

SAILOR COPS FIRST HONORS IN SWIM MEET

PHM 1/c Reno Rapagnani, hospital corpsman stationed at the Marine Barracks and a top-flight distance swimmer, won the first-place service man's trophy in the La Jolla, Calif., rough water event last Sunday and is now planning to defend his title records for the Golden Gate swim at San Francisco next month.

Rapagnani came in fifth in the field at La Jolla but was first among members of the armed forces entered. His time for the three-quarter mile race was 18 minutes and 45 seconds.

Lucas Civilian Winner
Ex-sailor Bill Lucas of San Francisco copped the civilian La Jolla laurels with 17:04. Behind him came three girl aquatic stars — Brenda Helser of Portland, Muriel Mellon and Nancy Merkl.

One hundred and two civilian and service swimmers started the swim. They took to the water in front of the La Jolla Beach and Tennis club, swam offshore about 500 yards, then finished at La Jolla cove.

Lucas was so exhausted by his winning efforts he had to be pulled from the water at the finish.

Others Enter
PFC Witold Curlanis, Cpl. Caldwell Morgan and Cpl. John Sweet of the Marine Barracks also entered the meet. These swimmers are now training to participate in a water carnival scheduled to be held at the barracks pool next week, and both Curlanis and Rapagnani expect to enter the Golden Gate event in October.

Rapagnani has won the mile and one-eighth Golden Gate swim twice, and holds both the civilian and service records for that distance. His time as a civilian in 1940 was 26:20 and his service record is 26:30.

Rapagnani Holds 13 Cups
The La Jolla trophy brings to 16 the number of cups Rapagnani has won with his swimming exploits and he also has been awarded numerous medals in other events.

Children Die In Burning House

MILTON-FREEWATER, Ore., Sept. 13 (AP)—David, 5, and Donna Hall, 4, were burned to death yesterday when fire destroyed their home at the west edge of Freewater. They were the children of Mr. and Mrs. Guy Hall.

Mrs. Hall said David, who reported the fire from upstairs, rushed back to get his small sister, but that the fierce blaze prevented their escape.



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DURING nearly four years of war, Studebaker dealers won a unique reputation for their helpful service to the car owners and truck owners in their communities.

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Some beautiful new Studebaker Champion motor cars in a distinctive skyway styling will be available before long. But the production of these cars, for awhile at least, will be less than the demand. And, for a time, eligibility certificates, under government rationing procedures, very likely will be required of prospective purchasers.

With that in mind, Studebaker dealers are advising their customers that it isn't safe yet to stop giving constant care to most cars and trucks. To get the facts straight on your personal transportation outlook, drop in and get acquainted with your Studebaker dealer now.



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Wins Servicemen's Trophy



Col. Charles T. Brooks, commanding officer of the Marine Barracks, congratulates PhM 1/c Reno Rapagnani, hospital corpsman stationed at the Barracks, who won the first place servicemen's trophy in the La Jolla, Calif., rough water event last week. —Official marine corps photo.

Student Pilot Killed In Crash

EUGENE, Ore., Sept. 18 (AP)—A girl student pilot was killed and a vocational training school instructor injured late yesterday when a small training plane crashed 15 miles east of here along the McKenzie river.

The victim, Miss J. B. Rooney, 20, was dead on arriving at the Eugene hospital. Instructor Carl Lempeke, 34, had a broken leg and body lacerations.

State police reported the plane left the city airport at 6:30 o'clock last night and crashed on a hill near the abandoned Waterville power plant on the McKenzie about 7 o'clock.

BEGINS WORK

SALEM, Sept. 18 (AP)—S. J. Barriek, who came here from Washington D. C., to become secretary of the state's tax study commission, took over his new job.

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Our Furs--**
Do You Know Yours?
**CUMMING'S
Fur Shop**
115 S. 7th St.

BIDS OPENED

SALEM, Sept. 16 (AP)—The city council opened six bids last night on installation of parking meters in the downtown area, but said it would delay action until a public hearing is held. The proposal is opposed by businessmen.

ATTORNEY DIES

SEATTLE, Sept. 17 (AP)—Attorney J. S. Cook, 82, who came here about four years ago from Burns, Ore., died today. Survivors include the widow, Agnes L. Cook; a daughter, Mrs. Jeanie G. Klebuecher, and a son, J. D. Cook, Seattle attorney.

MORE FUNDS NEEDED FOR STATE COLLEGE

SALEM, Sept. 18 (AP)—Oregon's eight institutions of higher learning will need much larger appropriations to support the vastly increased enrollment expected in the next few years. Dr. Charles Byrne, secretary of the state board of higher education, told the state tax study commission.

He said board estimates show that there will be 15,800 students enrolled in 1950, compared with 11,500 last term and that there will be 21,500 students in 1960.

Dr. Byrne said army estimates show that about 10,000 Oregon veterans will get further education, most of them in higher institutions. About 30 per cent of these veterans are married, causing a serious housing problem.

Enrollment of girls this fall will be the largest in history, and about 30 per cent more than last year. He said many girls have delayed their college training until after the war for two reasons—so they could take advantage of good war jobs, and

so they could wait and go to school with returning veterans.

TENOR BURIED

LIN, Sept. 18 (AP)—John McCormack, the Irish tenor, was buried today in Dean's Grange cemetery. Premier Eamon de Valera, the lord mayor of Dublin and other national figures attended.

S. P. still needs skilled craftsmen!

S.P.'s war job isn't over yet! We've still got to feed and supply our fighting men overseas, and transport returned vets to their homes. And after that, there'll be the giant task of reconstruction. That's why S.P. still needs skilled craftsmen—including machinists, boilermakers, pipefitters, carmen, carpenters, sheet metal workers, etc. We've got to keep equipment in repair—and only you, and men like you, can do this repair work. This is your chance at a real job with the biggest western railroad—the friendly Southern Pacific! Good pay, extras—including medical and hospital care, insurance and R.R. pass privileges, retirement pension plan. Come in for details! See or write Trainmaster, S.P. Station, Klamath Falls, or nearest S.P. Agent.

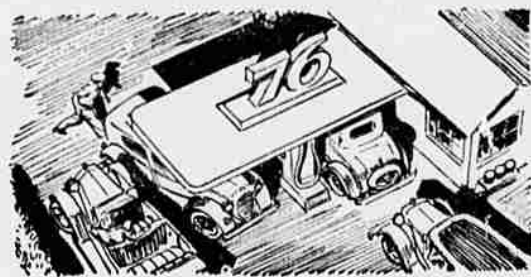
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Tuesday, Sept. 18, 1945 HERALD AND NEWS—SEVEN

Sweat Shirts
Red Plaid Wool Shirts
Red Hats and Caps
1/2 Wool and All Wool
2 Piece Unionsuits
Shirts and Drawers
Tin Pants and Coats
Wool Blazers and
Mackinaws

IT PAYS TO BUY AT THE
Oregon Woolen Store
Main at 8th St., Klamath Falls, Ore.
THE COMPLETE MEN'S STORE

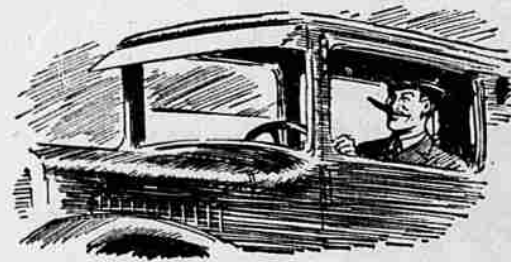
Your sights have been raised some in 13 years



1. In 1932 Union Oil came out with a new gasoline called 76. We made quite a fuss about it. So did you. For it was demonstrably better than other gasolines on the market — so much better, in fact, that our sales went up by leaps and bounds and new dealers joined us by the hatful



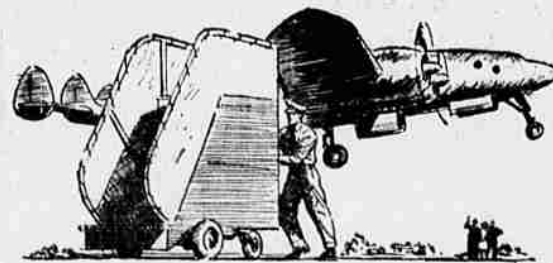
2. If we were to put out that same gasoline today, only 13 years later, it would lose us customers and dealers. For by modern standards it was of a quality a good deal lower than what you're accustomed to now, and you'd recognize the difference instantly. The fact that your sights have been raised so, in only 13 years, is due largely to one thing—competition.



3. People were more than satisfied with our 1932 gasoline—in 1932. If no improvements had been introduced you'd be satisfied with it today. For you would know of nothing better to compare it with. But competition would not permit us to stand still.



4. For each of us knew that if we could put out a product a little bit better than the rest of the industry we could get more business. Consequently, even the company that was in the lead kept constantly searching for improvements. Progress from year to year was gradual—as it always is.



5. But in 13 years that total progress was considerable. Now if the oil business had been a monopoly—private or governmental—it is doubtful if this would have happened. For there simply aren't the incentives to better your product when you already control all the trade.



6. So as long as there's room for improvement in an industry, the only way to guarantee maximum progress is to have an economic system that guarantees maximum incentives. Our American system with its free competition provides these to a degree no other system has ever approached.

UNION OIL COMPANY OF CALIFORNIA

This series, sponsored by the people of Union Oil Company, is dedicated to a discussion of how and why American business functions. We hope you'll feel free to send in any suggestions or criticisms you have to offer. Write: The President, Union Oil Co., Union Oil Bldg., Los Angeles 14, Calif.
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