

Non-Stop Record Set By Bomber

WASHINGTON, Nov. 20 (P)—A B-29 which came all the way from Guam without a stop landed here this afternoon, and the army air forces immediately claimed a world's distance record.

The plane hit the runway at the national airport at 10:35 a. m. (PST), approximately 35 hours and some 8000 miles after it left Guam.

WASHINGTON, Nov. 20 (P)—The army announced today that a B-29, winging its way eastward from Guam, has set a non-stop distance record—and is still flying.

The B-29 passed over Lacrosse, Wis., at 6:30 a. m. PST, this is 7368 miles from Guam, the army forces said.

The Superfortress had broken the record at that point.

The B-29 is expected to arrive at Washington national airport at about 12:30 a. m., PST, today.

The previous mark of 7158.44 miles was hung up by the British in 1938, flying from Egypt to Australia.

Two weeks ago four planes, headed by Brig. Gen. Frank A. Armstrong, flew non-stop from the Japanese island of Hokkaido to Washington, a distance of about 8700 miles.

And last month three Superfortresses, carrying three generals, flew non-stop from Hokkaido to Chicago, 5995 miles. They were forced down by lack of fuel. After refueling, they came on to Washington.

An army official said today that the Guam flight is longer because the B-29 did not take the short way home—over the top of the world.

The plane carried a crew of specially picked and trained personnel, all veterans of the Pacific war.

Slight changes were made to fit the plane for the flight, such as stripping excess weight, but it still is a standard B-29 minus armor and radar.

Weather conditions were good at the time of take-off. The plane climbed into the air with 11,110 gallons of fuel which represented almost half of the gross weight of the ship. Thirteen auxiliary tanks were carried.

A bit of sugar added to flower water will help in keeping stems and flower heads crisp and fresh.

Stromberg - Carlson Radio, Derby's Music Co.

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National Potato Letter-- Potato Production Decline Most Pronounced In East

November's potato crop estimate indicates a decline of 4.6 million bushels in total potato production prospects with declines most pronounced in the east rather than in the west, where many thought freezes would lower the estimates. Eight eastern and central states accounted for over three million bushels of the decline and the 10 western states for only a little over 750,000 bushels. Idaho did drop almost a million bushels but this is accounted for by a 5-bushel drop in yield rather than by abandonment.

The four late states showed increases, most important being North Dakota with an 490,000 bushel increase. The 18 surplus late states are down 3.8 million; all late down 4.8 million. The crop estimate is not likely to change much in December except to take account of acreage revisions and late reports of abandonment. Yields are fairly well established. Hunch in this forecast is that yields are reported now upon the basis of harvested acreage, so if abandonment should be under-estimated, both acreage and yields would be changed.

Movement
Last week's shipments continued the decline started early this month. Total shipments for the week were 4877 cars with a 6-day average of 813 cars compared with 840 daily the previous week. Heaviest decline was in the Red River valley, with 375 cars under last week. Maine increased by 256 cars over the previous week. Light movement in November is normal as markets usually are well supplied with heavy harvest-time offerings.

In general, growers are taking stock, going slowly, looking things over—have money in the bank, and don't have to hurry. Loan applications are reported heavy in some important areas. Putting potatoes under the loan reduces shipments. Confirmation of the Canadian and Belgian deals for around 5 million bushels with a French deal still pending, tends to give the bulls a boost. It's axiomatic that potato growers quit selling when the market warms up, sell freely when it turns easy. Genuine confidence is good; indicates basic soundness. But a regular and orderly flow in liberal volume is necessary to get this year's crop marketed before warm weather and new-crop competition.

Markets, Demand, and Prices
Upstate New York reports demand fair to moderate with prices 10 to 20 cents under the floor. Colorado shows improvement with the market firm to about steady, and prices 5 cents below floor. Michigan demand is slow, market about steady to strong, prices 10 cents under floor. Wisconsin demand is slow, very few sales, no market some days, price 25 cents below floor. Maine demand has been light to fair, market about steady, prices 5 to 15 cents below floor. Idaho demand is moderate, market steady to strong, prices 30 cents over floor. Red River valley points experienced

No Smoking Talked For KF Theatres

If action initiated at last night's city council meeting is completed, there will be no more smoking in Klamath Falls theatres except in special smoking rooms.

Councilmen indicated definitely that they intend to pass the no-smoking ordinance which they ordered drawn. It was decided that the fire hazard in theatres is too great under present free-smoking arrangements. The council also ordered an ordinance drawn which will require a \$50 fee on theatres with a seating capacity under 500, \$75 on those with 500 to 1000 capacity, and \$100 for capacity over 1000.

Liquor Licenses
Several applications for 1946 liquor licenses were decided upon by the council and recommended to the Oregon state liquor control commission. Those passed include the California Cash grocery, 1050 California; The Riato, 625 Main; Unique market, 133 S. 9th; Eleventh Street grocery, 1039 Washington; Max's Coffee Shop, 535 Main; East Side grocery, 921 East Main; Fraternal Order of Eagles, 837 Walnut; and Ole's Tavern, 1012 Main.

A representative of the Watkins Products firm made an appeal to the council for permission to open a store here and sell through house-to-house solicitation. He suggested that some exception to the Green River ordinance prohibiting house-to-house selling in Klamath Falls be made for established firms.

The decision of the council was that the ordinance was necessary to protect Klamath citizens from door-to-door peddling since they had asked that such a ruling be passed, however they agreed to consider any information regarding the problem of permitting established firms to operate in that way and at the same time excluding "fly by night" peddlers. Meanwhile, the Watkins firm will open a store and operate by the card system.

New Police Cars
Acting Police Chief Orville Hamilton was authorized to call for bids on two new automobiles and a motorcycle for the

police department. A new sedan will be purchased outright and a new panel delivery truck will be purchased on a trade-in. A motorcycle now in service in the police department will be used for picking up glass on the streets by the street department for a price of \$250. This money will be credited to the police department on the \$985 for its new motorcycle.

A hotel license for the Klamath hotel, 125 S. 6th, was withheld on recommendation of the police commission.

License Granted
A pool hall license was granted for the former bowling alley for servicemen at 8th and Klamath, with the specification that no card license be included.

The Klamath Propane company requested permission to operate a propane gas storage and truck service on the Great Northern property west of Link river. After a discussion among council members, the matter was referred to the fire committee.

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with a difference of \$31.80 to be paid to the city came before the council for its second reading.

Accept Resignation
The council voted to accept the resignation of Phil Hitchcock of the Shasta-Cascade Flying Service from the city airport council. A four weeks' leave of absence was granted to Councilman Angus Newton, who is going to Portland for medical care.

The meeting closed with a discussion of signs and light standards on Klamath avenue. The position of the city in keeping the Klamath avenue lights in working order was clarified. The city is responsible for the lights on certain corners where they are considered necessary to public safety, but in other places they are paid for by the individual property holders.

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