

# Jury Picked For Gartin Rape Trial

Selection of a jury to hear the criminal trial of Harold Richard Gartin, indicted by the last grand jury session for rape, occupied the morning session of circuit court today, and this afternoon the prosecution's evidence against the 25-year-old man was beginning to be related.

In his opening statement to the jury just before noon, District Attorney Clarence A. Humble said that the state would attempt to show that Gartin, with Bob Farris, who was also indicted on a like charge, brought a 13-year-old Umatilla Indian girl to Klamath Falls from Chemawa early in April.

Gartin, he said, gave the girl money to get a room on Klamath avenue, and she stayed there for more than two weeks and was visited by the man.

The indictment gives April 21 as the specific date the prosecution alleges Gartin had relations with the girl.

U. S. Balentine, attorney for Gartin, told the jury that he would produce evidence to show that the defendant was "big-hearted" in obtaining a room for the girl when she had no place to go in town, and that he had no opportunity to commit the act alleged on April 21.

Jurymen hearing the case are John B. Lemire, Lawrence Bertram, Ivan Ottoman, Pat Quinlan, A. E. Edsall, John S. Ashley, M. K. Lucas, Leo N. Huley, Roy K. L. Prarie, Sam I. Ritchey, Floyd B. Patty and H. E. Hauger.

E. E. Driscoll, attorney, is also assisting in the defense of Gartin.

# Airport Group Defends Rates

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commercial operators at the field in which the operators maintained that rates were so high they could not operate at a profit.

Considerable misinformation has been published in regard to charges instituted by the airport commission and also in regard to hearing of the airport commission covering these charges. The statement set forth in full sessions of the airport commission were devoted to operators presenting their information as they related to the airport.

In addition to this, the commission wrote letters to many airports and received such information as they could give in regard to the charges made by them. Also, the airport manager was sent to several cities in California and Oregon and one of the commissioners made a trip to Washington to be sure that we had all the information obtainable before any charges were established at the airport.

Commission Criticized  
For these delays the commission has received considerable criticism from the members of the commission and the operators. We have not seen fit to answer these criticisms as the function of the commission is merely to try to establish a budget and income to offset the budget and operating conditions at the airport which are in line with other airports. All that the commission is trying to do is merely bring Klamath Falls into the flying picture on the Pacific coast and we have not made any attempt to obtain publicity for either the members of the commission or for the city.

On the other hand, criticism and publicity has come entirely from the operators at the airport who are establishing a business of no small proportions on the property of the city and which is much larger than any citizen anticipates.

Two of schools have already been assigned to Klamath Falls and, according to the statement of an operator of one of these schools, they expect to train at least 200 GIs during the coming year. Information given the commission is that the income will vary from \$1000 to \$2000 each, making a total somewhere between \$100,000 and \$200,000 increase for this item alone. In addition to this income we believe that both GI schools expect to sell planes and in some cases do commercial flying.

The commission also submitted rates established by the airport commission: Commercial air lines—\$50.00 per month, each of first two daily landings—\$1.50 per gallon.

Gasoline—2¢ per gallon, each gallon sold on the field.

Gross sales—2½% on every sale, planes, 3% on labor, repairs and parts.

Licenses for schools—\$1000 per year for license, 5% on training, chartered, and rental planes and instruction flying.

Commercial flying—\$100.00 per year or \$25.00 semi-monthly, each plane.

Ground rental—10¢ per sq. ft. per year (for buildings); 1¢ per sq. ft. per year (for hangars); 1¢ per sq. ft. per year (for hangars); 1¢ per sq. ft. per year (for hangars).

Old hangar—\$200.00 per month. Storage fees to be charged by operators, 5 per cent of storage to be paid to city—\$100.00 to \$1000.00 per day or \$10.00 per month; 1000-3000 lbs.—\$1.00 per day or \$12.00 per month; 3000-6000 lbs.—\$2.00 per day or \$20.00 per month; above 6000 lbs.—3¢ per thousand lbs. per day or \$30.00 per thousand lbs. per month.

The statement made by Mr. Hitchcock that the charges approximate 12 per cent cannot be substantiated by him. For instance, the only charge against licensed schools would be \$1000 per year license and 5 per cent of the training fees, which is certainly a long jump from 12 per cent. A commercial flyer would pay \$100.00 per year but this item could not be added to the cost of the school. Gross sales on planes would be 2½ per cent, but this item would have nothing to do with the cost of operating a school. Hangar rental could be added as a legitimate cost, however, the fee which we are charging for hangar rental is far below what is paid for garage space in the city of Klamath Falls. On the other hand, the operators are allowed to collect an storage fee of airplanes, which would probably offset the hangar rental in its entirety. We think in view of these factors, it is only fair that the public be informed.

We cannot blame the operators for trying to take every advantage possible in setting up their commercial operations, but on the other hand, they must be protected to the extent of the cost of operation of the airport, and that is all that has even been intended by the commission. In fact the commission has already informed the city council that it is very probable that the airport will sustain a loss in its operation during the first year or two, and we feel that this loss is justified in the building of a good permanent airport at Klamath Falls.

The commission did not appear at the meeting called for airing the grievances of the operators for the simple reason that they had already given the operators this opportunity, and it was useless to review the matter in the light of the information which we had at hand when we established the rates. They are fair and just insofar as the commission has been able to ascertain and we will attempt to operate the airport on this basis until we have more definite information which may influence a change.

Iceland was first settled sometime before 800 A.D. by a small colony of Celts or Celtic hermits from Scotland.

# In The Day's News

(Continued From Page One)

New York, reported the other day on the results of dollar haircuts in the Big Town.

The cash customers, even on Broadway, he said, are making the dollar hairdos GO FARTHER by the simple process of going longer IN BETWEEN.

That is the standard, time-tested formula for dealing with higher prices.

# KF Autoists Escape Injury

Four young Klamath Falls people narrowly escaped serious injury Saturday afternoon when their car overturned twice on the hill near Algoma. They were en route to the Algoma log pond to swim when the machine slid on the loose gravel and rolled off the highway.

Driver of the car was Jesse Allen, 19, 328 Martin, who received bruises, and passengers were Helen Rainwater, 16, 3210 Cannon; Gwen Beckley, 16, 3 Prescott; and Dale Perry, 17, Klamath Falls. Miss Rainwater had four stitches taken in her right hand which was cut by finger, Miss Beckley had a cut glass on the right hand and a left foot injury. Perry was uninjured, as was a dog the young people had in the car.

# Engineer Hit On Highway Early Today

(Continued From Page One)

bury was picked up in the lights of the car, about a quarter of a mile north of the bridge.

Multiple Injuries  
Melvin said Bradbury appeared to jump up from the barrow pit, waving his hat. Melvin applied his brakes, he added, but Bradbury ran into the machine and was struck by the center of the grill. He had leg fractures, possible skull fracture and a deep cut in the side.

Bradbury's call that his car was stolen was received at 3:04 a. m., and the car picked up at 3:07 by city police at 6th and Elm. Amy Knight, 53, Chilodquin, was taken to the police station, and Pearl McNair, 44, Beatty, was found a short time later in an alley. Both were charged with larceny of an automobile. At 3:30, Melvin's call came for an ambulance and the body was brought to Ward's.

Bradbury lived at 3026 Laverne street in Klamath Falls. He was employed by the Great Northern first in 1911 when he was employed as fireman on the Marcus division. He remained there until 1931 when he moved to Klamath Falls as the south line between here and Bleber was put into operation. Bradbury was advanced to the rank of engineer a number of years ago. He was a native of England. A widow and son survive. Final rites will be announced by Ward's.

# Consumers Heating Committee To Meet

Members of the committee representing the Consumers Heating company will meet Tuesday at 1:30 p. m. in the directors' room of the First National bank to report on subscriptions received in connection with the purchase of the Klamath Heating company plant.

The deadline originally set for June 30, was extended for 10 days in order that consumers be given more time to subscribe to necessary funds to purchase the physical properties of the company.

**CARD OF THANKS**  
We wish to extend our heartfelt thanks and appreciation for the acts of kindness, the messages of sympathy, and the many beautiful floral offerings during our recent bereavement, the loss of our wife and mother.

W. M. Jameson  
R. A. Jameson  
Helen Waldrep Jameson

**CARD OF THANKS**  
Please accept our heartfelt thanks and appreciation to our many friends for their kindness, words of sympathy, and the beautiful flowers, during our recent bereavement in the loss of our loved one, Guy Brannan.

Mrs. Sylvia Brannan and  
Joyce Marie  
Mrs. Martha Brannan and  
Family

Mr. and Mrs. C. A. Clayton

# VITAL STATISTICS

**BROWN**—Born at Klamath Valley hospital, Klamath Falls, Ore., July 7, 1946, to Mr. and Mrs. Carl Brown, Merrill, Ore., a boy. Weight 6 pounds 10½ ounces.

**COULTER**—Born at Klamath Valley hospital, Klamath Falls, Ore., July 7, 1946, to Mr. and Mrs. Alfred R. Coulter, route 2, Box 822, city, a girl. Weight 9 pounds 6 ounces.

**GOODWIN**—Born at Klamath Valley hospital, Klamath Falls, Ore., July 7, 1946, to Mr. and Mrs. V. J. Goodwin, 2121 Garden, a boy. Weight 6 pounds 13½ ounces.

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# Riders Balk Over Rodeo Money Split

(Continued from Page One)

Second place in the finals went to Joe Mendes with \$48, third to Lex Connolly with \$9.9 and fourth to Bill MacFarlane with \$2.6. Best time of the day was made by Buck Jones, who tied his calf in 14.9 for top day money. Second, third and fourth in day monies went to Cliff Whately with 15 flat, Ike Walker with 15.6, and Buck Standifer with 16 flat.

Wart Baughman, a Texas rider, took first place in the bull riding finals with 159 points. Carl Mendes placed second with 154. Captain Kidd was in the third slot with 140 points and Joe Bessler in fourth with 83 points for one bull. Day monies in bull riding saw Joe Bessler in first place for the 4th and 5th of July, Wart Baughman second, Slim Stephensen third and Frank Mendes fourth. Day money for the 6th and 7th of July saw Howard Allen and Carl Mendes splitting for first and second and Wart Baughman and Bud Travis splitting third and fourth for both days.

# Californian Takes First

Carl Mendes, of Visalia, took first money in the bareback finals with 310 points, Wart Baughman came in second with 308. Jimmy Dickson was third with 305 and Bill Holmes rode in fourth place with 299 points. Day money for the 6th and 7th saw Carl Mendes in first place, Jim Dickson and Frank Mendes splitting for second and third and Wart Baughman fourth.

Top money in the bulldogging went to Joe Mendes, who was followed by Carl Mendes in second place, Vic Matney in third and Emmett Kendrick fourth. Day money for July 7 went to Merrill Hansen with a time of 9.9. Joe Mendes was second with 12 flat and Carl Mendes third with 16.9. Fourth place went to Lex Connolly with 18.5.

The quarter-mile cow horse race was won yesterday by R. R. Noble, with Jim Bidwell second, Jim Shuck third and Ray Brown fourth. The five-eighths free for all was taken by Hugh McNeerney, with Pat Hogue, Leo Hanks and Ora E. Stoehsler placing in that order.

# Relay Race Close

July 7th's relay race, which turned out to be the only close relay of the four-day rodeo, was won by Bill Dingler with R. R. Noble and Tiburcio Alvarez coming in second and third.

Tommy Hawkins won the best reined cow horse event, with Herman Vowell placing second, Jim Stephenson third, and Ray Vowell taking fourth place.

Timekeepers during the four days were Gib Fleet, Glen Bowen, Newton Nelson and Roland Warren. A sell-out crowd attended the final day of the show, filling grandstands and bleachers to capacity. A collection was taken up by members of the Saddle club and by the clown, Jimmy Dixon, who passed the hat for Marshall Flowers. Flowers suffered a compound fracture of the left arm during the bronc riding on Friday.

# Big Crowd Attends Opening Of Grocery

Parks grocery opened for business in their recently constructed building, Shasta and Division Monday and an excellent crowd attended the opening. Appreciation was expressed by Mary F. Parks, owner of the store.

Coffee and cake were served throughout the day to the visitors.

# Veterans... FREE!

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