

EAST BRACES FOR HURRICANE

In The Day's News

By FRANK JENKINS

Weather stuff:
The Atlantic coast from Norfolk, Virginia to New York City has been put under a full hurricane alert.

Hurricane warnings had already been hoisted along sections of the North Carolina and Virginia coasts.

Both the U.S. navy and the Red Cross disaster specialists are deploying along the East coast against the possibility of hurricane havoc.

Navy planes at Quonset Point, in Rhode Island, are FLYING INLAND (to get out of reach of the blow) and the aircraft carriers Turaw and Antietam have been ordered out to sea (also to get out of the way of the winds).

Thousands of Red Cross volunteers have been alerted against the hurricane all the way from Long Island to the southern border of North Carolina.

All this, you must understand, comes about as a result of the wicked antics of a creature known as Connie, a hurricane. Some time ago the weather sharp hit upon the device of naming hurricanes. For some reason known to them alone, they give these ruckus-raisers FEMININE names.

When comes the hurricane season, they start off with a name beginning with the letter A, such as, Annie, and go on down the alphabet. Connie begins with C, so it is immediately apparent that she is the third of the really nasty hurricanes of the 1955 season.

Simple, isn't it?

We newspaper people go all out when a hurricane heads inward from the Atlantic toward the coastal regions. Hurricanes are dramatic affairs and when they loom on the horizon we drag out of the drawer our most dramatic vocabularies — our PUNCH WORD vocabularies.

Here's a sample culled from the teletype's offerings this morning: "Hurricane Connie's BREAK-NECK winds are CLAWING toward the seaboard — and WATCH OUT warnings have been issued."

"She is WHIRLING north-northwest, which if this direction is continued could be a SMASH against the seaboard in the same general path where three hurricanes caused such destruction last year."

Pretty neat, what? You can bet your bottom dollar that the reporter who turned that one out was proud of it. It is what is called VIVID writing — and in these modern days we newspaper folk set a lot of store by it.

From the weather standpoint, the news has been getting a little monotonous lately. It has been too universally concerned with SIZZLING days and hot, MUGGY nights. This has been coming from all over the country — including our own area.

So Connie gives us a welcome change.

If you want more change, here it is:

A harsh winter is reported from Southeastern Australia — zero temperatures and the WORST BLIZZARD OF THE SEASON.

That's one nice thing about the weather news. If you don't like our kind of it, you can always search around a bit and find some other kind.

Here's another bit of news — of a kind that is beginning to fall into a pattern:

Oregon's Hillcrest school for girls had another riot last night — the second in a month. Eight inmates of the Salem institution who went on the rampage were finally quieted down and put in the county jail.

What to do?

It's a problem of course. But I'm reasonably sure that if the inmates of our institutions of correction were kept busy at least eight hours out of the 24 at CONSTRUCTIVE work there would be fewer of these riots.

Herald and News

Price Five Cents—14 Pages

KLAMATH FALLS, OREGON, TUESDAY, AUGUST 9, 1955

Telephone 8111 No. 3153

Three Rescued From Mt. Shuksan Slopes By Helicopter's Aid

GLACIER RANGER STATION, Wash. (AP) — Three Seattle men tumbled some 300 feet down the bleak flanks of Mt. Shuksan by a surface avalanche Sunday, were plucked from the mountain Monday by a Coast Guard helicopter.

"We're lucky to be alive," said Robert D. Parkhurst, 33, when the helicopter operated by Lt. James W. Swanson landed him at the Austin Pass end of the Mt. Baker Highway, where an ambulance waited to whisk him to a hospital.

Also lifted to safety from the snow-covered side of the towering peak 38 miles east of Bellingham were Larry Wold, 23, and Dr. Paul Gertsmann.

Wold suffered the most serious injuries. He was hospitalized at Bellingham with a possible broken ankle, a jaw injury and chest injury. Gertsmann escaped with cuts and bruises. Parkhurst suffered rib injuries.

Lying on a stretcher after the helicopter landed at Austin Pass, Parkhurst told this story of the accident which nearly cost the lives of the three men.

Descending Shuksan Sunday, along the Hell's Highway route, the three men were caught by a surface avalanche as the snow on which they were traveling suddenly tore loose and started to plummet down the mountain.

Over and over they rolled, 300 feet down the mountain. Their plunge ended in a rock-strewn depression and the sliding snow partially buried Wold.

"We were all hurt," Parkhurst said. "We were cold and wet and could barely stand up. Larry was partly covered by snow. Paul worked fast to dig him out or Larry might have suffocated."

Wold received his chest injuries when a hurtling piece of shale smashed down on him. Gertsmann and Parkhurst shouted until another party of climbers found them. While four members of the second party of eight went for help, the others stayed with the three injured men.

The helicopter, called from the Coast Guard station at Port Angeles, picked up Ome Daiber and Dr. Otto Troit of the Mountain Rescue Council at Seattle and dropped them at the scene, along with food, blankets and warm clothing.

The helicopter made a total of seven trips from Austin Pass to the 6,000-foot level of the mountain where the injured men were bedded down, picking up the injured, Daiber, Troit and members of a ground party who had suffered minor injuries making the ascent.

Dead is John Governor Fanning, 44, used car sales manager for the Juckland Truck Sales and Service, Inc.

Injured in the crash that involved only the car operated by Fanning, are his widow, Florence, and four young children, John Jr., 12, in Riverside Hospital, Susanville, with a broken wrist, and head injuries; Gary, 8, with deep head cuts, his twin brother Larry, and Opal, 10 years old, less seriously injured.

According to reports of the accident received here, the family was returning from a visit with relatives in Susanville. The car was traveling on a detour and apparently struck a barricade thrown up during road construction.

Fanning was thrown out and suffered fatal head injuries. All four of the children also were thrown from the rolling vehicle which overturned several times and was completely demolished.

Mrs. Fanning, who remained in the car and was less seriously hurt, returned today to Susanville to make arrangements for removal of her husband's body to Klamath Falls.

Fanning has been a resident of this city for 23 years. He has been employed since last February by Juckland. He was a member of the Klamath Falls Moose Lodge. The family home is at 419 St. Francis Park.

Surviving are his widow, Mrs. Florence Fanning, 10 children, Larry, Gary, Opal, John Jr., Mary, Jackie, Barbara, Dallas, Mrs. Marilyn Skelton and Mrs. Sharon Skelton, all of Klamath Falls; brothers, Harry Fanning, Susanville, and Reuben Fanning of Tacoma; also two sisters, Mrs. Opal Worley and Mrs. Ruth Sorrell, both of Susanville.

Funeral service will be in charge of O'Hair's Memorial Chapel.

accident which nearly cost the lives of the three men.

Descending Shuksan Sunday, along the Hell's Highway route, the three men were caught by a surface avalanche as the snow on which they were traveling suddenly tore loose and started to plummet down the mountain.

Over and over they rolled, 300 feet down the mountain. Their plunge ended in a rock-strewn depression and the sliding snow partially buried Wold.

"We were all hurt," Parkhurst said. "We were cold and wet and could barely stand up. Larry was partly covered by snow. Paul worked fast to dig him out or Larry might have suffocated."

Wold received his chest injuries when a hurtling piece of shale smashed down on him. Gertsmann and Parkhurst shouted until another party of climbers found them. While four members of the second party of eight went for help, the others stayed with the three injured men.

The helicopter, called from the Coast Guard station at Port Angeles, picked up Ome Daiber and Dr. Otto Troit of the Mountain Rescue Council at Seattle and dropped them at the scene, along with food, blankets and warm clothing.

The helicopter made a total of seven trips from Austin Pass to the 6,000-foot level of the mountain where the injured men were bedded down, picking up the injured, Daiber, Troit and members of a ground party who had suffered minor injuries making the ascent.

Dead is John Governor Fanning, 44, used car sales manager for the Juckland Truck Sales and Service, Inc.

Injured in the crash that involved only the car operated by Fanning, are his widow, Florence, and four young children, John Jr., 12, in Riverside Hospital, Susanville, with a broken wrist, and head injuries; Gary, 8, with deep head cuts, his twin brother Larry, and Opal, 10 years old, less seriously injured.

According to reports of the accident received here, the family was returning from a visit with relatives in Susanville. The car was traveling on a detour and apparently struck a barricade thrown up during road construction.

Fanning was thrown out and suffered fatal head injuries. All four of the children also were thrown from the rolling vehicle which overturned several times and was completely demolished.

Mrs. Fanning, who remained in the car and was less seriously hurt, returned today to Susanville to make arrangements for removal of her husband's body to Klamath Falls.

Fanning has been a resident of this city for 23 years. He has been employed since last February by Juckland. He was a member of the Klamath Falls Moose Lodge. The family home is at 419 St. Francis Park.

Surviving are his widow, Mrs. Florence Fanning, 10 children, Larry, Gary, Opal, John Jr., Mary, Jackie, Barbara, Dallas, Mrs. Marilyn Skelton and Mrs. Sharon Skelton, all of Klamath Falls; brothers, Harry Fanning, Susanville, and Reuben Fanning of Tacoma; also two sisters, Mrs. Opal Worley and Mrs. Ruth Sorrell, both of Susanville.

Funeral service will be in charge of O'Hair's Memorial Chapel.

Surviving are his widow, Mrs. Florence Fanning, 10 children, Larry, Gary, Opal, John Jr., Mary, Jackie, Barbara, Dallas, Mrs. Marilyn Skelton and Mrs. Sharon Skelton, all of Klamath Falls; brothers, Harry Fanning, Susanville, and Reuben Fanning of Tacoma; also two sisters, Mrs. Opal Worley and Mrs. Ruth Sorrell, both of Susanville.

Funeral service will be in charge of O'Hair's Memorial Chapel.

Surviving are his widow, Mrs. Florence Fanning, 10 children, Larry, Gary, Opal, John Jr., Mary, Jackie, Barbara, Dallas, Mrs. Marilyn Skelton and Mrs. Sharon Skelton, all of Klamath Falls; brothers, Harry Fanning, Susanville, and Reuben Fanning of Tacoma; also two sisters, Mrs. Opal Worley and Mrs. Ruth Sorrell, both of Susanville.

Funeral service will be in charge of O'Hair's Memorial Chapel.

Surviving are his widow, Mrs. Florence Fanning, 10 children, Larry, Gary, Opal, John Jr., Mary, Jackie, Barbara, Dallas, Mrs. Marilyn Skelton and Mrs. Sharon Skelton, all of Klamath Falls; brothers, Harry Fanning, Susanville, and Reuben Fanning of Tacoma; also two sisters, Mrs. Opal Worley and Mrs. Ruth Sorrell, both of Susanville.

Funeral service will be in charge of O'Hair's Memorial Chapel.

Surviving are his widow, Mrs. Florence Fanning, 10 children, Larry, Gary, Opal, John Jr., Mary, Jackie, Barbara, Dallas, Mrs. Marilyn Skelton and Mrs. Sharon Skelton, all of Klamath Falls; brothers, Harry Fanning, Susanville, and Reuben Fanning of Tacoma; also two sisters, Mrs. Opal Worley and Mrs. Ruth Sorrell, both of Susanville.

Funeral service will be in charge of O'Hair's Memorial Chapel.

Surviving are his widow, Mrs. Florence Fanning, 10 children, Larry, Gary, Opal, John Jr., Mary, Jackie, Barbara, Dallas, Mrs. Marilyn Skelton and Mrs. Sharon Skelton, all of Klamath Falls; brothers, Harry Fanning, Susanville, and Reuben Fanning of Tacoma; also two sisters, Mrs. Opal Worley and Mrs. Ruth Sorrell, both of Susanville.

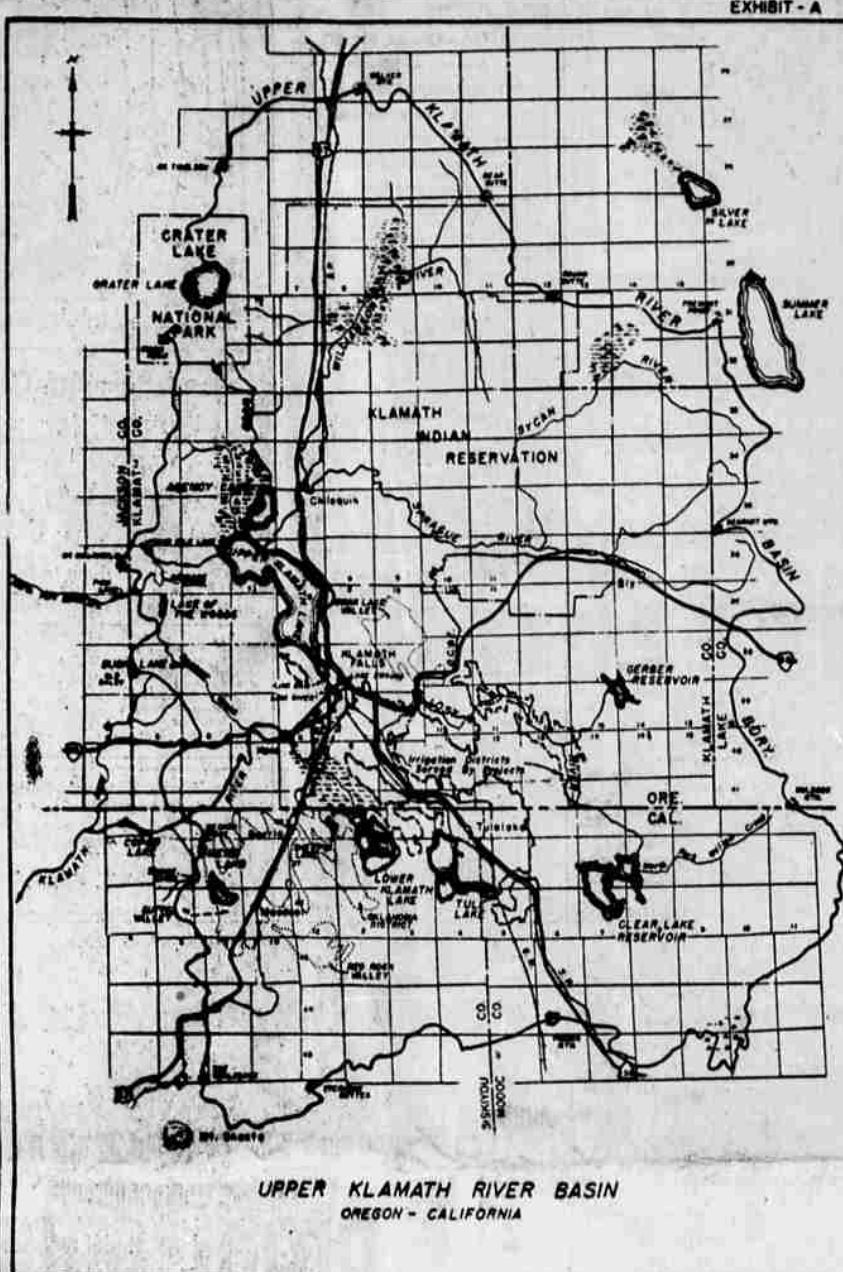
Funeral service will be in charge of O'Hair's Memorial Chapel.

Surviving are his widow, Mrs. Florence Fanning, 10 children, Larry, Gary, Opal, John Jr., Mary, Jackie, Barbara, Dallas, Mrs. Marilyn Skelton and Mrs. Sharon Skelton, all of Klamath Falls; brothers, Harry Fanning, Susanville, and Reuben Fanning of Tacoma; also two sisters, Mrs. Opal Worley and Mrs. Ruth Sorrell, both of Susanville.

Funeral service will be in charge of O'Hair's Memorial Chapel.

Surviving are his widow, Mrs. Florence Fanning, 10 children, Larry, Gary, Opal, John Jr., Mary, Jackie, Barbara, Dallas, Mrs. Marilyn Skelton and Mrs. Sharon Skelton, all of Klamath Falls; brothers, Harry Fanning, Susanville, and Reuben Fanning of Tacoma; also two sisters, Mrs. Opal Worley and Mrs. Ruth Sorrell, both of Susanville.

Funeral service will be in charge of O'Hair's Memorial Chapel.



UPPER KLAMATH RIVER BASIN DEFINED. In the proposed draft of a contract between the bureau of reclamation and Copco, reference is made to "plans for the development of water and related resources of the Upper Klamath River Basin, including the area in California known as Butte Valley." This map designates the Upper Klamath River Basin area as referred to in the draft of the contract.

First Draft Of Proposed Contract Between USBR, Copco For River Use Presented For Comment, Suggestion

The first draft of a proposed contract between the bureau of reclamation and the California Oregon Power Company covering the operation of Link River Dam for irrigation and power purposes has just been received by interested parties in the Klamath Basin, including various water users' organizations.

The new contract, if accepted by both the bureau and Copco, will extend for a period of 50 years from February 24, 1967 when the present contract expires. It retains existing levels within which the waters of Upper Klamath Lake may be regulated by Copco with existing regulations for protection of irrigation and reclamation requirements of project lands during low water periods.

It retains existing priorities for the use of Klamath water for domestic, municipal and irrigation purposes. In that order, it covers the use of Klamath water in Butte Valley in the event that reclamation projects covering that area are authorized under federal reclamation laws.

It covers rates to be charged by Copco for pumping Klamath water for use on project land and for drainage of project land.

DRAFT NOT FINAL
The draft of the contract is not final, and is open to comment and suggestions by local interests and appropriate state commissions and officials in both Oregon and California.

In a letter accompanying the contract draft, C. H. Spencer, of Sacramento, director of Region 2, says:

"During the course of the discussions leading up to the present contract draft, Secretary of the Interior McKay informed various local groups that he would afford them an opportunity to comment on this proposed contract, before he took any final action with respect to it. Accordingly, copies of the draft are being distributed to local interests and appropriate state commissions and officials in both Oregon and California, inviting them to offer suggestions some time prior to September 1, 1955."

The full text of the proposed draft of the contract is as follows: THIS CONTRACT, made this day of , 1955, in pursuance of the Act of Congress of June 17, 1902 (32 Stat. 388), and acts amendatory thereof or supplementary thereto, hereinafter referred to as the Federal Reclamation Laws, and acts of Congress relating to the preservation and development of fish and wildlife resources between the UNITED STATES OF AMERICA, hereinafter called the United States, represented by the officer executing this contract, his duly appointed successor, or his duly authorized representative, hereinafter called the Contracting Officer, and THE CALIFORNIA OREGON POWER COMPANY, a California corporation, its successors or assigns hereinafter called Copco;

1. WHEREAS, the United States, pursuant to the Federal Reclamation Laws, is now engaged in the reclamation and irrigation of lands lying in the State of Oregon and in the State of California, in the vicinity of Klamath Falls, Oregon, known as the Klamath Project; and

2. WHEREAS, the United States has investigated and is further investigating and preparing plans for the development of water and related resources of the Upper Klamath River Basin, including the area in California known as Butte Valley; and

3. WHEREAS, on February 24, 1917, an agreement was made for the term of fifty (50) years between the United States and a predecessor of Copco, which agreement was thereafter assigned to Copco, providing, among other things, for the construction of Link River Dam, Klamath County, Oregon, for the purpose of regulating the level of Upper Klamath Lake, and said agreement has been amended and supplemented from time to time; and

4. WHEREAS, the parties deem it to their advantage and to the best interest of the users of the water in the Upper Klamath River Basin that a new agreement be entered into for a period of fifty (50) years, upon the terms and conditions hereinafter expressed;

NOW, THEREFORE, in consideration of the premises and the mutual covenants hereinafter contained, the parties hereto agree as follows:

1. WHEREAS, the United States, pursuant to the Federal Reclamation Laws, is now engaged in the reclamation and irrigation of lands lying in the State of Oregon and in the State of California, in the vicinity of Klamath Falls, Oregon, known as the Klamath Project; and

2. WHEREAS, the United States has investigated and is further investigating and preparing plans for the development of water and related resources of the Upper Klamath River Basin, including the area in California known as Butte Valley; and

3. WHEREAS, on February 24, 1917, an agreement was made for the term of fifty (50) years between the United States and a predecessor of Copco, which agreement was thereafter assigned to Copco, providing, among other things, for the construction of Link River Dam, Klamath County, Oregon, for the purpose of regulating the level of Upper Klamath Lake, and said agreement has been amended and supplemented from time to time; and

4. WHEREAS, the parties deem it to their advantage and to the best interest of the users of the water in the Upper Klamath River Basin that a new agreement be entered into for a period of fifty (50) years, upon the terms and conditions hereinafter expressed;

NOW, THEREFORE, in consideration of the premises and the mutual covenants hereinafter contained, the parties hereto agree as follows:

1. WHEREAS, the United States, pursuant to the Federal Reclamation Laws, is now engaged in the reclamation and irrigation of lands lying in the State of Oregon and in the State of California, in the vicinity of Klamath Falls, Oregon, known as the Klamath Project; and

2. WHEREAS, the United States has investigated and is further investigating and preparing plans for the development of water and related resources of the Upper Klamath River Basin, including the area in California known as Butte Valley; and

3. WHEREAS, on February 24, 1917, an agreement was made for the term of fifty (50) years between the United States and a predecessor of Copco, which agreement was thereafter assigned to Copco, providing, among other things, for the construction of Link River Dam, Klamath County, Oregon, for the purpose of regulating the level of Upper Klamath Lake, and said agreement has been amended and supplemented from time to time; and

4. WHEREAS, the parties deem it to their advantage and to the best interest of the users of the water in the Upper Klamath River Basin that a new agreement be entered into for a period of fifty (50) years, upon the terms and conditions hereinafter expressed;

NOW, THEREFORE, in consideration of the premises and the mutual covenants hereinafter contained, the parties hereto agree as follows:

1. WHEREAS, the United States, pursuant to the Federal Reclamation Laws, is now engaged in the reclamation and irrigation of lands lying in the State of Oregon and in the State of California, in the vicinity of Klamath Falls, Oregon, known as the Klamath Project; and

2. WHEREAS, the United States has investigated and is further investigating and preparing plans for the development of water and related resources of the Upper Klamath River Basin, including the area in California known as Butte Valley; and

3. WHEREAS, on February 24, 1917, an agreement was made for the term of fifty (50) years between the United States and a predecessor of Copco, which agreement was thereafter assigned to Copco, providing, among other things, for the construction of Link River Dam, Klamath County, Oregon, for the purpose of regulating the level of Upper Klamath Lake, and said agreement has been amended and supplemented from time to time; and

4. WHEREAS, the parties deem it to their advantage and to the best interest of the users of the water in the Upper Klamath River Basin that a new agreement be entered into for a period of fifty (50) years, upon the terms and conditions hereinafter expressed;

NOW, THEREFORE, in consideration of the premises and the mutual covenants hereinafter contained, the parties hereto agree as follows:

1. WHEREAS, the United States, pursuant to the Federal Reclamation Laws, is now engaged in the reclamation and irrigation of lands lying in the State of Oregon and in the State of California, in the vicinity of Klamath Falls, Oregon, known as the Klamath Project; and

2. WHEREAS, the United States has investigated and is further investigating and preparing plans for the development of water and related resources of the Upper Klamath River Basin, including the area in California known as Butte Valley; and

3. WHEREAS, on February 24, 1917, an agreement was made for the term of fifty (50) years between the United States and a predecessor of Copco, which agreement was thereafter assigned to Copco, providing, among other things, for the construction of Link River Dam, Klamath County, Oregon, for the purpose of regulating the level of Upper Klamath Lake, and said agreement has been amended and supplemented from time to time; and

4. WHEREAS, the parties deem it to their advantage and to the best interest of the users of the water in the Upper Klamath River Basin that a new agreement be entered into for a period of fifty (50) years, upon the terms and conditions hereinafter expressed;

NOW, THEREFORE, in consideration of the premises and the mutual covenants hereinafter contained, the parties hereto agree as follows:

1. WHEREAS, the United States, pursuant to the Federal Reclamation Laws, is now engaged in the reclamation and irrigation of lands lying in the State of Oregon and in the State of California, in the vicinity of Klamath Falls, Oregon, known as the Klamath Project; and

2. WHEREAS, the United States has investigated and is further investigating and preparing plans for the development of water and related resources of the Upper Klamath River Basin, including the area in California known as Butte Valley; and

Weather

FORECAST—Klamath Falls and vicinity: Fair through Wednesday. High Wednesday 97, Low tonight 63.
High yesterday — 86
Low last night — 54
Precip. last 24 hours — 0.12
Since Oct. 1 — 7.0
Same period last year — 14.56
Normal for period — 12.42

Connie May Slash Coast Areas Soon

WASHINGTON (UP) — Hurricane Connie, a giant storm packing 15-mile an hour winds, moved up the Atlantic Seaboard about 500 miles off the coast today.

Hurricane warnings were posted on the North Carolina and Virginia coasts and the Weather Bureau alerted the entire coastal area from Norfolk to New York City for a possible extension of hurricane warnings in that area during the next 24 hours.

The first high tides and pounding surf kicked up by the big storm slapped against the Atlantic Seaboard.

ALERTED
Navy, Coast Guard and Marine bases on the Virginia — Carolina coasts battened down, placing all personnel on 24-hour alert.

The Navy began evacuating planes from the Norfolk Naval Air Station, the Naval Auxiliary Air Station at Oceana, Va., and other bases.

The Marine Air Station at Cheery Point, N. C., evacuated most of its planes yesterday.

The Navy put all vessels able to move on a four-hour alert to move out to sea to ride out the storm.

Three aircraft carriers left Hampton Roads yesterday and the battleship Iowa and the heavy cruisers Macon and Des Moines were moved from piers to harbor anchorages to facilitate their leaving "if it becomes necessary," the Navy said.

Hurricane Connie had slowed her pace to 10 to 11 miles an hour. Coastal areas of North and South Carolina were put on "critical" alert for the next 12 to 24 hours although the Miami Weather Bureau acknowledged that the big blow's course could swing away from the mainland.

HEAD HOME
The North Carolina Air National Guard abruptly interrupted its annual encampment at Savannah, Ga., ahead of time and flew for home because of the storm. The encampment will be resumed when hurricane danger is over.

In mid-morning, the hurricane center was 470 miles east of Jacksonville, Fla., and 370 miles south-southeast of Cape Hatteras, N. C.

Small craft warnings were raised from Jacksonville, Fla., to Block Island, R.I. The Navy sent its big ships out to sea from Hampton Roads. Some military planes were evacuated from the coast. The Red Cross went on alert.

NOT CLEAR
A weather forecaster said that although the hurricane has gradually shifted to a northerly course that would keep it at sea "it isn't time yet to say it has cleared land."

"With it slowed down like this we can't say what it will do even though it might look like it will miss land," he said.

The Miami Weather Bureau in a midnight EDT advisory located the storm at (28.8 north, 73.0 west) about 450 miles east of Titusville, Fla., and said it was moving northward about 12 miles per hour.

The Weather Bureau predicted, cautiously, that Connie would continue the present course and relatively slow forward speed for the next 12 hours, and bring high tides to Florida, Georgia and Carolina shores by tonight.

Observers on hurricane hunter planes tracked to Connie 24 hours a day reported the hurricane, now full grown after moving five days over water, packed winds of 125 miles per hour near the center.

"Hurricane winds (75 miles per hour or above) extend out 120 miles to the north and east and 80 miles to the southwest, and gales extend out 350 miles to the north and east and 150 miles to the southwest," the report said.

One engine of a B20 reconnaissance plane with 12 men aboard conked out in the calm "eye" of the hurricane Monday and some crew members kissed the ground after they flew back through the tempest unharmed with a broken fuel line.

Capt. George Newkirk of Lindsey, Calif., commander of the Air Force plane, said he feathered the idle propeller of one of his two starboard engines, trimmed the plane and "hailed out of there fast."

The cool Canadian air extended over the northeast quarter of the nation. Early morning temperatures were in the upper 40s and 50s through the northern tier of states from Wisconsin and Michigan eastward and ranged into the 60s as far south as Mississippi, northern Kentucky and Virginia.

It also was cool in the northern Rockies, the Pacific Northwest and along the Pacific coast.

But temperatures were mostly in the 70s in the Southern states, and in the 80s in parts of Texas. The warm weather extended northward through the plains but the humidity was less. It also was warm in the central and southern interior sections west of the Rockies, with Blythe, Calif., reporting 93 degrees during the night.

Watering Grog Held To Be Legal
ST. LOUIS (UP) — A bartender can add water to whisky, the U. S. Court of Appeals ruled, but can't put more whisky in the bottle.

The 2-1 decision was handed down yesterday on the basis that the federal law forbidding the addition of "any substance" to a partly filled liquor bottle referred to a "substance" on which a tax is due. No tax is due on water.

The ruling was on the government's appeal of eight cases which had been dismissed in St. Paul, Minn.

Shrine Circus
The Polack Brothers-Shrine Circus will appear in Klamath Falls August 12 and 13 and, to facilitate handling of tickets, a desk has been set up in the lobby of the Willard Hotel. Tickets and information will be available at the desk from 9 in the morning until 5 in the afternoon from now until circus time.

Lee Carter
LEE CARTER, chief clerk of Southern Pacific's traffic department, was the man chosen by the 9 o'clock photographer this morning. Carter lives at 421 Alameda.



NOTHING BUT CHARRED WRECKAGE was left after the fire that razed the repair shed at Tulana Farms Sunday night. This picture, taken Monday morning, shows some of the various equipment that was destroyed in the big blaze. Stuart Hensel is shown packing out a piece of the wreckage.