

Klamath's Traffic Fatalities Show Decrease In 1941

64 DEATHS DUE TO ACCIDENTS OF ALL KINDS

Automobile accidents and drownings, two of the major elements in the 1940 toll of accidental death in Klamath county, were sharply reduced in 1941, but some other classifications increased and brought the total accidental deaths to 64 for 1941, compared to 67 in 1940.

Traffic deaths totaled 21 in 1941, a drop from 29 of the year before, and six drownings occurred, just half of the 1940 figure. Actually, five other drownings occurred when a car carried six Indians into the main canal but these were included in the traffic toll, thereby contributing five of the six auto fatalities charged against the city of Klamath Falls in 1941.

Suicides were nine in both years and accidental shootings two each year, but logging and mill deaths increased from five to nine in 1941 and homicides jumped from four to seven. Railroad deaths increased from three to four.

One Pedestrian Killed

A breakdown of the traffic accident total reveals that only one pedestrian was killed in traffic in 1941, against seven struck down in 1940; that two accidents, the canal drownings and the Cannalonga wreck which killed three, contributed two-fifths of the entire toll, and that eight of the 21 killed were persons from outside the Klamath area.

Traffic deaths in November dropped from seven in 1940 to one in 1941, and the August toll dropped from four to none. Comparison of deaths by months, 1940 first, January 1-6, February 0-1, March 0-2, April 1-5, May 3-0, June 1-3, July 1-2, August 4-0, September 4-2, October 4-3, November 7-1, December 3-2. (* All in one accident.)

Detailed Report

Following is the coroner's detailed report:

Traffic, 21

Automobile, 18

- 1 hemorrhage of brain
- 2 shock and brain injury
- 8 trauma by crushing
- 1 shock
- 2 cerebral hemorrhage
- 1 concussion and shock
- 2 skull fracture
- 1 cerebral contusion
- 1 contusion and hemorrhage
- 1 shock from avulsion of superior maxilla

Auto-bicycle, 1

- 1 skull fracture

Auto-truck, 1

- 1 trauma by crushing

Auto-train, 1

- 1 skull fracture

Homicide, 7

- 1 shooting, 5
- 1 negligence, 1
- 1 hemorrhage from cord, infant

Beating, 1

- 1 compound comminuted skull fracture

Suicide, 9

- 1 razor, 5
- 1 shooting, 5
- 1 drowning, 1
- 1 hanging, 1
- 1 jumped in path of auto, 1

Accidental, 28

- 1 strangulation, 1
- 1 shooting, 2
- 1 drowning, 6
- 1 carbon-monoxide poisoning, 1
- 1 highway construction, 1
- 1 trauma by crushing
- 1 train, 4
- 1 trauma by crushing
- 1 trauma by fall
- 2 severe burns
- 1 fall from building (painting) 1
- 1 trauma from fall
- 1 logging, 6
- 1 skull fracture
- 5 trauma by crushing
- 1 mill, 3
- 1 trauma by crushing
- 1 suffocation
- 1 brain concussion (fall)
- 1 farming, 1
- 1 hemorrhage and shock
- 1 freight elevator, 1
- 1 trauma by crushing
- 1 fall down stairs, 1
- 1 cerebral hemorrhage and laceration

Natural, 37

- 1 heart failure
- 1 broncho-pneumonia
- 5 coronary thrombosis
- 1 chronic myocarditis
- 1 congenital asthma
- 1 coronary disease
- 15 coronary occlusion
- 1 cerebral hemorrhage
- 1 hydrocephalic with meningocoele
- 1 hemorrhage from peptic ulcer
- 1 acute insufficiency of heart
- 1 chronic alcoholism
- 1 hypertrophic arthritis
- 1 bronchial asthma
- 1 exhaustion and exposure to cold
- 1 undetermined
- 1 coronary artery disease
- 1 septic abortion

Dairy, Poultry and Meat Production in Notable Gains Here

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Agriculturally, the year 1941 featured decreased production of potatoes and some grains, with large increases recorded in dairy and poultry products, meats and small seeds. Unquestionably, this trend will be still more pronounced in Klamath county in 1942, as growers have pledged their government to supply more vegetables, more meats, more eggs, more milk, and other products high in vitamins, than ever before. Favorable prices received for potatoes in 1941 undoubtedly will serve to increase this acreage in Klamath county in 1942, however. Also, feed grains as needed in meat production should show an increased acreage.

The year 1941 will go down in records as unusual in many respects. The year as a whole had mild weather with but little cold weather experienced. During the spring more or less drought conditions prevailed for a period, followed by exceedingly heavy summer rainfall. Summer temperatures were never high, even at the peak of the growing season. Notwithstanding heavy summer and early fall rains, the harvest season was exceptionally fine, with mild, warm, dry weather continuing until late in the fall.

Rapid changes in conditions and changes from normal upset farming programs throughout the season and in some cases resulted in reduced yields. However, the favorable fall tended to offset this by insuring good keeping quality of major products.

Big Income Gain

While the potato acreage showed considerable reduction in both acreage and yield, from the bumper crop of 1940, present indications are that total returns to growers will far exceed those of the previous year. In fact, gross sale value more than likely will exceed the all-time record of 1936 when the Klamath potato crop sold for around five million dollars. How well prices hold up in the spring, of course, will determine this point. Prices are not as high as they were in 1936, but the Klamath crop is considerably larger than it was that season. The 1940 potato crop perhaps will remain an all-time high for the district as far as production and acreage are concerned. During that season if shipments had been proportioned daily, a trainload of potatoes would have left the Klamath basin for every day in the year.

Small seed production increased very materially in 1941. Alsike clover was again the major small seed crop, followed in order of importance by bentgrass and bluegrass. In 1940, the Klamath basin produced less than a half million dollars worth of small seeds, but in 1941, this figure had reached the \$700,000 mark. Alsike clover production in Klamath county alone, jumped from \$242,000 in 1940 to \$375,000 in 1941. Other small seed crops showing considerable increase are: white clover, bluegrass, sugar beets, and Austrian field peas. Many other new crops were tried out in an experimental way, such as radish, spinach, mustard, and horse beans, and many of these show possibilities under Klamath basin conditions.

Livestock Up

The year 1942 should show considerable increased production of these and other specialized crops. Also, fall plantings of alsike clover show a heavy increase for 1942.

All livestock except sheep have shown a strong upward trend in numbers during the year. Prices have improved on all meat products and this, coupled with government demand and government price support, have combined to make still further increases in order. In dairy and poultry products, in particular, the government is asking for definite out and out increases, while in beef cattle, increased slaughter has been requested. Dairy and poultry products in 1940 amounted to approximately one million dollars, while the 1941 output should exceed this amount by at least 15 percent.

Hogs, also, have reached a new high in total production and gross income. Pork production should return growers in the neighborhood of \$300,000 in 1941. Little change in the production of barley and oats took place in 1941 as compared with 1940, although seemingly yields were somewhat lighter. Growers pledges, however, indicate considerable increase in both of these crops for 1942.

The acreage of sugar beets for sugar showed some increase in 1941 and with the removal of restrictions should increase again for 1942. Remarkable yields of onions were secured during the 1941 season and favorable prices for this crop means more acreage for the coming season.

In field crops, Austrian field peas look like the best bet for increased output in 1942. The acreage for the Klamath basin was somewhat under 500 acres for 1941, with an indicated acreage of between 3000 and 4000 for 1942. Most of these peas are being grown as a part of the AAA program to be shipped to the southern states for soil-building purposes, and are contracted for at \$100 per ton. This should provide a very welcome addition to the agricultural income of the Klamath basin.

On the whole, the year 1941 will show an agricultural income considerably in excess of the \$8,864,646 produced in 1940, and perhaps will equal or surpass the all-time high of 1936. The year, however, has not been without its headaches. Supplies and equipment have been hard to get, good farm labor was rather scarce, and costs of equipment, supplies and labor increased rapidly during the season. In many cases these price increases were more rapid than increased prices received for farm products. Also, longer hours were necessary on the part of all operators. Farmers, however, have shown a willingness to meet the present situation of increased production with less labor and less equipment and are going ahead with firm intentions of supplying Uncle Sam with everything needed in the line of food stuffs for both industrial production and actual fighting purposes. This is a man-sized program but it is one that will be well done.



Unusual event of 1941 was the break-through that connected the two ends of the Tule Lake-Lower Klamath lake tunnel. Picture shows crew waiting for the drills on the other side of the wall to bore the first hole.

SPRAGUE ROAD HIGHLIGHT OF HIGHWAY YEAR

A major accomplishment and a major disappointment highlighted the Klamath road program in 1941.

Good news was the final working out of finances for the reconstruction of the important Sprague River road—long a cause celebre among good roads enthusiasts of the Klamath country. While actual construction was confined to county work on the eastern end of the road, the solution of this long-standing problem stands as No. 1 road accomplishment of the year in this county.

Nothing Doing

Biggest disappointment of the year was the lack of construction of facilities to relieve the unhappy traffic problem on South Sixth street. While South Sixth street was rather consistently before state highway officials through the year, and various surveys were made and schemes proposed, no contracts were let and the final plan was not announced. Last word was that the highway commission planned to complete all preliminary work and let contracts in time for construction with the arrival of road-building weather in the spring.

The past year saw a number of important developments on the major highways radiating from Klamath Falls.

T-D Road Work

Much was done toward elimination of the curving stretch of The Dalles-California highway north of Klamath Falls. This work extended north from Terminal City. Re-locations are under contract from Terminal City to the foot of Algoma hill, and much of the construction work has been done.

The last contract was let on the paving of the Klamath Falls-Lakeview highway, one-time problem child of the Klamath road program. When this contract—for a stretch in Lake county—is finished, the entire road linking these two important south-central Oregon communities will be hard-surfaced.

California Job

Another important development was on the Klamath-Canby highway in California, (the road to Reno). The federal government undertook construction on this road that will bring it up to standards that will make it acceptable as a part of the California highway system, thus solving a maintenance problem.

There have been improvements on the Weed-Klamath highway in California, and 1941 saw the completion of the new overhead at the junction of the Weed-Klamath and Pacific highways at Weed.

Holman Helps

To Senator Rufus Holman goes considerable credit for working out the Sprague River road problem. He was a member of the committee in the senate which finally accepted a plan whereby the federal government would appropriate \$150,000 toward this road if the state would match it. The state highway commission agreed to this, and surveys have been made for the re-construction of the road.

Road Job

Meanwhile, Klamath county this year spent \$12,000 in rock-

It Happened in 1941

ing the Sprague River road from the Lakeview highway to the town of Sprague River. This was the county's major road construction program of the year. Klamath county court and engineer, the chamber of commerce, and the Indian service worked together in promoting a solution to the Sprague road problem.

The county road department graded and surfaced (with rock) 23 miles of road in the year, and oiled six miles. Maintenance work covered from 600 to 800 miles of county road.

The county rocked the Lake o' the Woods road to the Fish-lake junction.

The state appropriated money for surfacing the old Midland road.

The roads and highways committee of the Klamath county chamber of commerce was active throughout the year, and chamber representatives, as well as officials of the city and county, made various appearances before the state highway commission.

IT WAS AGAIN AN 'UNUSUAL' WEATHER YEAR

Old Man 1941 looked back over his diary and decided he'd been quite an exceptional fellow, even to doing something about the weather. The year, 1941, was the wettest of the 45 years on record at Klamath Falls, exceeding the previous record of 19.56 inches set in 1912, according to the US bureau of reclamation.

On August 18, as almost any man, woman or child in Klamath county will tell you, there fell 1.92 inches of rain in a period of 45 minutes, establishing an all-time record at this station for intensity. This intense storm was local and only extended within a radius of a mile or two of Klamath Falls. The total precipitation for the month of August was 2.93 inches, an all-time August record for the local books. The previous record was 1.89 inches in 1912.

Precipitation during the month of March and April was below normal, and irrigation of project farms began early in April. Precipitation during May, June and July, was above average, while the months of September, October and November were dry, making weather conditions for harvesting excellent.

Maximum temperature occurred July 22, when 94 degrees was recorded. The minimum temperature was 14 degrees on December 27. The last killing frost in the spring was May 27, while the first killing frost over most of the project was reported September 13. The mean temperature for the year was 49.5 degrees, or 1.6 degrees above average.

While diversions to project canals commenced April 6, about 20 days earlier than usual, diversions for the entire irrigation season were slightly below average, being the smallest since 1936. The "A" canal diverted 183,000 acre feet from Upper Klamath lake, and the "J" canal diverted 118,700 acre feet released from the Gerber reservoir for use in Langell valley and the Horsely irrigation district.

At the close of the year the available storage in project reservoirs was as follows:

Gerber reservoir	48,900 ac. ft.
Clear Lake reservoir	211,700 ac. ft.
Upper Klamath lake	279,000 ac. ft.
Total	539,600 ac. ft.

This total storage is 114,000 acre feet greater than on the same date a year ago and assures all project lands an abundant water supply for the 1942 season.

Defense Activities Top 1941 Program Of Local Chamber

National defense activities were an outstanding feature of the year's work of the Klamath county chamber of commerce, it is shown in a tabulation prepared by Earl C. Reynolds, chamber secretary, at the close of the year.

The chamber also was active in tourist promotion, road development, and general community service.

Secretary Reynolds' summary, in brief form, follows:

NATIONAL DEFENSE

1—On December 8 the chamber of commerce suspended all normal chamber of commerce activities, turning its attention to the organization of the Klamath county defense council. The entire staff and facilities of the chamber of commerce are still at the disposal of the defense council.

2—Throughout the year the chamber of commerce was headquarters for the arrangement of housing, entertainment and other courtesies for the vast number of troops that passed through the city.

3—The chamber of commerce has furnished the staff and headquarters for the defense savings bonds committee.

4—The aviation committee sponsored three classes in civilian pilot training with 25 graduating with private pilot's licenses.

5—The chamber of commerce staff, with the help of the city-wide airbase committee, prepared the brief for the air board which studied Klamath Falls for airbase sites.

6—Staff prepared the brief for the army board which studied Klamath county as possible army cantonment site.

7—Secured the establishment of a weather bureau in the Klamath Falls municipal airport. This bureau will be a big help to aviation.

AGRICULTURE

1—Worked in close cooperation with the agricultural department of the chamber of commerce of the United States. De Los James, manager of that department, was a Klamath Falls visitor. His visit and acquaintance with members of the committee resulted in the appointment of William Kittredge, prominent agriculturist of Klamath county and chairman of the chamber of commerce agricultural committee, as a member of the agricultural committee of the chamber of commerce of the United States.

2—In land utilization the committee gave considerable study to the proper utilization of all lands in Klamath county. The year saw the completion of the Tulelake dump tunnel, a project started several years previous by the chamber of commerce.

ROADS AND HIGHWAYS

1—There appears elsewhere a recital of road development in Klamath county, and the chamber of commerce was particularly active in all road development and through a visit of the secre-

Klamath's Postal Receipts And Christmas Mail Boom In 1941, States Postmaster

The week preceding Christmas is the busiest week of the year for the postoffice employees, and this year was no exception. The postoffice business was heavier this year than in any previous year, and in addition to the enormous amount of mail handled at the main office, Station No. 1 at Hendricks Drug store on South Sixth street handled a large volume of mail. Thirty extra men were used this year to handle the mail. Eight of these were war veterans, and 11 were school boys, according to Postmaster Burt E. Hawkins.

The receipts at the Klamath Falls postoffice this year as compared with last year are as follows:

Dec.	1941	1940
17	332	303
18	313	328
19	337	334
20	397	323
21	404	298
22	404	298
Total	253,018	229,442

The above figures represent the number of letters run through the canceling machine on each of the indicated days.

The number of sacks of parcel post dispatched in 1941 compared with 1940 is as follows:

Dec.	1941	1940
17	332	303
18	313	328
19	337	334
20	397	323
21	404	298
22	404	298
Total	253,018	229,442

The assistance given the postoffice employees by the public was especially appreciated this year. The proper packing, wrapping and addressing of parcels is an advantage to mailers as well as to the postoffice department, and insures the safe and speedy delivery of holiday mail.

For the calendar year 1941, receipts were \$154,005.45, and for the calendar year 1940, they were \$145,000.00, showing a gain of \$9,714.79, or 6.69 percent for 1941.

The heaviest days during De-

'Hard Luck' Laurels Go To Hunter

The year's hard luck champion? The No. 1 candidate is Bert Palm, a deer hunter.

Before the hunting season, Bert sent away for a collapsible camp cot. It arrived a few weeks later. In a test unfolding, it collapsed, breaking Bert's glasses and cutting his face.

The season opened. Bert and a friend, one Glen Stivers, happily set out on a weekend hunt. They stopped to fill a five-gallon gas can on the way, which necessitated the unloading of their provisions.

They arrived at Silver Lake rim, discovered they had left their groceries at the gas station 50 miles back. They also discovered the patented collapsible cot had punched a hole in the can and allowed all the liquid to run out.

Stivers drove to Paisley for more provisions. While he was gone Bert whacked two fingers off in chopping wood.

When Stivers returned, the two packed their outfit and returned to town. Back in town, they discovered the cot had dropped by the wayside.

The finder can have the cot. "I don't think, Palm swore."

Driver Tries to Settle 'Argument'; Lands in Ditch

SILVER LAKE — When he took a split second off from driving to settle a squabble between his two dogs riding in the cab, Tim Guinee, prominent sheepman of northern Lake county, tipped over his truck with a load of wood on the road to the Ross Small ranch recently.

In the time required for one slap at the aggressor, a front wheel slid into the ditch, the truck rolled over on its side and lay panting. Guinee said damage to the truck was slight, but he was bitten by one beligerent and the wood—round blocks—rolled so far he hasn't found it yet.

To All Our
Friends and Customers
We Wish A
BUSY NEW YEAR
and a
SUCCESSFUL 1942

STUDIO SUE
LOS ANGELES, Dec. 31 (AP) — Suing Metro-Goldwyn-Mayer film studio for \$50,000 damages, Mrs. Mildred Cazaux of Culver City charges that its chimpanzee, Jackie, escaped a month ago, entered her yard, knocked her down and caused her to faint.

RESCUER KILLED
EL CENTRO, Calif., Dec. 31 (AP) — Simforiano Carmago, 46, parked his car and jumped into a ditch to aid a hit-run victim. Carmago's own car rolled into the ditch and killed Carmago.