

Truck Drivers On Alcan Highway Face Temperature Ranges From Zero To 60 Below; Steel Tools Freeze To Hands

By MURLIN SPENCER
SEATTLE, Dec. 14 (AP)—It's cold on the Alaska highway this winter, so cold that a steel wrench will freeze to your bare hand and bunsen burners are required to start a truck motor, but truckers are pushing through with sorely needed supplies for Alaska.

Way stations are springing up along the scenic, 3000-mile war-born road from Seattle to Fairbanks and Anchorage, but truckers report a shortage of beds. At least one drove for 26 hours before finding a place to sleep, and all that go with them—along the highway, and gasoline is to be had at prices ranging from 38¢ to 75 cents per gallon.

An intriguing story of driving the Alaska highway was related by three drivers, Al C. Jourdin of Anchorage, and Gene Rogge and Rodney L. Wolff, both of Fairbanks. Jourdin is a driver for Austin L. (Cap) Lathrop, colorful Alaskan businessman, who sent the first convoy of trucks to Anchorage and back to Seattle again.

"There's no hardship in driving the Alaska highway," said Jourdin, husky, black-haired veteran driver. "There are just inconveniences."

The cold is one of them. From Dawson Creek, typical frontier town in British Columbia, northward, temperatures range from zero to 60 below.

Rogge encountered 65 below zero cold near Dawson Creek on November 13 last year and Jourdin drove through 49 below zero temperatures on the 26th of November this year.

"It causes trouble," related Jourdin, in what the typical American driver would consider a masterpiece of understatement. "At that temperature the condensation in the fuel lines freezes and the carburetor and fuel pump freeze up. That means you have to get out and change them."

The change must be made with gloved hands, however, because no man could drive long after touching a piece of steel with his bare hand. Steel that cold will freeze to his hands. There's also the problem of starting a truck that has stood out all night in bitter cold. Trucks filled with anti-freeze and radiators protected with winter fronts will withstand sub-zero temperatures on the move.

To make sure the motor will start in the morning, bunsen coal oil heaters are placed under the hood at night to keep the oil from congealing.

Truckers—and motorists—driving the highway take their work seriously. The highway authority, composed of Canadians who set up rules for the prepared for any possible trouble, requires that trucks be equipped with a spare tire on the road. In other words, a six-wheeled truck must carry three spare tires. Spare gas and lubricating oil, brake fluid, fuel pump, fan belt, spark plugs and tire repair kit including a pump, are mandatory.

Lathrop's first convoy went to Anchorage through Kingsgate on the United States-Canadian border. The 3031-mile trip was made in 12 days. Heavy snow along the border, however, will change the future route to go through Sweetgrass, Mont., adding nearly 400 miles to the trip. Carrying materials which had been lying on docks in Seattle when ships stopped sailing to

CARNIVAL

By Dick Turner



"Thanks for signaling, pal—I had no idea she was a gold digger!"

Alaska during the maritime strike. Lathrop's convoy made its first stop at Spokane, then cleared the border at Kingsgate. Normally about 30 minutes is required for cooperative Canadian customs officials to accept a bond on the cargo, a figure equal to the amount of duty which would be assessed if the cargo were bound for Canadian ports.

The convoy, composed of six 24-ton trucks owned by Lathrop and Harry Hoyt, Anchorage businessman, made Edmonton on the third day and then stopped next at Dawson Creek, terminus of the Alberta Northern railroad. From that point on it averaged about 300 miles per day.

The truckers found gasoline available about every 100 miles at little way stations which sprang up about a year ago and have multiplied since. Lodging, when it can be found, costs from \$1 to \$2.50 per day, but Jourdin drove 26 hours before he could find a vacancy sign. Food is good, but no meat is available on Tuesdays and Fridays.

"There's a tremendous amount of scenery," said Rogge, "but after driving a few days you get tired of scenery. The speed limit, fixed by the control authority, is 35 miles an hour but you must slow down to five miles an hour across bridges, there are a good many hills, many of which start just at the opposite side of a bridge."

Neither Jourdin nor Rogge believe trucking will take the place of ships in moving heavy goods to Alaska. The cost is prohibitive, except under unusual circumstances such as at present when goods must be had at any cost.

"It will be a great thing for tourists, though," said Jourdin. "There is more scenery than you ever saw before."

HIGH SCHOOL

News Notes and Comment

By MARY O'BRIEN

Teen Canteen council members met today, Monday, to appoint a board of parents on an advisory committee that would work with the present board of teachers and adults. Suggestions were drawn up in a sub-committee meeting Friday with Alice Howard assisting the student committee.

Plans for the coming Christmas party on December 23 were also discussed. Special invitations will be sent out the first of this week to those adults who have donated time, effort and equipment to the club during its existence. All parents are issued an invitation to attend the open house that night. Club rooms will be decorated in the holiday theme. Only student couples will be allowed at the party. Girls are to wear street dresses and heels; boys are to wear dress slacks.



Mary O'Brien

Chosen by the DeMolay annually are a Snowball queen and her court. This year's choice for queen is Lynden King. Lynden and her court will be honored at the DeMolay Snowball on January 31. The affair is exclusive to DeMolays and their dates. The four princesses chosen were Carmen Lee Jones, Mary O'Brien, and Mary Lou Case.

A change in Krater staff positions has now made Newt Thornton the new editor of the publication. A threatened paper shortage, which would have affected the number of editions put out this next semester, has been eased and Krater plans for the eight-page Christmas edition and the following issues are going ahead on a normal basis.

Student Congress held a regular meeting in activity period today. General business included a talk by Mrs. Frank Peyton on the Parents and Patrons membership drive to begin after the first of the year.

Turkey Express Service Planned
PORTLAND, Dec. 16 (AP)—Plans to operate a "turkey express" air service hauling turkey chicks from Oregon to mid-west center were reported today by Robert L. Rubottom, 23-year-old air corps veteran.

The McMinnville pilot said he had purchased a surplus military airplane and also would haul fruit and fresh seafood in season.

German Plane Story Told
BOSTON, Dec. 16 (AP)—A report that a German airplane flew over American cities along the Atlantic seaboard, including Boston and New York, during the war was made yesterday by the former commander of an American photographic reconnaissance squadron.

Richard S. Leghorn of Winchester, who held the rank of Lieutenant Colonel, told a group of optical scientists, that documents found after the German surrender claimed a modified Focke Wulf "200" flew the reconnaissance trip over the Atlantic seaboard in 1943.

Speaking at ceremonies marking the opening of the Boston university army air forces optical research laboratory, Leghorn said that the flight of the German plane originated at an airfield in France.

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\$11,683 Net Income For OC And E

The Oregon, California and Eastern railroad, which lies entirely within Klamath county, earned a net income of \$11,683 in 1945, according to a report just released by George Flagg, state public utilities commissioner.

Flagg's report shows the railroad had operating revenues of \$282,016 in 1945, and total operating expenses of \$270,333. Revenues dropped far below the \$400,058 reported for 1944, but expenses also were drastically cut resulting in a balance for 1945, whereas in 1944 the company was in the red \$107.

Revenue freight carried (in tons) was broken down as follows:

Agricultural products	26,551
Animals and products	7,313
Products of mines	260
Products of forests	762,641
Manufactures, etc.	8,446
Less than carload lots	30
Total	805,241

The OC&E runs from Klamath Falls to Bly. It is jointly owned by the Southern Pacific and Great Northern. This road is 65.4 miles long.

Klamath Northern had operating revenues of \$18,518 in 1945, and operating expenses of \$20,650. Its income balance was in

Scotland Yard Gets Blast Threat

LONDON, Dec. 16 (AP)—A spokesman for Scotland Yard reported that two threats to blow up the world famous police center had been made Saturday.

The threats, the spokesman said, were made by a man with a deep voice who called at midnight and again this morning. The caller, he reported, said Scotland Yard and the marble arch at the entrance to Hyde Park would be blasted.

The Yard immediately strengthened its own guard and dispatched extra police to the marble arch area.

The spokesman would not say whether the caller gave reasons for the threats.

the red \$4946 at the end of 1945. In 1944, it had a balance of \$89. Klamath Northern carried 23,577 tons of forest products and 808 tons of mining products. This road is 10.57 miles long.

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In A Fast Moving World

By EARL WHITLOCK
Here is a quotation for your attention:

"One reason why human beings are always sick is because they are never quiet and when they do get quiet, they do not know what to do. They are fidgety; they want something to happen quickly to relieve them of Earl Whitlock the simple quietude which they cannot bear. They are ever afflicting themselves with sound. They keep covering the foreground of their lives with a network of incidents and circumstances, thus obscuring the greatest remedy in all the world against the world, and that is simple quiet."

A good bit of thinking, don't you agree? And who said it and when? Why those sound thoughts were voiced by one Paracelsus, one of the fathers of medicine, more than 400 years ago.

So, you see neither people nor their basic needs have changed much in the last four centuries. Nor the remedy for a great many of their ills—the healing medicine of quiet—the strange, deep, ageless calm of Nature.

Next Tuesday Mr. Whitlock of the Earl Whitlock Funeral Home will comment on "Christmas."

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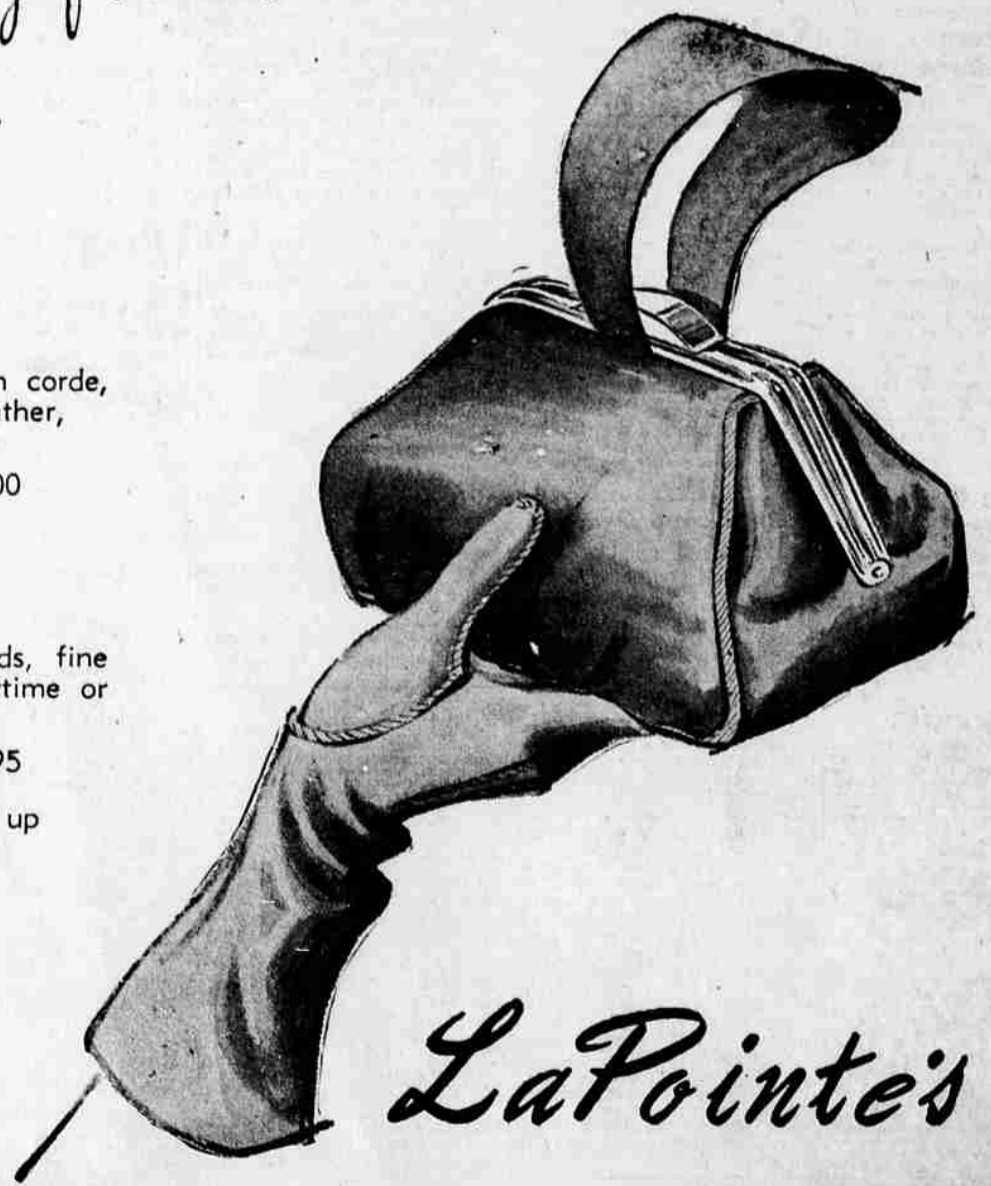
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