

RECLAMATION PROJECT UNDER BOISE OFFICE

Klamath reclamation project has been placed in region No. 1, with headquarters at Boise, under a decentralization program announced Monday by the bureau of reclamation.

The Klamath office heretofore has reported to a western office at Denver. It will now operate through the regional office at Boise. The change will not affect local administration of reclamation affairs.

The Tulelake division of the Klamath project, which is in California, is in the Boise area, along with the rest of the local project. Other California reclamation projects will report through a Sacramento office.

Director of region No. 1 is Frank A. Banks, now construction engineer in charge of the Columbia basin project.

AVIATION BOARD TO VISIT KLAMATH

Klamath Falls is to have the honor of being the only city in the state to be revisited by the U. S. army aviation cadet board, which is scheduled to be here Wednesday and Thursday, September 22 and 23.

The intense interest shown in previous examinations have been given as their reason for a return trip.

Men who were previously barred from aviation cadet training by inability to meet the visual requirements may re-apply, since these have been lowered to 20/30—correctable to 20/20.

Application may be made by those having reached their 17th birthday in the aviation cadet reserve corps.

Further details may be learned by inquiring at the local army recruiting office, 219 Post Office building.

Salem City Council To Hear of Fire Department Failure

SALEM, Sept. 13 (AP)—The Salem city council will hear tonight a special committee's report on recent failures of the city fire department.

The department is accused of permitting a house to burn down because firemen couldn't locate the outlet of a hydrant.

Last Saturday another house burned because of failure to get water on the blaze. The firemen got their hose laid all right, but the hose, badly mildewed, burst. The break was repaired, and the hose broke in another place. By the time the latter break was fixed, the house was destroyed.

Blood tests have been developed by the Japs to determine "character and ability" for selection of workers in their war industries.

OUR MEN AND WOMEN IN SERVICE



IN SICILY—Sergeant George Wolfe, son of George D. Wolfe of 140 East Main street, is now in Sicily. He has been in the army for one and one-half years and is serving with the medical detachment. He writes his father, "Most of the prisoners think that they are going to the U. S. and look forward to seeing our country. If they do, it should affect their future outlook on life, just as it does for us to be here."

Sergeant Wolfe has a wife in Oakland, Calif.

Clarice Katherine Zumbum, S 2/c, has completed her basic training and indoctrination course at the naval training school, Bronx, New York, and is now going to the naval training school at Iowa State Teachers college at Cedar Falls, Ia.

She is the daughter of Mrs. Margaret Forness and William Zumbum. She was a member of the American Legion auxiliary and of the Catholic Daughters of America.

ALASKA—Technician 5th Grade Fred L. Follett, 24, son of Mrs. Grace Babcock, Klamath Falls, on duty with the 11th air force in Alaska, has recently been promoted to technician 4th grade, according to a recent announcement here.

He enlisted in August, 1940, received his basic training at Fort Lewis, Wash., and has served in the Alaskan theater for 34 months.

Technician Follett attended Franklin high school at Yakima, Wash., and was formerly employed by the Westfir Lumber company at Westfir, Ore.

U. S. NAVY PRE-FLIGHT SCHOOL, ST. MARY'S COLLEGE, Calif.—Palmer Norseth of Klamath Falls was graduated from the pre-flight school at St. Mary's college this week.

Norseth will be transferred to the naval air station at Livermore, Calif., for his pre-flight training.

KENO—George Frasier, a member of the Seabees and formerly a resident of Keno, was visiting in this community last week. Frasier, a carpenter's mate 2/c, is on leave. He is to report back for assignment to duty on September 18. He is the older son of Mr. and Mrs. Lewis Frasier, who lived in Keno for several years.

He was a graduate of Keno high school. Frasier was in Alaska for some time before leaving Keno.

FARRAGUT, Ida.—Beginning training at this U. S. naval training station is William Donald Mast, son of Mrs. L. I. Ogden, 4316 Bartlett street, Klamath Falls.

KEARNS, Utah—James M.

Barnes of 11 Sheldon street, Klamath Falls, is now stationed at the army air forces basic training center at Kearns. He has been in the army air forces since December 11, 1942.

His wife is Mrs. Margaret P. Barnes of Klamath Falls.

KEESLER FIELD, Biloxi, Miss.—Private William Winford Wirth, son of J. P. Wirth, Route 3, Klamath Falls, was promoted to the grade of private first class this week and enrolled in Keesler's huge B-24 bomber mechanics school.

Corporal Jerry O'Callaghan, son of Mrs. Leo Sagehorn of Tulelake, is now in officers' candidate school at Fort Benning, Ga. He has been there since August 16. He is a graduate of reserve officers' training course at the University of Oregon.

Corporal O'Callaghan is a graduate of the University of Oregon where he was affiliated with Phi Kappa Psi.

Second Lieutenant Henry David, son of Mr. and Mrs. Charles

Dutton of Route 1, Box 935, graduated on Friday from bombardier school at Deming field, Deming, New Mexico.

He took his pre-flight training at Santa Ana, Calif.

Lieutenant Davis was chosen as one of the three best cameramen at the Deming base to go to Victoryville, Calif., for an exhibition.

His sister, Inez Dutton, a student at KUHS, has just recently returned from a summer spent at the Puget Sound naval yard where she is thought to be one of the first Klamath county people to be a blood donor.

Private Leo D. Molatore, son of Mr. and Mrs. Anthony Molatore of 1110 Main street, Klamath Falls, is stationed at Providence college, Providence, R. I., where he is a member of the army specialized training program.

An alumnus of Klamath Union high school and the University of Oregon, he was ordered to Providence college from the star unit at City college of New York. Upon successful completion of his training at Providence college, he will be ordered to an advance unit for further study.

Swift and Company now has 15,000 employees in the armed forces. One of these was formerly with the Klamath Falls plant.

He is Corporal A. J. Hubbard, employed at the Klamath Falls branch since 1937. He joined the armed forces in November, 1942,

and received his basic training at Camp Robinson, Ark.

He is now stationed at Camp Fannin, Tex.

FORT KNOX, Kentucky—Private Glen E. Huck, son of Mr. and Mrs. Christ Huck, Jr., 1320 Pleasant street, Klamath Falls, has recently completed his basic training preparatory for combat duty with an armored unit.

Frank E. Hanson, Neptune park at Agency lake, has received word from his son, Norman T. Hanson, chief radio operator USN, now in the South Pacific.

It was the first news in months and was a letter written to his sister Marjorie, at Ocean-side.

He is now in charge of his outfit and well again after being in a naval hospital. In his letter he evasively described his trip back to the front and it passed the censor almost 100 per cent.

Aviation student Robert V. Seater, 23, of Klamath Falls, son of Frederick Earl Seater, Anchorage, Alaska, has arrived at Michigan College of Mining and Technology for a course of army air force instruction lasting approximately five months prior to

his appointment as an aviation cadet in the army air forces.

FORT KNOX, Ky.—Included in the class of enlisted men enrolled in a special course of instruction in the gunnery department of the Armored school in Fort Knox was Corporal William F. Johnson, Merrill.

Word has come from Keesler field in Biloxi, Miss., that PFC Howard Burrell, son of Mrs. M. P. Crowder of Klamath Falls, was recently graduated from the B-24 Liberator Bomber school at that unit of the army air forces technical training command.

He is now an airplane mechanic.

Supreme Court In Dark On Folkes' Projected Appeal

SALEM, Sept. 13 (AP)—Robert E. Folkes, negro youth under death sentence for the lower 13 murder near Albany last January 23 of Mrs. Martha Virginia James, has not yet even given the state supreme court an indication that he is appealing his conviction, the court said today.

Notice of appeal, however, has been filed with the Linn county circuit court.

Fragmentation bombs are carried to earth by specially designed rayon chutes.

JOHN DUNNINGTON DIES OF WOUNDS

John Dunnington, 60, died of a gunshot wound at Klamath Valley hospital Sunday afternoon.

Mr. Dunnington was found lying in the washroom at the Southern Pacific depot about 3 p. m., with a gun, a Colt automatic, lying beside him. He was still alive and was rushed to the hospital where he expired in a few minutes.

Dr. George H. Adler, coroner,

and city police, said the wound was apparently self-inflicted.

Mr. Dunnington was a butcher here for many years. There was no apparent motive for taking his own life, but associates said Mr. Dunnington was depressed by war news and war conditions.

The body is at Ward's.

Fish Transport Law
A Maine law says, "No fish or game can be transported by airplane unless the fish or game bears a transportation tag signed by a fish and game warden, and pilots (of other than transports) must procure a license to transport fish by air."

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A QUESTION NOBODY CAN ANSWER

How many men does it take to make a quart of oil?

1. We're in the business, but we don't know. We can tell you how many different men and skills it takes to perform our part of the operation. If you begin with the geologists, paleontologists, surveyors and seismograph crews that look for oil land...
2. ...and add the rig builders who put up the derrick; the drillers, derrickmen, rotary helpers and firemen who drill the well; the production foremen, pumpers and pulling crews who service it after it starts to produce...
3. ...the pipe line crew, gaugers, refinery stillmen, chemists, truck drivers, warehousemen, bookkeepers, stenographers, painters, carpenters, welders, salesmen and scores of others—each one specializing on one particular phase of the operation...
4. ...you find that it takes more than 400 different skills in the Union Oil Company alone to bring you a 35c quart of Triton Motor Oil. But that's just the beginning. If we go back to the men who made the pipe that carries the crude that's refined into Triton...
5. ...and trace their raw materials back through steel mill and ore ship to the iron mine (pause for breath here), then repeat the process with all our equipment—refineries, tools, trucks, cans, and even pencils—it begins to look as if almost everyone in the country had a hand in the operation.
6. At any rate, no one could possibly figure out the exact number of men involved. And, fortunately, nobody has to. For under our free economy those things are taken care of by the law of supply and demand. No one has to assign men and materials to different jobs as you do in a planned economy.
7. They flow where they're needed—automatically. How efficiently this works has been brought home to all of us during this war, when the law of supply and demand has had to be suspended temporarily in some cases and planned economy instituted in its place.
8. But the best testimonial is America itself. For our country, under Free Enterprise, has achieved the highest standard of living and the greatest capacity for war production the world has ever known. Without the automatic efficiency of a free economy this could have never been done.

The company that became Union Oil was founded in 1886 out of the personal savings of nine Santa Paula, California business men.

Today, it is owned by 31,652 people, most of whom live right here in the West—3,628 in San Francisco, 434 in Seattle, 7 in Grants Pass, Oregon, 274 in San Diego, etc.

The Company's profits which, in 1942, amounted to 3.8% on capital invested, are shared among these people.

Last year this net profit amounted to \$174.94 per stockholder. Of this sum, \$147.42 was paid out in dividends—\$27.52 was left in the business.

In return for these profits, the 31,652 owners have financed the tank ships, oil wells, refineries and service stations that make Union's operations possible.

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