

JAYCEE DRIVE TO CLEAN WON BY ROOSEVELT

Another successful clean-up contest has been completed by the children of the city schools. The contest was sponsored by the Junior chamber of commerce and the winner was Roosevelt school with Mills school not far behind.

In the contest each child was given a work sheet to take home and check as each of the items listed were performed. Among the duties listed were cleaning of vacant lots and attics, cleaning basements and garages, repairing porches and stairways, planting gardens, lawns and shrubs.

At the end of one week the work sheets were returned and were tabulated by members of the Junior chamber of commerce. The sixth grade at Fairview school won the individual room prize and each of the 33 pupils and the teacher received a theater ticket.

The chamber of commerce has emphasized that clean-up, painting and fix-up should be a year round job and that the school campaign is just a part of the continuous efforts of the Junior chamber to improve the appearance of Klamath Falls.

KLAMATH DENTISTS TO ATTEND MEETING

Klamath Falls dentists will head a delegation from Klamath county to the golden anniversary convention of the Oregon State Dental association at the Mulnomah hotel, Portland, June 11 and 12.

Dr. Neal L. Zimmerman, Portland who is president, said this convention marks the founding of the association 50 years ago. The late Dr. S. J. Barber was first president and Dr. W. C. Logan, long-time mayor of Astoria who died recently, was second president.

War and its many problems as it affects the dental profession will be the predominate theme, Dr. Zimmerman said.

Military Aircraft Safer Than Baths

FORT GEORGE WRIGHT, Wash., May 25 (AP)—In comparison with the rate of fatal accidents in other forms of travel, military aircraft is the safest mode of transportation in the United States today, in the opinion of Maj. Gen. Davenport Johnson, commanding general of the second air force.

Air crashes, he said, do and will occur, but the 32,000 fatalities from bathtub accidents last year were 18 times the number of deaths from airplane crack-ups.

Yes—Weatherman Says You Were Hot

If you were warm yesterday, you had good reason to be, because the weatherman reported a high of 83 degrees and a low of 50 degrees for May 24.

It was the hottest day since October 6, when the thermometer reached 83. Last night was also the warmest night since October 10.

THIS IS WHERE WE CAME IN ST. LOUIS, (P)—The national association of credit men held their convention in St. Louis in 1903—the year of the great flood. Delegates were days late in arriving and many of them had to complete the trip by river steamer.

So they waited 40 years before coming back to the river metropolis—and what happens? The surrounding area is inundated in the worst flood in 100 years.

A Chicago show girl quit the stage to enter college. She'll probably be in a class by herself. The man of the hour is the fellow who promises to wait a minute for his wife.

Elementary Cross Country Flight Program Starts

An elementary cross country program started at the Klamath Falls airport Tuesday as a project under the war training service.

Thirty men, chiefly from western Washington, are moving in here to take the cross country instruction.

The elementary and secondary course conducted during the early spring was concluded on May 15.

COUNTY AGENTS DISCUSS FARM LABOR PROBLEM

Methods of handling farm employment problems in accordance with new congressional action were discussed at length at a meeting here Monday of county agents from Klamath, Lake, Deschutes, Crook and Jefferson counties.

Locally, the program will probably be worked out in close cooperation with the U. S. employment office, according to County Agent C. A. Henderson. This will probably include the designation of one man in the employment office staff to head up the farm employment work.

William Teutsch, assistant director of the state extension service, was present at the meeting, and reported conferences he recently attended in Washington, D. C. on the farm labor question. The conferences were called after congress placed the farm labor problem in the laps of Chester Davis and the county agent set-up throughout the nation.

Henderson said that all the county agents present at the meeting held at the Willard here Monday expressed deep concern over farm labor in their areas.

Parts of the program as laid out by federal officials include a "women's land army," farm work by boys and girls, and in this county the county farm labor committee will take an active part, Henderson stated.

Bundle-Toting Easterners Sigh Under New ODT Gas Limits; May Grow Worse

By TOM REEDY
WASHINGTON, May 25 (AP)—More bundle-toting for the east was decreed today in an order sharply curtailing delivery services and in the case of many luxury items prohibiting them entirely. The order was coupled with a warning that the already critical gasoline shortage along the Atlantic seaboard would grow worse.

The order, effective at 12:01 a. m. (EWT) Thursday, was issued by the office of defense transportation last night for 13 northeastern states and the District of Columbia.

Wholesale Limits
Limitations were placed on both wholesale and retail deliveries. The ODT listed the maximum number of deliveries which may be made in one week between two given points for certain commodities. Transportation companies were instructed to rearrange their routes to cut out duplication. All Sunday deliveries except ice, fresh milk and cream, were forbidden.

The order came on top of a 40 per cent cut in mileage rationing for bus, truck and taxi travel. Virtually empty streets resulted in many eastern cities as gasoline stations put up "empty" signs and the office of price administration renewed policing of motorists in search of pleasure drivers.

More Serious
The ODT said the situation would become more "serious" in the next 60 days as "the full effect of the widespread disruption of the west-east petroleum movement, caused by the mid-west floods" is felt.

Additional transportation restrictions then may be necessary, the agency said. It was understood that as originally drawn the delivery order was a great deal more stringent than the

version announced and that the deleted restrictions will be revived if the crisis becomes more acute.

Breach Closed
A more optimistic view came, however, from W. Alton Jones, president of War Emergency Pipelines, Inc., who disclosed in New York that a breach in the big line caused last week by flood waters of the Arkansas river had been closed and the eastward flow of petroleum renewed.

Prohibited after tomorrow are retail deliveries of alcoholic beverages, wines and beer, soft drinks, tobacco and candy, ice cream, magazines, flowers except for funerals, toys, novelties, jewelry, furs, radios, phonographs, and antiques.

Double Rescue—Man Catches Cash Register, Owner

PITTSBURGH, May 25 (AP)—Things happened fast when Fred B. Alberts made ready to catch Steve Sumegi, about to jump from a second story window of his blazing home yesterday.

Deciding to first save \$200 in his cash register, Sumegi dropped the 200-pound register into the arms of the astonished Alberts. As Alberts dropped the register, Sumegi leaped on top of him.

The men escaped with a leg injury apiece, Alberts' getting a gash from the register.

SPECIAL DELIVERY

CHICKASHA, Okla., (AP)—Pedestrians were puzzled by muffled canine whimpering without visible source.

The postman solved the mystery. He fished a disgruntled puppy out of a mail box.

NEW WORKERS BOOM OUTPUT OF DRESSINGS

Surgical dressing production boomed to a new high for men's night at the Red Cross rooms Monday.

With the largest attendance in the history of the program, production reached 803 dressings. Several wives accompanied their husbands and helped make the evening's record.

A total of 54 workers reported for the evening's effort, including 18 new men.

The new workers were Reta Summers, Norman Summers, Philip E. Reipt, Dennis E. Loden, Wesley Cross, Louise Cross, C. F. Scharfenstein, Jack Brandton, C. Owens, T. H. McClelland, Melvin Gallaspy, Ben Gallaspy, Charlotte Martin, Frank Jenkins, Mrs. Fred Coffman, Mrs. Charles Berry.

Most potent of all acquired causes of motion or air sickness are the sight, sound and smell of sickness in others; the memory of previous attacks of motion-nausea; and the expectation of illness.

Edgar Swift
Is Back at the
Quality Barber Shop
2325 S. 6th

AFL Claim Shunted As Kaiser Labor Hearing Nears End

PORTLAND, Ore., May 25 (AP)—The AFL claim of virtual monopoly of skilled shipyard employees on the west coast was shunted out today as the end neared for a national labor re-

lations board hearing on AFL contracts with three Henry Kaiser shipyards here.

Trial Examiner Robert N. Denham told Kaiser and AFL attorneys to limit their testimony to the issue of whether an appropriate bargaining unit existed when the AFL signed closed-shop agreements with the yards in 1941. The CIO charges only

a small number of employees was on hand at the time.

STEPHAN FAILS AGAIN
WASHINGTON, May 24 (AP)—Max Stephan, Detroit restaurant owner convicted of treason against the United States and sentenced to hang, failed today for the second time to obtain a supreme court review.

GET STUDEBAKER SERVICE and keep your car up to par

It's more important than ever to keep your car in the pink of condition

CARS that are allowed to deteriorate in operating efficiency may affect the success of the entire wartime transportation effort. Don't let your car become a liability when it should be a help. Have frequent inspections made so that serious trouble won't get a chance to develop.

No matter what make you drive, you'll find that the Essential Transportation Workers employed by Studebaker dealers are thoroughly qualified to help keep your car in tip-top condition. They use special wartime servicing procedures that were worked out by factory experts in the great Studebaker engineering laboratories and on the famous 800-acre Studebaker proving ground.

Bring your car in regularly—at least once a month—for a careful check-up by expert Studebaker service mechanics.

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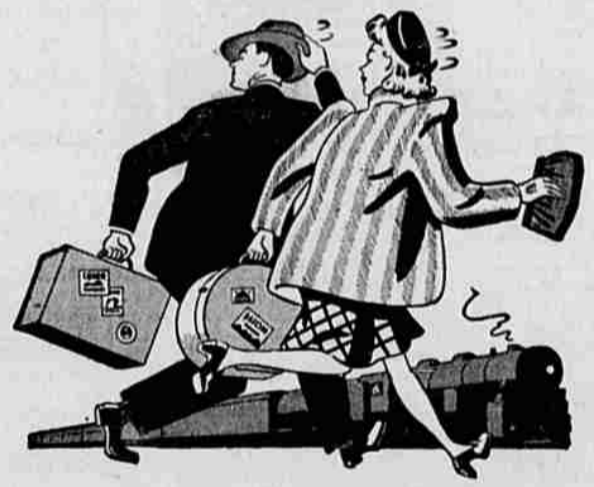
Save tires, gas, upkeep

You need no special authorization to buy a used car. And if you purchase a used Studebaker Champion, Commander or President Eight, you'll save gas and tires remarkably because there's no excess bulk in a tires remarkably because there's no excess bulk in a Studebaker to overload your tires or overtax your gas supply. Our stocks include dependable used cars of other popular makes as well as used Studebakers. And we'll pay a top price for your present car.

ODELL MOTOR CO.

822 S. 6th St. Phone 4148

Just a minute folks... A word before you board the Train



This isn't exactly our idea of being hospitable. But we think it only fair to warn you that train travel is different in wartime.

Nowadays our trains are generally crowded, often late. Some cars aren't bright and shiny like they used to be. You may have to wait quite a while to get into the dining car on some trains.

Most people now riding S. P. trains are patient and understanding about these travel difficulties. We're grateful for this cooperation and for our part we're trying not to use the war as an alibi. But, frankly, here's our situation...

S. P. operates a most strategic sector of the transcontinental railway system. Our traffic load is now the heaviest in history. We serve the principal ports of embarkation on the West Coast, also more military and naval establishments than any other railroad.

During this war period, our chief responsibility is to keep the war trains rolling. Everything else must be secondary.

Crowding can't be helped

Many of our cars usually available for civilian travel must be diverted constantly for military use. We're short of cars, and we can't buy new ones now. We're also short of locomotives. Consequently we can't run additional trains.

Ever since the war began we've been making up thousands of special trains for troop and war freight movements. We've had to take popular passenger trains off regular runs to clear our tracks, and to use the equipment thus released for troops—or to fill out remaining trains to absolute capacity.

You can't count on perfect timing

The more trains we crowd onto a stretch of track the more difficult it is to maintain fast, regular schedules. A railroad like a highway, has its space limitations.

Many of the troop trains and war freights move over our lines on emergency schedules to which regular service must

be adapted, sometimes on short notice. So if your train arrives late—or fails to leave exactly on time—we hope you'll understand: We're pushing the war trains through!

Our dining car dilemma

Before the war we used to add extra diners on crowded trains. Now we haven't got the extra diners (many are in military use, and we can't buy new ones). With several hundred passengers on a train and only one 36-seat dining car, it takes a long time to serve everyone. Compared with pre-war 1940, we're now serving nearly three times as many dining car meals (a million more than any other railroad!) with no additional dining cars.

We have rationing on the railroad much as you have it at home—only our situation is more acute because of the increasing number of passengers. And because of the food shortages we can't always get supplies permitted by our ration coupons.

In our dining cars on regular trains men of the armed forces traveling in groups are served first, ahead of civilians. When your turn comes in the diner, please remember other people are probably waiting for your seat.

Less time for our "housekeeping" chores

S. P. cars are on the rails almost constantly these days, what with lengthened schedules and shorter pauses in terminals between runs. This allows less time for thorough cleaning. If the car you ride in is not quite spot-and-span we hope you'll recognize it's not because we don't know better.

In our efforts to remedy one problem we sometimes create others. For example, we provide box lunches to relieve dining car crowding—and then we find the boxes, paper and napkins littering up our cars (particularly in coaches). Any aid you can give us in disposal of such litter will be much appreciated. We are hiring new help every day (over 11,000 S. P. "regulars" have gone to war, you know) but we're still short-handed and many employees are inexperienced.

★ WARTIME ★ TRAVELER'S GUIDE

After the war is won, S. P. hopes to make up to you for today's uncomfortable train travel. Meantime, here are some suggestions to help you make the best of things as they are:

1. Unless your train trip is really essential please don't make it.
2. If you must travel, do so on Tuesdays or Wednesdays or Thursdays. Avoid week-ends—that's when our trains are most crowded.
3. Cancel space reservations promptly if your plans change. Train space is too precious nowadays to go unused.
4. Travel light—take with you on the train only baggage you'll need on the train. Check other baggage at least a day in advance.
5. Help stretch available train accommodations by buying just the space you really need—no more, no less. Share your bedroom, compartment or drawing room.
6. Eat before you board the train if possible. For many trains it may be well to bring your lunch or buy a box lunch (for lunch or any meal).
7. If you eat in the dining car, please remember other folks are waiting. No need to bolt your meal—but please don't linger over it.

MELTING ICE CAN'T KILL SPARKLE IN DRINKS MADE WITH CANADA DRY WATER

ITS "PIN-POINT CARBONATION" LASTS LONGER!

P. S. Its special formula makes any drink taste better.

S. P.
The friendly Southern Pacific