



SAVING A LIFE IN WATER can be a tough experience if the life saver doesn't know techniques. Larry Phair has his arm around the neck of Gene Baxter in the approved life saving manner taught by Rex Hunsaker, water front director at Boy Scout Camp at Crescent Lake while Ronnie Phair, rear, looks worried.

Total Russian Industrial Output Continues To Grow

NEW YORK—There are soft spots in the Soviet economy which are giving headaches to Soviet leaders, but Russia nevertheless continues to count impressive industrial gains.

Analysis of the latest official statistical report issued in Moscow a few days ago gives no reason for believing there has been any slowdown in the U.S.S.R.'s economic-military buildup.

While continuing to stress heavily the branches of industry which contribute most directly to arms production and war strength, the Soviet government has succeeded during the past half year in turning out considerably more durable consumer goods for its people, including home appliances.

Here are some of the most important known facts about the Soviet industrial economy:

OUTPUT
The Russians say they increased total industrial output in the first half of 1954 by 14 per cent over the first half of 1953. For a country already the second industrial power on earth, such an increase of output—the same as that maintained for 1953 over 1952—is big.

Calculations show Soviet steel production should rise this year by a little over three million tons, bringing production in 1954 up to 41 metric tons.

Soviet coal output in 1954 should run close to 350 million metric tons. U.S. production last year was about 435 million. Soviet electric power output in 1954 looks to be about 145 billion kilowatt hours. America's 1953 production was 514 billions.

DEVELOPMENT

To assure continuance of this pace of industrial development, the Soviet government is increasing its already enormous rate of capital investment in industry. Well over three fourths of the new funds are going into heavy industry, which produces war materials, capital investment goods and raw materials, fuel and power with which to produce these things.

But the consumer was not forgotten.

Production of television sets in the first half of 1954 rose by nearly three times over the same period of 1953. In the same period output of radio sets more than doubled, refrigerators more than tripled, vacuum cleaners more than quadrupled. Output of other durable consumer goods also increased by big margins. Such spectacular increases could be scored simply because output previously was not high. It still is very low by American standards, but it is now a start to something big.

Output of such consumer goods as foodstuffs, textiles, clothes and footwear—of much greater importance—increased, but by much more modest margins.

Against the Soviet gains, there were negative aspects to the working of the economy in the first half of 1954.

The government failed to meet planned reduction in costs of industrial production. General costs of output fell by only 3 per cent, even though labor productivity, it

is claimed, rose by 7 1/2 per cent. Unless this situation is corrected by year's end, it will endanger the government's system of annual retail price cuts.

Three important ministries, overseeing production of timber, fish and meat and dairy products, failed by wide margins to fulfill

their production plans. Railway transport in the first half of the year couldn't keep up with its car-loading plan.

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Editors To Tour County

A full days tour of Klamath County will be provided three travel editors who are spending two weeks in Oregon.

The editors, Dorothy Powers of the Spokesman-Review and Chronicle, Spokane; Fred Taylor Kraft of the Long Beach Press Telegram, and Allyson Sanders of the Houston Chronicle, met at Portland Sunday. They are accompanied by two representatives of state department of travel information.

After spending Monday night at Timberline Lodge, they went to Odell Lake today where they were met by R. Frank Tucker, manager of the Klamath County Chamber of Commerce this afternoon.

The group will spend Tuesday night on the McKenzie and drive to Crater Lake National Park Wednesday forenoon.

Special luncheon guests at the lodge to meet the editors Wednesday noon will be Fred T. Johnston, park superintendent, and one of the park naturalists.

They will drive to Klamath Falls in the afternoon where they will be officially welcomed by Keith Cobo, chamber director in charge of the tourist and convention committee. It is planned they will arrive early enough in the afternoon to be given a tour of Oregon Tech before dinner.

The Winema Hotel will be headquarters for the travel editors for their overnight stop here.



FUNERAL SERVICES for Mrs. Emma Frederick Hamilton, Klamath Falls matron who died July 31 will be held from Ward's Klamath Funeral Home Wednesday, August 4, 2 p.m. with the Rev. Kent E. Spaulding of the Klamath Lutheran Church officiating. Final rites and interment will be in Linkville Cemetery.

Air Industry Faces Strikes

By THE ASSOCIATED PRESS
A large segment of the nation's air transportation industry faced the threat of a spreading shut-down today.

A strike of some 1,200 American Airlines pilots went into its fourth day and 20,000 ground crew workers authorized a walkout against six other major airlines.

The new strike threat was directed against Capital, Eastern, National, Northwest, Trans World and United.

The National Mediation Board, moving swiftly to avert new walkouts, called in representatives of the AFL International Assn. of Machinists (IAM) and the six lines to meet in Washington today.

An IAM spokesman said there would be no strike on the six lines while the mediation board tries for a settlement.

The IAM is seeking a uniform wage on all airlines, asking a 5 per cent increase over present top classifications. This would give a mechanic now paid \$2.27 an hour a rate of \$2.38.

Meanwhile, Clarence N. Sayen, president of the striking AFL Air Line Pilots Assn., declined to comment on published reports that the pilots' strike may spread soon to United.

The strike against American is designed to force an eight-hour limit to a pilot's continuous flying time on nonstop transcontinental schedules.

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