STOCK MARKET FIDDLES WITH LIGHT UPSWING

NEW YORK, June 22 (AP) — The stock market fiddled with selective and modest recoveries today but the notes were too faint to touch off much of a come-back symphony.

Rumors began to seep into boardrooms regarding an imminent settlement of the coal labor crisis which had earlier depressed issues of companies threatened with fuel shortages. Prominent steels, rails and industrials slowly converted initial recessions into fractional advances. Short covering was said to have been partly responsible for the stiffening of trends. Turnover of around 700,000 shares was another one of the year's smallest.

Attracting support were U. S. Steel, Bethlehem, Southern Railway, Pennsylvania, General Motors, Chrysler, American Telephone, Western Union, Westinghouse, Sears Roebuck, International Harvester and Oliver Farm. Among laggards the greater part of the time were Woolworth, Douglas Aircraft, United Aircraft, Allied Chemical, American Can, Loew's, Paramount, U. S. Gypsum, U. S. Rubber and J. I. Case.

Closing quotations:

American Can	85¼
Am Car & Fdy	40½
Am Tel & Tel	153
Anaconda	27
Calif Packing	27¼
Cat Tractor	47¼
Comm'nw'lth & Sou	13/16
General Electric	43
General Motors	53¼
Gt Nor Ry pfd	29¼
Illinois Central	13¼
Int Harvester	69¼
Kennecott	30¼
Lockheed	19¼
Long-Bell "A"	9¼
Montgomery Ward	44¼
Nash-Kelv	13
Northern Pacific	14¼
Pac Gas & El	28¼
Packard Motor	4¼
Penna R R	28¼
Republic Steel	17¼
Safeway Stores	41¼
Sears Roebuck	77
Southern Pacific	25¼
Standard Brands	7¼
Sunshine Mining	5¼
Trans-America	8¼
Union Oil Calif	19¼
Union Pacific	96¼
U S Steel	55¼
Warner Pictures	13¾

WHEAT

CHICAGO, June 22 (AP)—Wheat figures fluctuated nervously over a range of almost a cent a bushel today. Cash interests were sellers, while shorts and miller interests were buyers on the declines. Uncertainties over the imposition of ceiling prices on wheat contributed to the uneasiness of the market. Weakness of oats and rye was another factor.

All deliveries of wheat finished at virtually the day's highest levels, unchanged to ¼ cent above the previous close, July $1.42¼-1.42, September $1.42¼; oats were ⅛ to ¼ cents lower; July 65⅛c, and rye was unchanged to ¼ cent higher, July 95¼-⅜c. There were no sales in corn, which closed with all contracts bid at ceilings limits.

Portland Produce

PORTLAND, Ore., June 22 (AP)—BUTTER—AA grade prints, 46¾c; cartons, 47½c; A grade prints, 46¼c, cartons, 47c; B grade prints, 46c lb., cartons, 46¾c lb.

BUTTERFAT—First quality, maximum of .6 of 1 per cent acidity, delivered at Portland, 52-52½c lb.; premium quality, maximum of .35 of 1 per cent acidity, 53-53½c lb.; valley route and country points, 2c less than first, or 50-50½c; second quality at Portland, 2c under first or 50-50½c lb.

CHEESE—Selling price to Portland retailers: Oregon triplets, 29c lb.; loaf, 30c lb.; triplets to wholesalers, 27c lb.; loaf, 27½c F.O.B.

EGGS—Prices to retailers, in cases: A grade large, 48¾c; A medium, 39¾c; A small, 35¾c dozen. Nominal prices to producers: A large, 40c; B large, 37½c; A medium, 36c; B large, 37½c.

LIVE POULTRY—Buying prices: No. 1 grade Leghorn broilers, up to 2¼ lbs., 30c; colored fryers under 2¼ to 4 lbs., 29c; colored roasters, over 4 lbs., 29c; Leghorn hens, under 2½ lbs., 25½c; over 3½ lbs., 25½c; colored hens, 4 to 5 lbs., 25½c, over 5 lbs., 25½c; old roosters, 21½c lb.; stags, 21½c lb.

DRESSED TURKEYS— Selling prices: country dressed breeder hens, 30-32c lb.

RABBITS—Government ceiling: average country killed to retailers, 44c lb.; live price to producers, 24c lb.

ONIONS—Green, 60c doz. bunches; Texas yellow, $3.37; California, $2.74.

POTATOES—New California white, No. 1, $3.00-4.02. Old table stock—cash and carry price, No. 2, $1.35-1.50 50-lb. bag; local No. 1, $1.50 cental.

COUNTRY MEATS—Selling price to retailers: country killed hogs, best butchers, 120-140 lbs., 20c; vealers, AA, 24c; A, 23c; B, 21½c; C, 19½c; D, 17½c lb.; canner-cutter cows (new ceiling), 16½c lb.; bulls (new ceilings), 17½c lb. Lambs, AA, 29c; A, 28½c; B, 24½c; C, 22½c; ewes, FS, 15½c, medium, 14c; B, 12¾c lb.

HAY—Wholesale prices: alfalfa, No. 2 or better, $34.00; No. 1 Montana timothy, $33.00; No. 1 grass hay, $32.00; oat-vetch, $26.00-30.00 ton, valley points; timothy (valley), $25.00 ton; cloved, $25.00-30.00 ton.

ITCHING OF MINOR SKIN IRRITATIONS Soothe with Mexsana, formerly Mexican Heat Powder—cooling, medicated.

Potatoes

CHICAGO, June 22 (AP-USDA)—Potatoes, arrivals 97; on truck 263; total US shipments 754; supplies moderate; for California Long Whites supplies moderate, demand steady; for Southern Triumphs demand slow, market weak; California Long Whites, US No. 1, $4.05-10; Commercials $3.85-90; Arkansas Bliss Triumphs, Victory grade $3.00-50; Oklahoma Bliss Triumphs, Victory grade $3.00-25; North Carolina Cobblers, US No. 1, $3.60.

LIVESTOCK

SOUTH SAN FRANCISCO, June 22 (AP-FSMNS)—CATTLE: Salable 50. Slow, about steady; yesterday two packages top medium 970-1015 lb. grass steers $14.00-25, two loads medium to common feeder steers $12.25. Today, few 815 lb. medium heifers $12.50; odd common fleshy cows $9.00, few canners and cutters $6.50-8.00; medium bulls $10.00-11.00. Calves: 10; steady, few medium to good vealers $10.50 to

HOGS: Salable 500. Mostly 15-25 cents lower; package good 206 lb. Oregons $14.75, bulk 200-240 lb. Californias $14.50-65, closing very weak; odd good sows $13.50-14.65.

SHEEP: Salable 1200. Good to choice lambs fully steady; deck 88 lb. shorn No. 1 pelts $15.00, two decks medium to good 80-84 lb. $14.00-50; cull to good ewes quoted $2.00-6.00.

CHICAGO LIVESTOCK

CHICAGO, June 22 (AP-USDA) — Salable hogs 18,000; total 28,000; slow, early trade 10-20c lower; most decline on weights under 250 lb.; later trade 15-20c lower on all weights; good and choice 180-250 lb. $13.80-90; top $13.95 sparingly; 250-360 lb. $13.60-85; few good and choice 150-180 lb. $13.00-85; sows 15-20c lower; good and choice 360-500 lb. sows $13.15-35; few $13.40.

Salable cattle 7500; salable calves 800; fed steers and yearlings steady to weak; trade less active than Monday; instances weak to 15c lower on strictly good and choice steers; bulk $14.25-16.50; top $17.25 on approximately 1275 lb. strictly choice Colorados; feedlots mates having brought $17.40 on Monday; several loads $16.50-90; best long yearlings $16.75, heifer yearlings $16.60; heifers weak; bulk $13.75-16.00; cows steady to strong, mostly strong; bulls fairly active; steady, weighty sausage offerings up to $14.65; vealers unchanged at $15.50 down; stockers and feeders steady at $14.00-15.50; mainly $14.50-15.00; choice 700 lb. stockers going out at $15.50.

Salable sheep 1500; total 2500; fairly active, generally steady; two doubles good 86 lb. Colorado fed clipped lambs with No. 1 skins $14.25; odd lots medium to good clipped lambs $13.50 and under; native spring lambs grading good to strictly choice $15.00-16.00; double good Idahos first of season 81 lb. sold straight at $15.00; native slaughter ewes downward from $8.25; few medium grades $7.25.

PORTLAND, June 22 (AP-USDA)—CATTLE: Salable 100; calves 25 and 35; market slow; mostly steady with Monday's close or weak to 25 cents lower than early; common to low medium steers $11.50-13.50 including stockers to $12.75; choice fed steers Monday up to $16.25; common-medium heifers $10.00 to $12.00; cutters down to $8.00; canner cutter cows $6.00-7.50; fat dairy type cows $8.50; grass fat beef cows $9.50-10.75; odd common bulls $8.50-9.00; good bulls held upward to $12.50; few medium-good vealers $12.50 to $14.00; choice held to $15.00; but most bids $14.00 down.

HOGS: Salable 300, total 500; market 25-50 cents lower than early Monday or steady with close good choice 185-230 lbs. $13.75-14.00; 250-300 lbs. mostly $13.25-50; 140-170 lbs. $13.00-50; good sows $11.00-50; choice light feeder pigs quotable to $17.50.

SHEEP: Salable 200; total 300; market steady; few good choice spring lambs $13.50-75; common-medium grades $10.50-12.50; odd shorn lambs $8.00-10.00; good ewes $5.00-50; culls and common $1.00-3.00.

ITCHY SENTENCE

SAN JOSE, Calif., (AP)—Louis Tirri, 19, convicted of stealing a wallet, asked that he not be sent to the county jail farm because—

He's allergic to poison oak.

But he may as well start scratching. Judge William F. James sentenced him to spend the next nine months there.

If you want to sell it—phone The Herald and News "want-ads." ?124

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Young, Gebhard Pioneer In Radar While Working On Plane Communications

WASHINGTON, June 22 (AP) Young and another associate in radio work, Louis A. Gebhard, entered the naval service about the same time and were assigned to Taylor's command at Great Lakes. Young had been a radio amateur and an expert railway telegrapher. Gebhard had made radio work his profession. After a period of employment by the old Marconi Wireless Telegraph company, he had set up his own shop in Buffalo, N. Y., and manufactured radio equipment.

Dr. Taylor pays high tribute to their abilities. Both now are assicate superintendents of the radio division which Taylor heads, having worked with him continuously since their first associations.

Continue Work

After the war, when the three men had left the navy's uniformed ranks, they continued their work near Washington at the naval air station, Anacostia—the research laboratory had not yet been started. Their general problem was improvement of interplane and plane-ground radio communications. Taylor was boss, and Young had the magnificent title of radio laboratorian.

In 1921 their experiments took them into the field of radio broadcasting. Paralleling the pioneer station KDKA at Pittsburgh, they accumulated quite an incidental reputation as purveyors of entertainment and oratory. Their regular programs included a broadcast by President Harding, first chief executive to "go on the air."

Short Wave Work

By the summer of 1922, long hours of study and laboratory research had brought constant improvements in equipment and methods, and Taylor and Young were spending gruelling hours under a blazing Washington sun broadcasting from a fixed transmitter to a portable receiver on the Virginia side of the Potomac river. They were working with the new superfrequency, or short waves.

At the outset of these experiments they noticed that ships moving up and down river distorted or "obscured" their signals, as radio experts put it.

Here was the new idea.

Almost since the discovery of radio 40 years before, it had been known that large obstacles, a mountain or great building, caused distortion in the wave pattern.

Distortion Noted

But never before had it been recognized that so small an object as a ship would produce a similarly noticeable result.

That was the first discovery, the great principle, which the naval laboratory scientists contributed to the development of radar.

It was at this time—as soon as the original findings were proved—that the proposal was made to try them out at sea by destroyers. But that was considered so fantastic as a practical contribution to the art of war that nobody in position to help did anything about it.

Nobody, that is, except Taylor and his associates. From the first discovery of interference with the wave pattern, it was but a short step to evolution of the theory and technique of radio-echo or wave reflection.

Reflection Explained

In this the wave is like a stream of light thrown against a mirror. The fact that it is reflected proves the presence of a reflecting object.

The next big forward step came in 1925 when Gebhard completed development of the first radio transmitting equipment embodying the electronic "pulse" principle now used in radar equipment.

Broadcasting of high-frequency pulses permitted the use of greater radio energy without blanketing out receiving equipment during the period of reception of a weak echo. It thus became possible for the transmitter to throw out a series of pulses (their speed is at the rate of eight times around the world in a second) against the iono sphere—the world's electrical roof about 150 miles up—and for the receiver to pick up the reflected waves between each pulse.

That made possible the rapid, accurate and continuous indications of range.

Pulse Principle

The first use of the pulse reflection was in the field of pure science. Young collaborated with Dr. Gregory Breit and Dr. Merle T. Tuve of the Carnegie Institute at Washington in building the pulse receiving equipment. The Carnegie people naturally were deeply involved in the experiments. Between 1925 and 1930 they used the equipment to prove the existence, measure the height and determine the behavior of the world's "electric roof," officially named the Kennelly-Heaviside layer in honor of two physcists who had theorized about its existence several years earlier.

Meanwhile improvements of the apparatus continued. In 1926 and 1927, Matthew H. Schrenk, who had gone to the naval research laboratory from Western Electric company at Chaciga, developed ways of amplifying, sharpening and shortening the waves which produced about the kind of pulses omitted by modern radar.

Experiments Progress

As the Kennelly-Heaviside study progressed through experiments of Taylor, Young, Breit and Tuve, their results were reported in scientific journals of international circulation. It now is known that those reports prompted the British to undertake the work which led to their development of radio-locators—and presumably German scientists got their ideas about radio detection from the same articles. Whether the Japanese got their devices from the Germans or conducted their own development of a practical instrument for use in warfare is not known here.

On June 24, 1930, radio detection took another great step forward—and again it was incidental to other research. Up to that time the navy's radio scientists had been interested primarily, so far as detection was concerned, in the tactical possibilities of discovering enemy ships at sea.

Accidental Discovery

On that notable June day, Taylor, Young and L. A. Hyland, a scientist now associated with the Bendix corporation, were working on a high-frequency blind landing system for aircraft. They had their apparatus set up at Bolling field, the army air station at Washington, with Young operating a transmitter and Hyland a receiver some distance away.

The experiment did not go very well so far as Hyland was concerned. He was worried by the fact that periodically the pattern of waves he picked up showed considerable interference.

He checked his equipment but it was in good working order. He studied the landscape but found no source for the interference he was getting.

Plane Interference

Finally he noticed that the interference occurred only when a plane passed through the zone of radio activity created by Young's transmitter. Hyland checked his observation three or four times and then excitedly reported his discovery to Taylor and Young.

"I don't believe it, but it's so," Hyland said.

"We all got pretty excited," Taylor recalled recently. "We knew that anything which would detect planes would be of enormous importance in defense."

Merrill

Mr. and Mrs. Willard L. Smith have had as recent house guests, Mrs. Smith's niece, Mrs. Clarence Johnson, Portland, nephew, Jack Hoisington, Norma, Okla. and her sister, Mrs. P. Hinkley, and Mr. Hinkley, Ashland.

Mr. and Mrs. Richard Luehrs and baby daughter from Portland are in Merrill for several weeks. Mrs. Luehrs is the daughter of Mr. and Mrs. Leonard Bowman where they are visiting. Mr. Leuhrs is assisting at the Castleman Drug during the absence of Mr. and Mrs. O. M. Castleman who were called to Athena in eastern Oregon by the death of Mr. Castleman's brother-in-law. While away they will visit also with Mr. Castleman's mother.

Vernon Bowman, son of Mr. and Mrs. M. A. Bowman who spent a few days here following the close of the regular term at the University of Oregon, has returned for the summer term to wait until called into the service. When his call, expected about June 10, failed to arrive he decided to continue his studies until such time as he has to leave.

Mr. and Mrs. Louis Craver, Klamath Falls, were guests Friday at the home of Mrs. Craver's parents, Mr. and Mrs. Levi McDonald where their daughter Sharon Lee Willits has been the guest of her grandparents for a week. Mr. and Mrs. McDonald, proprietors of the Lost River hotel, are spending the summer at their attractive home on the Mtrrill highway.

Mr. and Mrs. Steve Domas, Corvallis, visited this week at the home of Mr. Domas' uncle and aunt, Mr. and Mrs. John Takacs, where he made his home while attending school here.

Sprague River

Mr. and Mrs. Roy Evans and daughters drove to Medford Wednesday to visit their son Norvel who is employed there. They will also visit Mrs. Evans' mother and brother of that place.

C. G. Evans went to Medford over the weekend and held services there.

Mrs. Don Giles and daughters are home after a short stay at Gresham with Mr. Giles' sister and mother.

Raymond Sconchin is here visiting his mother, Mrs. Angie Crume.

Austin Haddock is at Crater Lake woods camp helping the war effort this summer. Austin is a teacher by trade.

Rev. W. T. Watson is here from near Salem, Oregon. He is living on Ivy C. Clarks ranch. He plans to move his family here in July.

Aniva Sanders visited in the Carlos Seright home. She is from Lakeview and had lived here several years ago. Esther DeShazer also of Lakeview visited here last week with Mr. and Mrs. Bill Pool.

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KENO TO MAKE RADIO BID FOR FIGHTER PLANE

Another community will be represented over radio station KFJI tonight at 7:30 o'clock when Keno will make its bid for one of the fighter planes to accompany the Klamath Pelican Flying Fortress.

Two Kiwanians, George Meyers and L. K. Johnson, have charge of the program. A feature of the program will be a quartet of Kiwanians who will sing. John Houston will again be master of ceremonies.

There will be two other programs this week by other Klamath basin communities, one on Thursday and another on Friday.

New Pine Creek

Alvin Butler has rented the H. M. Fleming brick building and will move his butcher shop and grocery stock into the new quarters just as soon as it has been renovated. He plans to enlarge his stock somewhat and fit himself to better supply the community needs. The stock which was owned by the G. H. Aldridge and purchased sometime ago by Irvin L. Faris has been moved into the Faris store and will serve as a nucleus for a larger stock to be handled in that store.

The Happy Hour club met last Tuesday afternoon at the home of Mrs. Clara and Mrs. Amy Cloud, both serving as hostesses. Fruit salad, cake and coffee was served for refreshments.

If it's a "frozen" article you need, advertise for a used one in the classified.

Clear Skies Helped Yanks Smash Japanese Armada

(Veteran Associated Press War Correspondent J. Norman Lodge gives a first-hand account of the great Japanese air defeat over Guadalcanal last Wednesday, a defeat which allied military strategists have termed a major setback to enemy air power in the Pacific theatre. Lodge had a ringside seat during the entire attack).

GUADALCANAL, June 16 (Delayed) (AP) — The Japanese tried one of the most crushing blows of the Pacific war today as 120 enemy planes of all types came over Skylark harbor bent on sinking ships that were not there.

After the smoke had cleared away it was found the Japanese had lost at least 45 Zeros and 32 dive bombers for six of our planes.

(A later dispatch from airforce headquarters said the enemy may have lost 94 planes in the raid, 17 having been destroyed by anti-aircraft fire in addition to the 77 downed by American fliers).

I watched the entire attack.

Unfortunately for the Japanese, the attack took place in mid-afternoon, under a full sun and no clouds. The enemy had left bases supposedly at Kihili and Ballale island under a screen of clouds they believed to extend as far southeast as Guadalcanal.

However, when they arrived over Skylard channel between Tulagi and Guadalcanal, clear skies greeted the sons of heaven and ack-ack from ships and shore batteries blasted the first wave of attackers into the ocean. The second wave comprising dive bombers and torpedo planes came in barely 15 feet above the water. Twenty-six of these were knocked into the sea.

Skipping over objectives, the Japanese made a figure eight turn and came back to attack. Our ack-ack was ready and trained for the same height and distance, and before the Nips had a chance to press home their attack our artillery, land-based and on seacraft, sent 16 more torpedo planes to a watery grave.

Oregon News Notes

By The Associated Press

A federal jury in Portland convicted Nathan N. Barad, 29, of refusing to work in the Weyeth conscientious objectors' camp, but sentence was posponed pending investigation by probation officers . . . Col. James L. Walsh told the Oregon section of the American Society of Mechanical Engineers in Portland that production at home will determine future battle victories . . .

A wave of religion will sweep Germany after the war Dr. Fritz Kunkel, Los Angeles, former Berlin phychologist, predicted in Portland . . . Portland police answered a woman's frenzied call that her home was being bombed to find that two bricks had clattered from her chimney through a window. . .

The Oregon Shipbuilding corporation launched its 205th Liberty freighter, naming it for Irving W. Pratt, the late educator and father of Sheriff Martin Pratt of Multnomah county.

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Why Professor Tate spends his week-ends as a Section Hand

Professor Richard Tate teaches history. Meeting him the first time or two you'd never suspect that he also works on railroad track, with a section crew.

Genial, plump and fortyish, Professor Tate lives with his nice wife and two youngsters in a pleasant western town where Southern Pacific trains stop frequently.

He is a member of the golf club, often speaks at War Bond rallies, belongs to Rotary. Not long ago his dahlias won mention at a famous flower show.

But Dick Tate working week-ends on S. P. track is a different man from Professor Tate delivering a week-day lecture. He looks leaner, tougher, healthier. He "eats" hungrier. And he's definitely better pleased with his part in the war effort . . .

PROFESSOR TATE likes to think of himself as an example of what's happening to our whole country in this war. "Nowadays," the Professor declares, "we Americans are learning that a lot of tough work must be done if we're to keep our right to a free, good life.

"I see the trains go by packed with troops and war goods, and I know that railroad transportation is vital. That's why I'm mighty pleased I can do a job of work on Southern Pacific track."

MAYBE YOU DON'T understand why we of Southern Pacific tell you about the life and views of Professor Richard Tate. *We're proud of him—that's why!*

Just as we're proud of thousands like him who are giving up their week-end leisure to do a war job for the railroad. (As we're proud, too, of our full-time S. P. "regulars" who carry the main part of the work load.)

RECENTLY WE RAN an ad addressed to business and professional men, to clerks and students. We said:

> "There is a serious shortage of track workers. We must keep our track in first class shape to move vital war traffic. You are urgently needed to work on S. P. track on week-ends in this vicinity."

With this ad we tapped a reservoir of manpower eager to tackle a real earthy job of war work. And because over twelve thousand S. P. "regulars" have gone to war, we need to enlist more patriotic men to keep the war trains rolling. We need patriotic women, too.

SOUTHERN PACIFIC serves the great sweep of West and South and we're in this war with everything we've got. Short of men and locomotives, we're still going all-out to meet public transportation needs.

Our strategically located lines contact more military and naval establishments than any other railroad. S. P. tracks converge at key West Coast ports—point like daggers at Japan. Steadily our war load grows. In mounting tempo until peace comes, the Victory trains must roll.

So if you have spare time on your hands—if you want to switch to war work—come talk it over with S. P. *Come work with us to speed the victory promised by our singing rails!*

S·P

The friendly Southern Pacific

For America's Victory—keep on buying War Bonds!