

CHILOQUIN

By DARLENE WOLFF

George Brautlecht recently from a week spent in at the home of her mother, Viola Welch, who had been ward Brautlecht had visited grandmother the previous during the time of the state ball tournaments.

Harold Wing, in charge of the annual pre-graduate clinic, announces that will be held at the grade on Wednesday, April 22. The minister of Chilquin school is to attend and parents make a decided effort to be in advance of the clinic.

Walter Zimmerman and William Lorenz were co-

chairmen for the March drive for the Red Cross. Their west side workers who did the house to house canvass were Mrs. Manuel Ochoa, Mrs. Leonard Norris and Mrs. Evans Nelson. Those who covered the east side of town were Mrs. Guy Staiger, Mrs. Vance Potts, Mrs. Paul Herron, Mrs. Paul Wampler and Mrs. Edouard Priault.

Mr. and Mrs. Les Hoback and son Jim of Modoc Point entertained recently at an evening of singing and refreshments. Guests were Mr. and Mrs. Otto Ellis, their son Kenneth and a friend of his from Southern Oregon College of Education, Mr. and Mrs. Mervin Leidtke, all of Klamath Falls, Mr. and Mrs. Glen O'Neill and daughters of Modoc Point.

Mrs. Ivan Doak and her granddaughter, Jinny Lynn, are home from a week spent in Portland in mid-March. They visited with relatives and did some shopping for spring clothes while in the city.

Curtis Jester was home last weekend. He has been working in Washington since the first of the year and gets down to see his wife and their three daughters only on occasional weekends.

Andrea and George Wright spent spring vacation in La Grande with their mother and step-father, Mr. and Mrs. Merrill Hoppe. The Hoppes moved there several months ago when he was transferred in his work with the telephone company.

Allotments To Continue

WASHINGTON (AP) — Pay checks and family allotments can continue for more than 11,000 American prisoners of the Communists in Korea under a bill signed Saturday by President Eisenhower.

The legislation extends from April 1 to next February 1 the "missing persons act" which has operated since the start of World War II.

Prior to then the pay and allotments of military personnel ended after a brief time, if they were captured or missing in action.

The Defense Department representatives have testified that more than 11,000 men and officers now are listed as captives or missing as a result of the Korean war. Payments to them amount to about 20 million dollars a year.



NINE-YEAR-OLD JIMMY HATHFIELD has a reason to smile when Oregon Woolen Store assistant manager Dick Douglas hands over Manager Sam Neslin's \$100 check to Shriners Gus Vlahos. Jimmy, son of Mr. and Mrs. H. Hatfield, 1915 Worden and a fourth-grader at Fairview, knows what Portland's Shriners Hospital for Crippled Children does for kids. He's taken two three-month treatments there. The Shriners' end their fund-raising drive Apr. 18 in a dance at the Armory. All proceeds go to the hospital.

Summer Lake

By MRS. E. R. NELSON

Regular session of Grange No. 754 met Saturday night with a very good attendance. Cleaning up the cemetery and adjoining premises is the project chosen for the coming year. H. C. Harris was appointed chairman and was also named to the executive board. Several members contributed to the birthday box. The old subject of a telephone line was discussed again and its need in this area and Silver Lake stressed. The lecturer, Angus Harris, arranged a short program which was followed by group singing. Square dancing completed the evening's entertainment, called by Pete Gruber of Silver Lake. Mr. and Mrs. W. H. Harvey, Glenn Harvey and Ross Bannister served the supper.

Mrs. L. E. Elder was hostess to the Home Economics Club at her home Thursday afternoon, March 26. The club decided to sponsor a public dance at the Grange Hall April 18. Dessert and coffee were served by the hostess.

Church service was held in the Episcopal Church Sunday afternoon, March 29. Palm Sunday. Bishop Barlow of Bend delivered the sermon and potluck supper was served in the parish hall. He held services in the Paisley church that evening.

Carl Calkins arrived from Everett, Wash., last Saturday and took his father, William Calkins, to his home here. His father has been seriously ill for many weeks. He stood the trip well and is improving each day which is good news to his friends and neighbors.

Ruth Graves, Mrs. Muriel Nelson, Mrs. Elsie Currier, Mrs. Gertie Caudell and Mrs. Beatrice Harvey attending the Rebekah Lodge meeting in Paisley Tuesday evening. Mrs. Currier and Mrs. Caudell served cake and coffee at the close of the evening.

The film shown at the Ana River school house Thursday evening drew a large crowd. Its title was "David and Bathsheba."

Merle Nelson, accompanied by his friend, Gay Twaitt from Klamath Falls, spent Sunday with his parents, Mr. and Mrs. E. R. Nelson. Both men are employed by Montgomery Ward and Company as electrical servicemen.

Joyce Graves and Roberta Harris returned to Corvallis Monday where they are students at OCS after spending spring vacation at home.

Mrs. George Carlon was called to Portland by the illness of her father who had undergone emergency surgery there. He expects to have a second operation. Mrs. Carlon's mother was involved in an automobile wreck, but not seriously injured. Friends are wishing them a speedy recovery. They had visited here on numerous occasions.

An important goal of the American Cancer Society is to improve services to needy cancer patients.

Dr. R. T. Lindley OPTOMETRIST 510 Med.-Dent. Bldg. Ph. 4215 Eye Examination Visual Training

March Drier Than in 1952

It was a little warmer and a little drier last month than in March, 1952.

Figures released by the Bureau of Reclamation here today show last month's average temperature was 38.3 as compared to 34.8 in March, 1952; last month's precipitation measured 1.18 and in March, 1952, it was 1.32 inches.

Since the beginning of the stream year Oct. 1, precipitation has totaled 11.48. Normal for the period is 9.88.

The data is compiled at the U.S. Weather Bureau Station operated by the California Oregon Power Company on Link River.

PALMISTRY Madame Cherokee PAST PRESENT FUTURE Special Reading \$1.00 Open every day and Sundays 9 a.m. - 10:30 p.m. Apt. 4 Altamont Trailer Court Phone 5358 3840 South Sixth St.

Little Hit Disease

ISLAND (AP) — Leptospirosis, a tick disease, is spreading in the Pacific Northwest beef and herd areas. The disease, which causes fever, chills and a drop in milk production of dairy cows, has infected a number of herds in Klickitat county, Wash., and has been found in at least five sections of Oregon.

Although seldom fatal, cattle recover from the disease by carrying it out. Washington has taken a slaughter program and animals are branded on the nose and quarantined. The only way to prevent the disease is from quarantine in for 30 days.

Animals are compensated at \$25 per head and are entitled to any refund from the carcass. Dr. C. C. Crouse, Washington State veterinarian, said the state's health department was studying the disease to see if it affected humans.

Oregon State Health Officer Dr. Erickson said he was not over the possibility of human catching the disease. Packers, dealers and cattlemen are to meet here Monday to discuss whether the infected animals should be processed in the Portland stockyards.

the woman who longs to drop years from her age...

New wonder cosmetic brings youth-giving moisture to aging or drying-out skins



Remarkable new formula acts like a "fountain of youth" for your skin!

When you scrutinize your face in the mirror and see aging lines around your eyes, a fading look to your skin, you're truly frightened. But you can take new hope!

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Worth more... and why



There's an old saying that a thing is worth what someone is willing to pay for it. Well, if you could tour the wholesale and retail used car auctions around the country, if you could survey hundreds of used car lots you would discover that used Fords bring higher prices than any competitive make—and by substantial amounts.

THAT'S WHY we feel our '53 cars, the finest Ford has ever built, should not be compared with cars in the same price range. Not because our competitors don't do a good job—obviously they do—but because we feel Ford Cars have more in common with the highest priced automobiles. The similarities are far greater than the differences.

For example, Today, the most expensive cars in this country have V-type, 8-cylinder engines. Ford Cars have had this exact same type of engine for over 20 years. Ford has made more V-type, 8-cylinder engines than all other manufacturers combined and no other low-priced car has a V-8 yet!

What's more astounding, the current Strato-Star V-8, a full 110-horsepower, high-compression V-8, delivers all its high-test performance on "regular" gas and sells for hundreds of dollars less than several other makers charge for a six-cylinder car. Now there's nothing wrong with a Six but they do cost less to make. Ford makes a Six—the most modern overhead valve Six in the industry. And if it's a six-cylinder car you want, Ford has it and for less money than the V-8, which is as it should be.

What about ride? Here's another Ford similarity with high-priced cars... Riding Comfort. One of the misconceptions of automobile buyers for many years has been that weight—sheer weight—is what it takes to make a car ride well. But the railroads have disproved that, as any one who has ever ridden a modern, lightweight streamlined Pullman knows. It's how you use weight—how you spring and balance it that counts. Ford has found, for example, that you can make a 3000-pound car ride softer and hold the road better by far than many cars that weigh a full 1000 pounds more. In our '53 car, for example, front end road shock has been reduced up to 80%. We say it compares most favorably with the heaviest cars sold today. Chances are you could not tell the difference.

What about automatic transmissions? It would take the fingers of both hands to count the various kinds of automatic and semi-automatic transmissions on the market today. The one we offer is called Fordomatic. It is the most versatile on the market, it represents the most profound consideration of engine-to-wheel power transfer—and that it does the best job for our engines isn't even open to question.

It "shifts" better than you could shift by hand and it does it in such a way you hardly know it—automatically.

An interesting safety feature of Fordomatic is that forward and reverse positions are separated by a neutral position on the drive selector. It is "second nature" to handle, and what's more, with Fordomatic there is no time in the shifting when the car is not in perfect control. If you want to "rock" your car to get out of a snowdrift, you can. If you want an extra burst of speed you just step down on the gas and keep your hands on the wheel. In short, Fordomatic gives you the power you want, when you want it—automatically. We know for a fact that Fordomatic is one reason why Fords bring more money on the used car market.

What you can see is also important. Here again Ford Cars lead not only in their price field but in the medium and upper brackets as well. Ford visibility is Full-Circle Visibility. This means huge, curved unobstructed glass area, front and rear, plus side windows that allow all passengers what the hotels call "room with a view." And, it might interest you to know that, inch for inch, very few cars costing thousands of dollars more can beat Ford for window area.

Appearance? A higher price, of course, does not make a car more beautiful. Conversely, beauty in a Ford comes "for free." Ford has found that it costs no more to develop a beautiful car than one that is less pleasing in appearance. You can drive up to the most exclusive doorways in the world and feel perfectly at home in your Ford. It's done every day and if you don't believe it just stand in front of the Waldorf, for example, the next time you are in New York. Or the Mark Hopkins in San Francisco. Fords "belong" . . . in exactly the same social category as the finest, one-of-kind creations. After all, a Ford is a custom creation multiplied.

What about running costs? Here's one place that Ford's advantages are obvious. For oil and gas economy Ford has the big cars whipped. Ford parts cost less. Ford service charges are less. Ford tire mileage is thousands of miles greater. And, as any C.P.A. who looks into it will tell you, Ford depreciation is the lowest of any car on the market—bar none.

What are Fords made of? Some people have the idea that the costliest cars are made of "better stuff." It's perfectly true that some high-priced cars have costlier upholstery and

fittings. What Ford has is so good, both in durability and appearance, that you probably could not tell the difference. You might even prefer it, because of its better design and more pleasing appearance.

Then there's the question of sheet metal. If you were to measure and analyze the sheet metal structure in the most expensive car, you most likely would find it identical in thickness to the corresponding panels in Ford. For the most part this applies to castings and forgings also. And here you have another reason why you can pay more but you can't buy better than Ford.

But what do you pay for a Ford? This is an interesting point. When designing and tooling up for a new model, Ford spends a great deal more money than the makers of the costliest cars. For example, the first dozen or so '53 cars cost just about \$62,000 a copy, apart from tooling! These cars are never sold—they're experimental models. Then when they are perfected and go into production Ford actually turns out a vastly superior car in every way for the low price you are asked to pay. This is the miracle of Ford production.

After all, then, what is the difference between a Ford and the costliest cars?

In our opinion, the difference is largely a matter of dimensions, weight (and the power required to move it) plus the distinction of owning a car that not so many other people own. The desire for these things is understandable . . . and probably justified for people who are willing to pay the price to satisfy it.

As to comparing Ford with other cars in its price range, by all means do so if you wish. But, as we said before, you'll get a better picture of value by comparing with cars that are most like Ford. For example, cars that are priced up to twice as much. As a matter of fact, we think you'll quickly begin comparing the other cars with Ford—because the 1953 Ford has really established the New Standard of the American Road.

'53 FORD Worth more when you buy it . . . Worth more when you sell it . . .

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