

LETTER FROM WASHINGTON

By Rep. Harris Ellsworth
4th District

Right now no one seems to have any clear cut ideas as to what is going to be taken up on the floor of the House as first order of legislative business. Held over from last year was a rule making in order the consideration of the Upper Colorado project. Otherwise nothing is ready for floor debate other than such bills as might be handled by unanimous consent. I have heard that the committee may make some revisions in the Upper Colorado bill so if that is true the present program is indeed a blank. Meanwhile the chairman of the Rules Committee told me that he has no meeting of that committee planned for the immediate future. Bills are cleared by the Rules Committee before they get to the floor.

The most discussed subject at present is the flood disaster problem. Not only have we recently suffered unprecedented damage from floods in Oregon and California but since Congress recessed last summer floods have ravaged New England and the North Atlantic states. Of a total of 43 bills and resolutions introduced the first day of this session, 30 of them had to do with the flood problem. The big question is: How can the Federal government act most quickly and efficiently first to help the present disaster areas and next to do more to diminish flood disaster in the future? The bills thus far introduced divide about equally between immediate aid and future protection.

The most constructive idea for immediate action is to increase the disaster loan authorization for the Small Business Administration. I along with several other members have introduced for that purpose a bill. We do not propose to increase total loan authorization of SBA we merely would make any or all of the \$175 million existing authorization available for loans in disaster areas. Without this change in the law only \$445,000 remains in the revolving fund from previous

British Make Bribery Claim

LONDON (AP)—The Colonial Office announced today it had evidence Chinese Nationalists bribed a cleaner at the Hong Kong airport to time-bomb the Indian plane which crashed last year with a party of Chinese Communists bound for the Bandung conference. A Colonial Office statement said the cleaner, Chow Tse Ming, stowed away to Formosa five weeks after the crash. It explained that Nationalist officials had refused repeatedly to extradite him for trial on a charge of conspiracy to murder.

"Despite intensive and continuing investigation it has not yet proved possible to bring charges against any other persons who participated in the crime," the statement said. The Air India plane collected the Red party at Hong Kong April 11, it crashed in the South China Sea after an explosion while approaching Indonesia. Fifteen persons, including Chinese Red officials and Communist newsmen, were killed. The Peiping government accused the Nationalists and the United States of sabotaging the plane, and British authorities in Hong Kong of ignoring a Red Chinese warning. The United States denied the charge, and the British said all possible precautions were taken. The Colonial Office said investigators learned after Chow fled May 18 on a plane for Formosa that he admitted complicity in the crash on four separate occasions. The statement added that he had had hundreds of dollars beyond his normal means and also told of being promised a reward of 600,000 Hong Kong dollars (\$84,500).

Mate Nabbed For Wife Death

CASPER, Wyo. (AP)—Arrested minutes after he posted \$10,000 bond for his first wife yesterday, James Alexander, 48, was charged with first-degree murder of his second wife Barbara. Her body was chipped from a concrete tomb in the basement of the Alexander home 37 days ago. Police seized the balding former high school teacher in District Court after he signed bond for Mrs. Rose Alexander, 42. Rose was arrested Dec. 7 and charged with her rival's death. She was released from jail after Alexander posted bond. Officers ended an 18-month search for Barbara Dec. 5 when they dug her remains from the basement. Rose testified at a coroner's inquest that Barbara, 27, died accidentally in July 1953 when she tripped and fell into an excavation at the home, toppling a pile of bricks onto her. Rose said she returned to the home two days later and buried Barbara, and thereafter shared Alexander's residence at his bidding. Alexander and Rose were divorced in 1950. He and Barbara, who had lived with the couple for some weeks before the divorce, then were married. Rose continued to live with them briefly, Alexander said at the inquest. Alexander has said he knew nothing of Barbara's death until her body was found. He said he thought she had left him. Alexander's preliminary hearing is scheduled Jan. 16. No trial date has been set for Rose.

REWARD OFFERED
GEORGETOWN, Ky. (AP)—George Gaines, garage owner, offered a reward to—not for—thieves yesterday. He said if valuable papers stolen from his safe were returned, he would let the thieves keep \$200 also taken, would give them \$150 reward and would not prosecute. He said the safe contained records and other papers.



HUGE TIRES for a land-leveling machine were unloaded here last week by the Monarch Tire Service, 315 South Sixth, E. L. "Asia" Miner, partner in the firm, is shown standing in front of two of the huge 24,00 x 32 tires. The land-leveling machine uses four of these tires and is owned by Max Hooper.

Sealed Bids To Be Called

A bid invitation is on display at the Klamath Falls Builders Exchange, announcing that sealed bids will be opened at 2 p.m. on January 30 at the purchasing and contracting office, Hamilton Air Force Base, for the rehabilitation of 12 existing buildings at the local air base. The remainder of the structures are one-story buildings and will be used for offices, shops and warehouses. Work includes cleaning and repairing of each building, repairing or replacing roofs, steps and sidewalks, electrical and plumbing fixtures and in some cases, installation of new heating plants.

Pilots End Third Phase 'Operation Deep Freeze'

By SAUL PETT
McMURDO SOUND IN THE ANTARCTIC — Navy pilots of Operation Deep Freeze have completed their third flight in a series of exploratory missions over towering plateaus of the Antarctic never before seen by man. As a result, much of the white

Weed Cub Pack Reveals Theme

WEED—"Pirate Waters" will be the theme for the January Weed Cub Pack meeting slated for January 24. Plans for the monthly meet will be completed at the pack committee meeting to be held January 17 at the Harry Koch residence with Floyd Quigley, committee treasurer, as host. Members of the committee to attend the meeting include Arthur Fish, chairman; Harold Cedros, cubmaster; Leno Lenz, assistant cubmaster; Gerald Rubli, Max Layton, Henry Reents, and W. M. Runyan, committee men. Den mothers of the cubs are Mrs. Bryce Pease, Den 1; Mrs. Arthur Michaels, Den 2; Mrs. Allen Henry and Mrs. Herman Gray, Den 3; and Mrs. Charles Davis, Den 5.

curtain hanging over vast unknown areas of the Antarctic quadrant facing Australia has been punctured and thousands of miles of completely uncharted, forbidding ice cap now are recorded on aerial maps.

The twin-engine Neptune which set its skis on McMurdo Sound's ice Friday completed what is believed to be the longest flight ever made over this continent—2,900 miles round trip from the Ross Sea Coast to the Knox Coast.

On Tuesday a four-engine Sky-master circled over the pole for 30 minutes before returning to base here. It was the third time in history that the pole has been conquered by air. The man who did it twice before—Rear Adm. Richard E. Byrd—has not as yet made any long flights on the current expedition.

On Wednesday another Sky-master headed out into completely unknown areas of the Western Antarctic and discovered two mountain ranges and a huge ice-covered plateau 13,000 feet above sea level.

The last two flights came within sight of base areas assigned to the Russians under the International Geophysical Year program.

But the crews saw no sign of the Soviets. (Moscow Radio reported Saturday that the Soviet Union team had landed on the Antarctic ice cap and sent off ski teams to explore inland.)

The polar flight came about by accident. The Sky-master's original mission was to penetrate unknown areas of Wilkes Land, but the pilot, Lt. Col. Hal R. Kolp, U. S. Marine Corps, of Akron, Ohio, ran into a severe whiteout. After repeated attempts to pass the phenomenon by which the horizon is lost in whiteness, he headed south to the geographic pole.

The fliers recorded that the pole area has an altitude of 9,700 feet and described it as flat and full of snow drifts. They said it had the appearance of a "white, stationary sea."

The second flight with Lt. Cmdr. Henry P. Jordan of San Francisco at the controls, covered 2,100 miles round trip. The deepest point in the Antarctic interior was reached by Jordan and his nine crewmen. It was latitude 80 degrees south and longitude 90 east.

This area, the fliers found, had an ice cap of 13,000 feet making

it one of the world's highest plateaus. They were forced to fly only 500 feet above the ice, because the crew had no oxygen as a result of a leak.

By the time they returned to McMurdo Sound all had headaches from the lack of oxygen. The Neptune piloted by Lt. Cmdr. John H. Robert of Carnel Valley, Calif., flew to Vincennes Bay on the Knox Coast and then traveled westward 120 miles before returning to McMurdo. The flight took 14 hours, Robert and the crew of six found it "completely barren." Visibility was good, but the scenery had a dull sameness.

The men aboard this plane also had the distinction of seeing the first twilight since the expedition arrived Dec. 17 in the season of perpetual daylight. They did this by flying slightly north of the Antarctic Circle before returning to home base.

Navy officials disclosed that a tractor used on an exploratory mission plunged through an ice crack carrying the driver to his presumed death. He was identified by the Navy as Richard Thomas B. Williams, son of Mr. and Mrs. John R. Williams, Mohawk, N.Y.

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