



FREEDOM WAVES, EVEN IN CAPTIVITY — Repatriated prisoner, 2nd Lt. Edward G. Izbiak, of Chicago, displays a prison-made replica of Old Glory to Brig.-Gen. Edward H. Underhill, Fifth Air Force vice commander, at Freedom Village. Izbiak and his comrades used Communist bed sheets for the white, POW uniform material for the blue of the flag, and Red basketball shirts for the red stripes. The lieutenant wrapped the flag in a scarf, and wore it around his neck until he was repatriated.

Handicapped Week Proclaimed

The following proclamation has been signed by Mayor Paul O. Landry:

"Whereas, the conflict just ended in Korea resulted in 101,368 wounded American servicemen and in impaired health to thousands of returned war prisoners, and

"Whereas, some two million American civilians, though physically handicapped, are jobless but eager to work, and

"Whereas, in Oregon an estimated 10,800 are vocationally handicapped and either seeking jobs or the means of rehabilitation to useful employment;

"Whereas, it is a part of the American tradition for the able among us to assist those others to become productive, self-respecting citizens in their home communities;

"Now, therefore, I, Paul O. Landry, Mayor of Klamath Falls, join with all Oregon mayors, Governor Paul L. Patterson, and President Eisenhower in setting aside Oct. 4 to 10 as 'National Employ the Physically Handicapped Week.'

"I call upon the public to assist in reaching these objectives:

1. To promote employer acceptance of the handicapped as workers in jobs for which they have been prepared and are qualified.

2. To find jobs for qualified handicapped persons.

3. To develop rehabilitation, training and job opportunities for local handicapped persons who

can be restored to employability. "I further urge employers to contact the Oregon State Employment Service and discuss the possibilities of hiring the handicapped.

"In witness whereof, I have hereunto set my hand and caused the seal of the City of Klamath Falls to be affixed."

(s) Paul O. Landry, Mayor

Queen-for-Day To Visit Merrill

MERRILL — George Milne, promotional director of the Klamath Basin Potato Festival, reported on progress of plans for having a "Queen for a Day" visit Merrill during the festival Oct. 23 and 24 at the Merrill Lions Club meeting Monday evening.

The queen will arrive Thursday evening, Oct. 22, by plane. She and her traveling companion will be guests of the Willard Hotel during their two day stay. They will attend all festival activities.

Harvey Denham, decorations chairman, reported that new banners and pennants would be painted to decorate the streets. All stores in town are asked to decorate windows appropriately.

Lynn Roycroft has contacted the National Guard in Klamath Falls, who will have equipment displayed during the festival.

A new feature of this year will be the hay judging competition. All

Roar & Crash Of Falling Balcony Tells That Russians Can't Build At All

By TOM WHITNEY
LONDON (A-I) was out for a walk in Moscow one autumn night

Charlie Chaplin Sells Studio He's Had Since 1918

By GENE HANDSAKER
HOLLYWOOD (A-I)—Charlie Chaplin has sold the studio where he strutted to film fame as a tramp in the years before he became a controversial figure denied re-entry to the United States.

A real estate firm, Webb and Knapp, of New York City, has bought the nearly five-acre property for \$650,000 cash. On part of its 300-foot frontage along Sunset boulevard a major supermarket will be built.

Negotiations are on for lease of the two sound stages for making TV films.

Chaplin built the studio in 1918 for \$35,000. The first film he made there was "A Dog's Life," featuring a large mutt, acquired for the role, which lived out the rest of its 10 years at the studio.

Other movies that followed on the site included "Shoulder Arms," "The Kid," "A Woman of Paris," "The Gold Rush," "The Circus," "City Lights," "Modern Times," "The Great Dictator," "Monieur Verdoux" and, more recently, "Limelight."

When Chaplin acquired the property, it contained an orange grove and a white house. The house still stands.

The studio, built in the cottage style of Chaplin's native England, became a Hollywood showplace. The studio's single stage for silent films had a glass roof with cloth screens overhead to regulate sunlight. There was also an outdoor shooting area.

Webb and Knapp's executive vice president, Nicolas M. Salgo, said yesterday in New York that some of the studio's vacant land will be developed for major retail shopping firms.

The 64-year-old comedian-producer said in London last April that he was giving up residence in the United States because "lies and vicious propaganda" handicapped his movie work.

He is living in Switzerland with his fourth wife, playwright Eugene O'Neill's daughter Oona, and their children.

Those wishing to enter should have their exhibits at the old Safeway store building by Thursday, Oct. 22.

During the regular business session, Frank Hunnicutt was presented a warm-up jacket in appreciation of his work with the Pee-Wee baseball team during the summer months.

Twenty-two members and two guests, Frank Hunnicutt and John Glascomini, were present. Howard Dewey, the vice-president, presided in the absence of President F.E. Trotman.

a few years ago. My meditations were interrupted by a roar and a crash. Across the street a cloud of dust and plaster arose. People ran from all directions.

It was easy to see what had happened. A fine Soviet building—fine by Soviet standards—stood opposite me. Three floors up there used to be a balcony. The balcony had simply fallen off the front of the building.

One does not have to be an expert to realize that most of the buildings are poorly constructed and that almost the whole construction industry is inefficient and antiquated. You can see this in watching new buildings go up. Or you can walk up to an older building and start guessing when it was built. An American might guess 50 years; the cornerstone will show it was erected eight or maybe 15 years ago. But it already looks old. The work was poor. The building is dirty.

Some buildings in Moscow look years old even before they are done.

Most are built of brick. But the builders do not have facing brick. Instead they cover over the surface with plaster.

The plaster sometimes starts falling off before the building is even finished. Even when it stays on it does not look good. It is usually painted with some sort of plaster paint—often in a pastel shade. This surface collects the dirt. Within a few months it looks bad.

There are many brick buildings which were intended to have a plaster facing but never got it. They look even worse.

Soviet architectural design is not generally good. Architects tend to put a lot of ornate decoration—gingerbread—on buildings. Most of this is poorly conceived, almost all of it poorly executed.

Nevertheless, there has been considerable improvement in the quality of work in the postwar years. A good many steel frame structures are going up. Many are using reinforced concrete block for walls.

New ceramic facing materials have been used heretofore. There has been emphasis on simplicity of design in the interests of economy. The extensive use of construction machinery has lowered building costs.

All these are healthy tendencies but the Russians have a long way to go. I lived in an apartment house completed in 1951 with 72 apartments for foreigners.

Much space was wasted. In our apartment a long corridor could have been used to enlarge the three small rooms. No central hot water system was provided. The gas and water pipes were partly exposed; so was some of the wiring. The double windows were poorly fitted, and a draft came through them.

There were no wall closets, necessitating the purchase of expensive wardrobes. The children had no playground. There was no

laundry room. The heat in some of the apartments was inadequate. Sometimes the elevator did not work. For weeks the ambassador, the minister, the counselor, the first secretaries, the second secretaries, the attaches, the secretary archivists, the military attaches and all the rest tramped up to their work. When I left Moscow this elevator was still one of the more uncertain things in Moscow diplomatic life.

Almost all new houses built outside cities are still log cabins, the same as houses built in Russia 600 years ago. They are well built in the sense that the pine logs are carefully fitted. In between the logs there is moss insulation. They are good warm homes for the Russian winter.

But they are small and just think of the waste of good wood in them! Each log cabin must have enough to make three fairly large homes if the wood were sawed.

Why is the Soviet building industry so antiquated, inefficient and costly to boot? For one thing, the government does not give the building industry enough attention. It is not putting its best brains and executives to work in this field. Also, construction workers are among the worst paid in the country.

Is construction work on industrial enterprises as bad as that on Moscow housing? I suspect that it is not much better.

One of Russia's greatest curses always has been—and still is—lack of roads.

The statistics on hard-surfaced highways are a state secret. But it is possible to estimate that the entire Soviet Union—one sixth of the world's land surface—has fewer macadam, concrete and even cobblestone motor roads outside cities than any average-sized state of the United States.

There are a few more or less modern motor highways. Such, for example, are the highways from Moscow west to Minsk (built before the war) which has for a considerable part of its distance from four to six lanes, and also that from Moscow south to the Crimea (built since the war).

Once of these few main arteries, one makes the acquaintance of the Russian dirt roads. Even when the weather is dry they are frequently impassable for a passenger car because of deep ruts and holes. When they are wet one can within a few seconds go up to an axle in the mud.

Such dirt roads are only passable for trucks with high clearance—and not always for them.

It is difficult to see how Russia can get along with such a road system.

Soviet industry turns out quite

decent passenger cars and trucks. Soviet trucks particularly seem to be sturdy and practical vehicles. Private passenger car ownership is increasing even though the numbers of private car owners are but a drop in the bucket of the potential market.

There may be as many as three million trucks and passenger cars. On so few good roads! Sooner or later, of course, the government will find transport is

such a bottleneck that something will have to be done about it. Once they get started it would take decades to build a highway system comparable to that of the United States. And Russia is much bigger than the United States in total area and has a larger population.

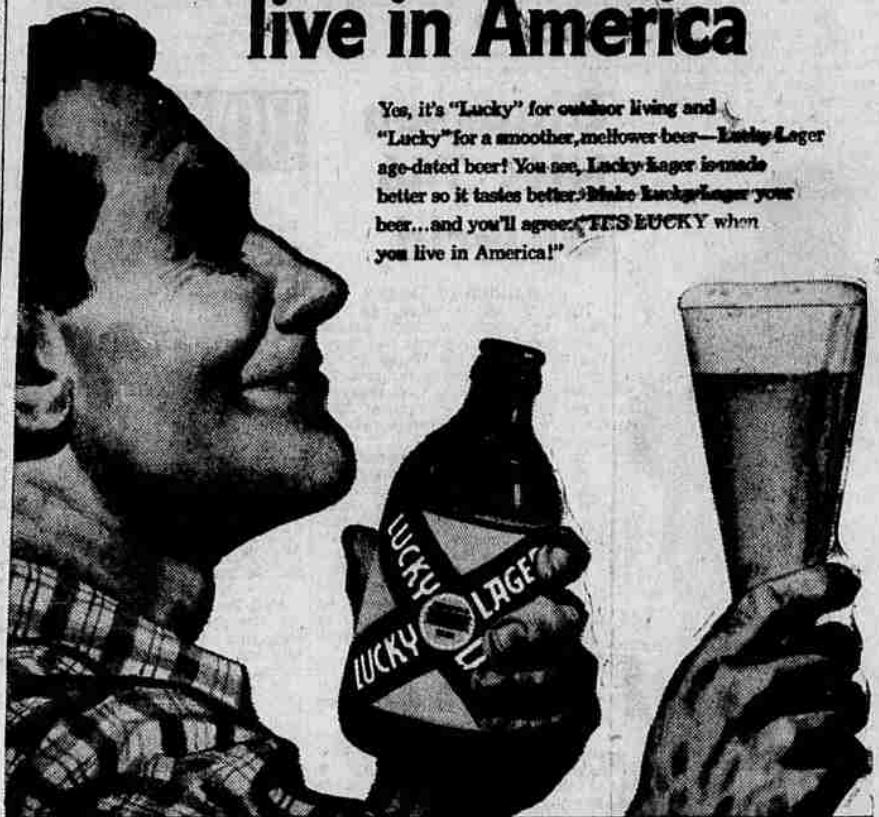
Nor will road building in Russia be easy, despite the generally level country. Stone will have to be brought for long distances. There

are relatively few quarries in the most heavily populated areas of European Russia. There seems to be a shortage even of gravel.

PICTURE FRAMING

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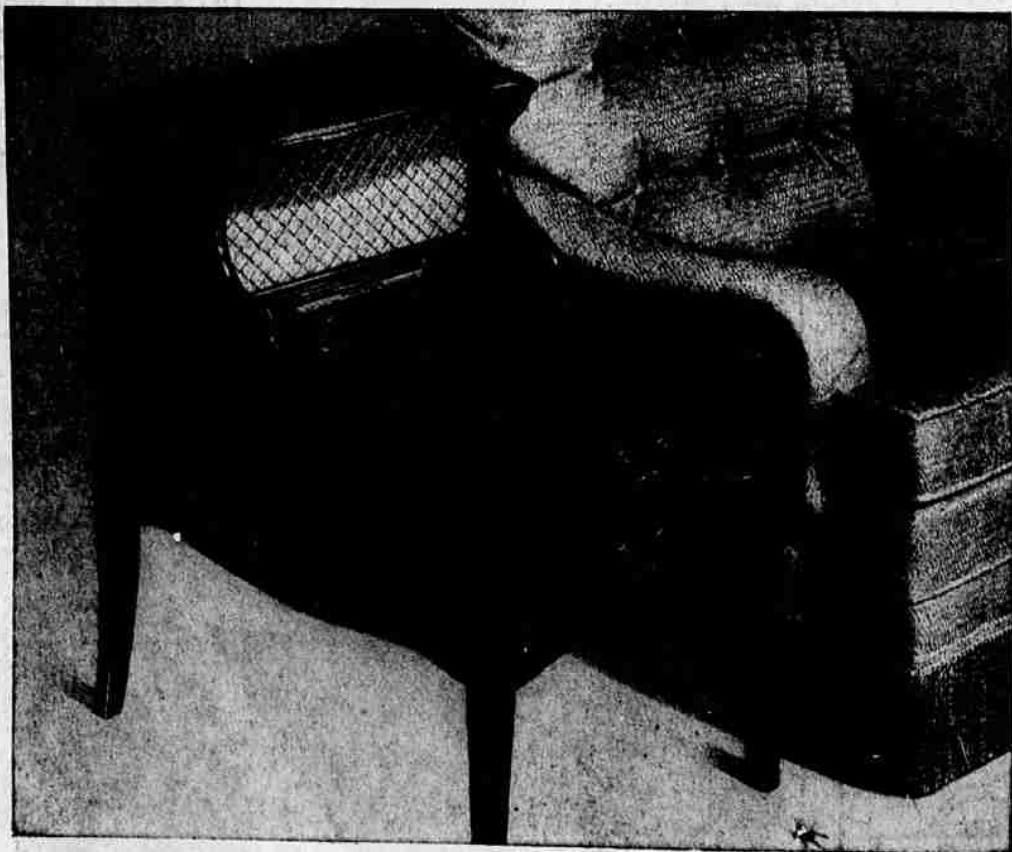
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