

The Herald and News

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Flying Threat

By BILL JENKINS
Over the course of the past year there has been considerable publicity put out on the so-called flying platform. This is the gadget the Navy has been triggering around with which consists of a round platform with a motor in the middle and a railing around the outside which will support a man in flight by a complicated and completely mysterious, to me, system of air jets.

As near as I can find out by reading about it, the contraption is steered by the operator leaning one way or the other which in turn tilts the platform and causes it to veer in that direction. If he leans forward, he goes down; if he leans back, he goes up.

This is all well and good, but what in the world is going to happen when the gadget is put on the open market and anyone who wants to can own it? It will be a greater threat to privacy than the glass house. Can you imagine living in a world where the sky is continually filled with commuters whizzing back and forth over your back yard?

The only way to have a little time to yourself and free of prying eyes would be to emulate the mole and go underground. On top of that, it will mean a virtual end to the wilderness areas where our outdoor enthusiasts now spend their time in hunting and fishing. With such a flying platform no area would be protected from invasion by that breed of tin can tourists who are too lazy to walk in but would be quite willing to fly in.

If and when that day arrives, buildings will have direction signs on them, and I suppose we'll have air highway direction signs hanging from balloons or some such contraptions to direct the flow of overhead traffic.

Going a little further into the subject, I can see where it will complicate the matter of traffic accidents, too. When you smack into the guy ahead of you at an intersection now, usually the worst you do is crumple up a fender. But at least you've got good solid ground under you to step out on. What's going to happen when a couple of these airborne devices crack up on a turn? That first step may be a long one.

And, of course, there has to be the bibulous note. With this method of steering by leaning one direction or the other, what's going to happen to the tipsy chairman when he staggers out of his favorite haunt, climbs into his flying platform and weaves off into the wild blue yonder? It may take the poor chap hours or even days to get home again even after he finds out where he is after he finally lights.

The only good point that I can see about this new invention is that it would be an eventual answer to the highway congestion problem. At the rate that they're building automobiles in this country today, I predict that in the not-too-distant future all highways will be hopelessly jammed and we'll have to either build fresh highways over the roofs of stalled cars or take to the air.

Oh, well, no sense in crossing bridges until we get to them. There is more bad news for men in the clothes line. I have it on good authority from an expert who's supposed to know that this fall will see the rebirth of brilliance in male plumage after the dark age of charcoal grey and black. Furthermore, this new trend is being sparked by the use of a metallic yarn woven into the cloth so that you will glow in the dark, practically.

As this gloomy prophecy echoes out from the clothes conscious corridors of Gotham, it sounds to me like the death knell of the few remaining dollars in papa's wallet. First the fashion designers look tweedy old clothes and plunged us into funeral black and, now that they've got the men of the nation looking like a bunch of undertakers, they turn right around and say that we must have gay and brilliant plumage in the hopes, I suppose, that all of us will promptly rush out and burn our old black coat and go down and buy a purple one with a gold thread in it. Or perhaps a coral pink suit with a blue line.

As with almost any change or anything new, I'm against it. Personally, I'll be quite happy when the men's styles swing back to the good old days of leather britches and a simple shirt.

As one final, despairing note I'd like to quote from the news release which came across the desk. It says and I quote: "gold embroidery will be used on sport shirts with a foreign flavor, adding that important touch of richness to Italian-inspired shirts with continental collars, Mexican wedding shirts, and Mandarin-collared shirts with an Oriental influence."

All I want to know is, what's wrong with producing some good old American influence?

ian officials, representatives of the press media, members of Congress, and military personnel from nations friendly to us, just what the tax dollar is being used for in the aerial defense of the U.S.

Within the limitations imposed by security regulations, the very latest of aircraft and weapons as used by today's supersonic Air Force are demonstrated at this show put on by the Air Proving Ground Command.

Over 5,000 selected civilians are invited each year by the Air Force to witness the demonstration. Included in the group are members of the Ground Observer Corps from all over the nation, press representatives from metropolitan, and smaller city daily newspapers, and radio and television men. Civic officials from cities and counties near Air Force bases all over the U.S. are also among the invited guests.

The Klamath Falls area was given a quota of two persons by the Air Force and Mayor Paul Landry and this Herald and News staff member were invited to attend the show by Col. Samuel Grashio, commander of the 408th Fighter-Interceptor Group at the Klamath Falls Municipal Airport.

The two local men were flown to Hamilton Air Force Base, California Thursday, October 4 in a USAF twin-engine C-45 transport aircraft by Lt. Col. Robert Larson, who also is stationed at the Klamath air base.

On Friday, October 5, a flight of two C-47 twin-engine transports took an assembled group from Hamilton to Phoenix, Arizona. These transports, a part of the 2317th Air Transport Squadron at Hamilton, are fitted with seats and other appointments just like civilian airline transports.

One of the groups was made up of Ground Observer Corps members, both men and women, from all over the several Western states. The second group consisted of newspapermen, radio and television representatives from the San Francisco Bay Area and civic leaders and county officials from Marin County.

After an overnight stop in Phoenix, the two groups were flown to New Orleans, Louisiana for an overnight stop. Early Sunday morning the two aircraft flew to Eglin for the afternoon firepower show. It was necessary to fly in on the day of the show because Eglin did not have housing facilities for the 5,000 visitors. Visitors from other parts of the U.S. were flown in from other cities on the day of the show.

The actual firepower demonstration was put on with split-second precision. The audience, seated in bleachers similar to football stands, was treated to examples of precision flying and highly accurate firing of rockets and machine guns. Each part of the demonstration followed on the heels of the section preceding it without a hitch. Anyone who has flown knows how much preparation and work went into making this firepower show the spectacular and exciting demonstration that it was.

After the show ended, the two groups of civilians from Hamilton were flown back to New Orleans. On Monday, they flew to Vincent Air Force Base, Yuma, Arizona for a briefing on the rocketry firing competition now underway at that base. The actual firing in the competition did not begin until last Saturday; but the Hamilton groups were given informative briefings on the purposes of the meet by two top men stationed at this jet training base. Lt. Col. James Jabara and Lt. Col. Vermont Garrison, both aces in World War II and Korea conducted the briefings.

I'm sure every layman who saw the Eglin demonstration, or the Yuma rocketry firings, comes away with a new concept of what our Air Force is accomplishing with the billions in U.S. tax monies used by it each year.

Of course, the Air Force is primarily concerned with presenting to the people of America its needs and accomplishments in the best possible light. This is understandable, and this writer feels that by showing a cross-section of U.S. citizens this firepower show each year they do a commendable job in unveiling just how, and with what types of aircraft the Air Force is accomplishing the defense of the nation from aerial attack.

In a democracy, commensurate with security regulations, the more all the people know about what their civilian and military leaders are doing in conducting the affairs of the nation, the healthier that nation will be. Hats off to the U.S. Air Force for its fine public relations and for doing a grass-roots job in spreading the word for air power in this supersonic age.

Geology

By KEN McLEOD
Within the growing frame of the science of geology there was bound to develop conflicts with certain aspects of theological thought pertaining to some phases of natural science because of the very roots out of which opinions of man were formed. The opinions of man has been influenced by the soil and topography in the region from which he comes therefore the science of ge-

ology plays an important role in the thoughts of man. Since our theological and our scientific ideas, come largely either out of ancient Greece or ancient Israel we find that the land itself has created conflicts of thought in the minds of men.

Hebrew thought was tremendously influenced by the Babylonian civilization on the great flood plain of the Tigris-Euphrates which is a flat desert region a quarter-thousand miles wide. To all appearances, therefore, to Babylonian and Hebrew the world was flat and hence must of necessity have an end beyond which was "mystery." The changeless stars circled the sky without haste and without rest and the world itself apparently never changes. What men learn in a flat country with a clear sky is colored by their environment. So when the Jews brought back from Babylon the beginnings of the three great leading religions of the world to come, it was colored by the hue of the desert.

The ancient Hebrew knew astronomy and so far as their science affected their religion, it was the stars and not the earth that held the dominance of the mind. They knew no geology, because the hard rocks of Mesopotamia were a hundred feet down where no one could see them beneath the great flood plain. The Jews, therefore, with Christendom and Islam after them, missed the quite different twist which an acquaintance with the rocks gives to a philosophy.

Not so the ancient Greeks. There was a rough country, both varied and interesting, out of which they quarried marble and dug metals. They also were seafarers and travelers and they had such a native bent for natural science as no peoples have had before or since, unless it be our own time.

Geology is a somewhat peculiar field of knowledge. It does not, as many sciences do, progress almost altogether because some uncommonly able man has a flash of insight, or puts in years of hard thinking, or piles up and analyzes complicated evidence. All this does, of course, happen in earth science as in other fields. But the earth, unlike various other sciences, has a way of answering its own questions. Wise men wrestle vainly with an unsolved problem. Then somebody, only moderately wise, just knocking around the world happens upon the particular spot where the evidence is spread out most simply and clearly, for any man with his eyes open to read directly out of the stone book. So it developed that the Greeks who were born sailors became the first geologists. After them have come the British. Both have been able, impatient amateurs, however, there was a great space of time between them—the Greeks from the sixth century B.C. and the British of the eighteenth century A.D.

The Greeks of the ancient world living in a mountainous region saw clearly the development of various sedimentary rocks and in their alert and open mind interpreted what they saw in the only reasonable way. Conglomerate deposits, the so called "puddingstone," was obviously a mixture of water-rounded pebbles cemented together by sand. The observant Greeks came to the conclusion that puddingstones, sandstones, shales and slates were obviously nothing more or less than pebble beaches and gravel bars and sand banks and deltas and mud flats of the human period hardened into stone. These stones sometimes were very hard and sometimes only just a little harder than the loose material to which they so evidently corresponded. The Mediterranean world where all our history starts is pretty much a district of just three kinds of stones. Europe, fortunately, with northern Africa and western Asia, is mostly a region of stratified rocks, generally about horizontal, not much altered from their original condition, and so obviously indurated sand, mud and gravel that all ancient people, who had the least interest in understanding the reason of things, seem to have come to the conclusion that these stratified rocks were what they actually are.

The Hebrews did not do this, because they had no interest in science except what they took at second hand. The Mesopotamians did not, because their stratified rocks do not show. But the Hindus did, and the Egyptians along with the Greeks who always saw everything in sight and always wanted to explain everything they saw.

Engineers

By HAL BOYLE
GREENWICH, Conn. — There is a young gal engineer here who holds down a top job in building America's guided missiles—but admits she can't fix her own motor car.
"I can change a tire," said Ruth Harlam, smiling. "But if anything goes wrong with the motor, I take it to the garage, just like everybody else."
The current national shortage of trained engineers has broken down much of the old antipathy against career women in this field. At 32 Miss Harlam, dark-haired and quietly attractive, is a

They'll Do It Every Time

By Jimmy Hatlo
TREMBLECHIN STICKS UP HIS NOSE AT ANY NEWFANGLED DESSERT HIS FRAU UNFURLS...
WELL, AT LEAST TASTE IT—IT'S DELICIOUS! GLUE-BERRY PUDDING—I SPENT ALL AFTERNOON MAKING IT—
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I DON'T WANT TO MAKE A PIG OF MYSELF, MRS. CUBEB, BUT MIGHT I HAVE SECONDS ON THAT WONDERFUL DESSERT? BY THE WAY, WHAT IS IT?
GLUEBERRY PUDDING... YOU OUGHT TO KNOW—YOUR WIFE GAVE ME THE RECIPE—
WITH A TIP OF THE HAT TO MANY CONTRIBUTORS—

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