its tobacco famine, Vera Farrell (above) rolled cigarettes to accommodate butter-finger patrons of her kiosk.

Aboard the ship, still suffering from wounds received in the Carolina Thorden disaster, was pretty Nanny Sarin, 28, blue-eyed, flaxen-haired fiancée of Henry E. Kolego, mining engineer of Silverton, Colo.

A nurse, she served her country, Finland, against the Russians and then spent months trying to reach the United States to wed Kolego.

Notice TO OWNERS OF TODAY'S HIGH-COMPRESSION CARS



AT SHELL DEALERS AND SHELL STATIONS

As your new car piles up mileage, your high compression engine increases in compression. Even inside the first 10,000 miles, tests show, this increase can cause knocking and engine sluggishness. And this can happen to any car on the market today.

The cause of this is carbon—which cakes inside today's compact combustion chambers, reducing their size still further. You can't avoid such carbon deposits completely, no matter what kind of gasoline or oil you use.

Shell scientists have developed a special type of gasoline—Shell Premium—that will automatically compensate for these carbon-created higher and higher compressions.

This super motor fuel will produce maximum knock-free power in the highest compressions your engine can develop. Because Shell Premium is a special blend of clean-burning gasoline fractions... a patented, scientifically prepared anti-knock compound... and powerful alkylate (similar to that used in 100-octane aviation fuels).

Whether your car is new or old, Shell Premium will give you greater power when you want it... new handling ease in traffic... cooler running. And to top all this, excellent mileage.

Shell Premium costs 2¢ more than "regular." But if you drive the average amount, Shell Premium will cost you only about \$1 a month extra. We recommend Shell Premium for the extra miles of new-car performance it can give you.

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