

# Herald and News

FRANK JENKINS Editor  
MALCOLM EPLEY Managing Editor

A temporary combination of the Evening Herald and the Klamath News. Published every afternoon except Sunday at 10:30 a.m. and 1:30 p.m. at 1000 Main St., Klamath Falls, Oregon, by the Herald Publishing Co. and the News Publishing Company.

Member Associated Press Member Audit Bureau of Circulation

## Today's Roundup

**By MALCOLM EPLEY**

TRAFFIC is thick over the Klamath Falls airport, home of the Klamath naval air station, and flying from that field is much changed in technical procedure from the old days when planes rose and landed at the will of the pilots without concern or thought for other planes.



EPLEY

They didn't worry much about automobile traffic control at the corners in Klamath Falls 35 years ago when Ed Dunham, Harry Peltz and a few others had the only cars in the town. The elaborate devices that now control automobile traffic at our busy intersections have their ultra-modern counterpart out at the airport where scores of navy planes roll on and off the runways daily.

This writer found out a little something about the "stop and go" system at the Klamath air station last week, on a jaunt in a dive bomber type plane primarily intended to give a bird's-eye view of wildlife areas of the Klamath country. It is always a fascinating experience to go traipsing through the sky over Klamath's varied terrain, but this trip gave me something new and different in the kind of equipment I rode and in my chance to observe some of the operations details of our busy navy field.

A lot of landbound folk with yearnings for the sky are no doubt calling me a lucky devil. I am. But the chance came, I couldn't turn it down, and I'll try to pass on a few observations that may be of interest.

### Nerve Center

A THUNDER storm was threatening from the north when I walked into the operations building and shook hands with my pilot, Lt. Harold Allen, a one-time Georgia barn-stormer who stands about 6 feet 6 and is a station pilot here.

The operations building is a tower-like structure at the edge of the huge slab of concrete that is the warm-up apron at the station. It is topped by a glassed-in observation post for the men and women who direct traffic on the field. It is the nerve center of all flying activity at the station.

I was fitted into a leather jacket and a helmet with earphones. We walked out to the waiting planes, where, for the first time in my life, I got into parachute harness. It was obviously adjusted for someone who had not consumed so many Klamath basin potatoes and steaks, but when I got into the gunner's cockpit and sat down on the 'chute the harness loosened up comfortably.

Lt. Allen and Lt. Commander Benny Turner, the station executive officer, explained a few things to me, such as how to pull the transparent "greenhouse" lid back over my head once we were up, and how to operate the inter-communication and radio system in the plane. Apparently unaware of my timidity, they also advised me not to attempt to operate any of the gadgets that were all around me unless so advised by the pilot.

### We Take Off

Lt. ALLEN got into the cockpit ahead of me, gunned the motors experimentally, and asked for take-off instructions from the radio tower. His voice, and that from the tower, came loud and clear to me through the earphones. He was told to proceed by a certain taxiway to a certain runway.

A ground crewman by the plane gave a thumbs-up gesture, and we swung around and out over the field on the pavement. I could hear busy chatter over the radio as the tower gave instructions to other pilots. We stopped at the end of the runway, where two torpedo bombers were waiting to take off ahead of us. I could see the identifying numbers on them, and could hear the radio tower instructions to their crews.

The crew in the plane at the head of the line was told to abandon a proposed trip to Clear Lake, and instead to go up for about 10 minutes flying and land. I could not hear the answers from the plane, which were on another frequency, but I heard the bomber cleared for a take-off, and immediately it went roaring down the runway.

Presently, the number of our plane was called, and we swung around with the nose into the wind, and on word from the tower that we were clear we, also, rose into the air. Lt. Allen operated the switch that took my earphones off the radio frequency and in communication with him. From then on, we chatted back and forth between the cockpits—a marvelous system for a novice who wants to know what is going on, is just a bit nervous and enjoys the calm, reassuring voice of the expert at the controls.

### Traffic "Circle"

THERE were planes on all sides of us, including one formation. There was a lot of flying from our field that day over the Tule lake and lava beds country.

After an hour in the air, we swung back toward the field over town, and again, that traffic control business was demonstrated to me.

Lt. Allen switched back to radio connection with the tower, while I listened. He stated we were three miles northwest of the field and requested landing instructions.

We were told we were cleared into the traffic circle, and were advised what runway to use for our landing. (The runways at the field are numbered according to magnetic headings.) Our plane made a wide half-circle of the field, banked and came in on the runway we had

left an hour earlier. Lt. Allen reported for taxi instructions, received them, and we were soon parked again in front of the operations building.

### Lingo

ALL of this, of course, is old stuff to persons familiar with modern-day flying from busy fields, although commercial plane riders do not "listen in" on the chatter. On the chance that there are those to whom it is unfamiliar, I've related it here—as a new and fascinating experience for this landlubber.

I picked up, on this jaunt, a bit of the lingo used in radio operations chatter.

"Roger," I learned, is for "R" which, in turn, is for "received," meaning the message is received.

"Wilco" is short for "will comply."  
"Over" means conversation ended and reply expected.

"Out" means conversation ended and no reply expected.

And that's "out" for this account of a highly interesting and informative observation of the system that keeps scores of planes daily out of traffic tangles on and over the Klamath naval air station field.

## News Behind the News

By PAUL MALLON

QUEBEC, Canada, Aug. 7.—The rise of socialism in Canada—heralded so much in our magazines and press—seems to be a somewhat theoretical affair.

It may have looked real enough in the reports of the June CCF (Co-operative Commonwealth Federation) landslide in Saskatchewan, and on paper, it was, but there is a catch in the matter.

While the program of the government to take over the banks, insurance companies, railways and certain heavy industries in the province, the constitution requires that all acts of the provincial parliament must be approved by the national parliament. As the national body is in other hands, no legislation will be attempted.

Yet the CCF, riding on the unexpected crest of that wave, won increased power in Ontario, and is now challenging in Alberta where a full slate of candidates has been presented for tomorrow's election. In Quebec, they put a few men into the race, but only with a desire to gain a provisional balance of power.

### A New Thing

IT is the new thing here. In most other ways, Canada's problems are ours,—strikes, debts, wage scales, prices, etc. It seems to me she has handled her war situation better than we have. The economic statistics on her price level are deceptive.

The cost of food, rent, and clothing seem to be about half Washington's. Coffee and butter are rationed, but few other foods. Steaks are generally available, as are all other meats.

The best restaurant in Quebec, for instance, has a top price of \$1.15 for a five-course dinner. Full course meals are available in average restaurants for 30 cents. Yet luxuries are higher than ours. Cigarettes, for example, are 33 cents for a package of 18.

A man can live here in Quebec for half what it costs in Washington. The wage scale is correspondingly lower.

### No Draft Here

THERE is no draft, either military or civilian. The basic gasoline ration is 50 per cent greater than ours. The debts are not as great. While earnest, full help has been given Britain. I think one eminent observer here presented the contrast of our situation and Canada's fully when he told me:

"Canada is not trying to feed the world."  
Yet socialism, pure socialism, is the rising political opposition. The wage scale, like our own, now is the highest in all history. There is practically no unemployment.

Why then would an opposition movement to overthrow capitalism become so popular at the height of the war when the people have more money from capitalism in their pay envelopes than ever?

The only answer apparently is that there is indefinable, vague dissatisfaction and unrest among the people. We have the same symptoms at home, but in our case, they are more clearly defined and have taken the opposite trend toward increased popularity for the republican party.

### No Communism

HERE it has worked its way into numerous local issues and prejudices not worth mentioning, and found its outlet in the CCF. Incidentally, communism does not exist here except as a sort of half underground movement among a very few people and there is no communist party.

Socialism just does not fit in as a remedy to a successful capitalistic system. The idea that the worker will get more if the profits are eliminated is to me simple fallacy.

The volume of production of business, any business, depends as much upon the ingenuity and energy of the management—stimulated by eagerness for profits—as upon the skill of the worker.

I think, under socialism, a nation will do less business than under capitalism. Only if capitalism falls, if it is wrecked on financial rocks, will socialism come.

Thus, Canada, in my opinion, is just as far away from actual socialism today as it ever was. The CCF has merely become the left wing in a position somewhat like our communists. I would say socialism is at least as far away here as we are from communism.

Seeing this, Prime Minister Mackenzie King probably will call a general election in the fall, and, if he does, the act in itself will be a rather sure indication that he expects to win.

## SIDE GLANCES



"What luck! We're checking up the reactions of civilians of this town to the national rubber program!"

## Fine Horses, Races Show To Enthusiastic Crowds

By PHYLLIS COLLIER

A good-sized, enthusiastic crowd enjoyed the colorful horse show presented through the efforts of the Klamath Saddle club at the fairgrounds yesterday afternoon.

Horse races for stakes donated by local merchants were held, and Klamath's finest horses were exhibited.

The show was the first annual event to be put on by the Saddle club, an organization composed of young women interested in riding. Members of the club were in evidence about the grandstand in their uniform blue riding outfits.

The festivity of the occasion was increased by the presence of the Miss Klamath contestants and Colonel B. Dubel of the Marine Barracks, who served as one of the judges. Pat Ivory, Elmer Balsiger, Bill Serruys, Charley Drew, Dan Liskey, and Harold Chase were also judges. Guy Barton served as race-starter, and Clarence Adams was field marshal of the day.

One of the highlights of the afternoon's program was the package race, a novelty race in which the contestants were required to dismount, put on an article of clothing found in their package and remount for the finish. Bill Merchanton riding in first in pajama pants and Clarence Adams coming in third in a suit of long underwear.

Adding interest was a comic act by Omer Stillwell, who fell from his horse and was given a mock amputation with saw and axe by a "doctor" called from the audience.

Loudest applause was given to Jack Ray riding in a sulkey behind his beautiful, high-stepping Johnny Chinguipin.

Tense moments of the afternoon came when a jockey fell from his horse on the 3-mile two and three-year race, and when the tractor failed to start up to haul the starting gear from the track after the horses had set out on the 3-mile race and were moved by volunteers just before the horses came down the track.

The order of events and the winners were as follows: Shetland pony races for boys and girls of 10 or under. Stakes were divided between all of the entries, with Funky Adams coming in first, followed by Dick Pitcher, Robert Williams, Arthur Meeker and Donnie McDonnell.

Three-gated class exhibition. First, second and third prize ribbons went to Beth Chase, Jack Ray, and Mrs. Keith Moon.

Saddle horse race, 3-mile, Basil Brown, John O'Neil, Franklin Arant, and Butch Deardorf won first, second, third and fourth awards.

Braggart's race, an unscheduled race between braggart's Merle Perry and A. C. McCumbe, with Merle Perry coming in first.

Pleasure horse class. Blue ribbon went to "Ora de Moon," ridden by Beth Chase. "Dixie O'Pine," ridden by Jack Ray, and "Red," ridden by Helen Bertram received second and third prizes.

Draft horse class. First place was given to Chet Barton, driving behind his team of four in a wagon in which he carried a live coyote. E. B. Welcher and Clarence Adams received second and third place for their teams of two in hand.

Two and three-year-old thoroughbred 2-purse race for share of \$100 purse. "Susan," ridden by Jim Atkinson passed the finish line just ahead of George Kiltrell's "Speed Shaver," and Jim Stewart's "Lucky Mills."

Driving class. Ribbons went to "Johnny Chinguipin," owned by Jack Ray, and "Silver Tip," owned by Clair Bilger.

Package race. Bill Merchanton, Orville Devaul and Clarence Adams came in first, second, and third.

Reined horse class. First, second and third places were awarded to Joe McAvilife, Jim Stevenson, and Basil Brown.

Over three-year-old thoroughbred race, 3-mile. First place by "Waiting Gear," owned by Jim Beck, Pat Hogue's "Miss Showers" coming in second.

Palomino, pinto, and colored class show. First three places in palomino class went to "Golden Moon," ridden by Mrs. Keith Moon, "Gay Moon," ridden by Rose Macartney, and "Donnie," ridden by Mrs. Lavinia Mattoon.

G. W. Welcher's pinto and Connie Hunt's white horse received blue ribbons for their respective classes.

Western saddlehorse race, 1-mile. Dale Mattoon, John O'Neil, Charley Drew, and Dick Stevenson split the purse.

## REFRIGERATION PLANT SLATED FOR TULELAKE

Klamath Falls and Tulelake business men have joined together in an important project planned primarily for the potato and onion industry of the basin. It was disclosed in last week's announcement of a new refrigeration plant for Tulelake.

Partners in the enterprise are A. M. Collier, Percy Poluray and George A. Myers of Klamath Falls, and Karl Genzler and Richard M. Smith of Tulelake. Collier, head of the Klamath Ice and Cold Storage company, will act as manager until the plant is completed and other arrangements are made.

The Southern Pacific railroad is breaking ground this week for a spur at the new site just south of the city limits of Tulelake. K. T. Henderson, the contractor on the Klamath housing project, has been given the contract on the refrigeration plant, and will move his crew to Tulelake when the job here is finished.

Something new in refrigeration the plant will be built with double walls of pumice tile, made in this basin. The owners intend it to be a demonstration of what pumice tile will do as an insulation product. The plant is bordered on one side by a railroad spur with facilities for unloading or loading eight cars at a time, and on the other side by the highway which will permit eight trucks to unload at one time. Power conveyors will operate through the building so that a minimum of labor will be consumed in handling potatoes and onions, the main products to be stored there.

Refrigeration will be developed through brine spray and forced-air circulation. Temperature and humidity control will be automatic.

The capacity will be 450 carloads of potatoes or 350 carloads of onions at one time.

It is hoped the building can be completed for handling this fall's crop, but it will probably be January 1 before it gets into full operation.

## Warning Issued on Dud Ammunition

CAMP WHITE—Army ammunition which may be found in the Camp White training range areas, or in other areas near this post, should be left strictly alone. Camp White headquarters warned today.

This warning was issued to have persons who may find unexpected ammunition from possible death or serious injury. Capt. Raymond R. Allhouse, post ordnance officer, explained.

All types of ammunition are extremely dangerous, and even the slightest touch may explode what appears to be a dormant shell, he emphasized.

Persons, upon finding a shell, should not make any effort to move the ammunition, but mark its place, and report its location.

## BEAT THE HEAT

Soothe and cool burning smart and itchy heat rash with Mezzana, the soothing, medicated powder. Mezzana is not a talc, but a clean, white medicated powder, contains ingredients which are often used by specialists for the relief of these discomforts. Just sprinkle Mezzana well over your heat irritated skin and see how quickly it relieves those tormenting miseries. Costs little. Even greater savings in larger sizes. Demand Mezzana.

## Clearance Sale of Hardy PERENNIAL PLANTS

We have over ten million growing plants, many in bloom, at our mammoth nursery in Iowa. In order to clean out our fields for summer planting and at the same time give you an opportunity to see our strong field-grown flowers, we make this amazing offer:

For \$2.00 we will ship the following postpaid:

- 12 Belladonna Delphiniums, stately light blue perennials.
- 12 Bellamosum Delphiniums, very dark blue.
- 12 Oriental Poppies, bright red flowers to nine inches across.
- 12 Coreopsis, brilliant yellow sunshine flowers.
- 12 Giant Shasta Daisies, very hardy.
- 12 English Marguerites, beautiful old fashioned favorite.

72 growing one and two year old perennial flower plants, all ready to set out in your yard, delivered postpaid for \$2.00. Right now is ideal time to transplant. Sold only in assortments exactly as listed above. Safe arrival guaranteed.

3 Rare and Lovely Rose Dawn Plants, silver pink, two to three feet. Free if you order the above assortment this week.

Attach two one dollar bills to this ad, write your name and address below and mail to:

**CLARK GARDNER**  
WESTERN OFFICE  
711 American Bldg., Seattle 4, Washington.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
Cash Encl. \_\_\_\_\_  
Send C.O.D. \_\_\_\_\_

**A Gem of Thought From Idella's**

There was a young WAC named Linnitt  
Who in a Battle was dodging each minute.  
She yelled Fox Hole my eye  
Each one that I try  
Has a Ravenous Wolf down in it.

**Gopher Poison**

**AT IDELLA'S** 4446 S. 6th  
*What a Gall!*

**Fiercy Stching of IVY POISON**

After washing parts well with thick lather of Resinol Soap—apply soothing Resinol Ointment. Being oily and specially medicated it gives quick, long-lasting relief. At all drug stores. Buy and try today.

**RESINOL OINTMENT AND SOAP**

**New Zenith Radionic HEARING AID**

Complete—Ready to wear with Radionic Tubes, Crystal Microphone, Tone Control, Batteries, Etc. Liberal Guarantee—Nothing new to buy!

**\$40**

**STANDARD OPTICAL CO.**  
715 MAIN STREET

**We Will Resume Day Classes**  
Monday, Aug. 7, 9:00 A.M.

**Evening Classes**  
Mon.-Wed.-Fri.—7:00 P.M.

The month of July was our vacation period

**KLAMATH BUSINESS COLLEGE**  
125 Main St. Phone 4700

**For Dinner Tonight**

Try the Special New York Cut Steaks at the **Mecca Billiard's Lunch**

With Leah's Home-Made Pies

Breakfast Lunch