

Chevrolet Featurama Show Open To Public On Monday

The 1959 edition of the Chevrolet Featurama, one of the nation's most spectacular traveling shows of automotive engineering advances, is on its way to Klamath Falls.

Consisting of a group of intricate, hand-built, animated and mechanized displays, the unusual exhibit dramatizes the latest progress in automotive design. It will be open to the public at 410 South Sixth Street, from 9 a. m. to 4 p. m. July 6th under the sponsorship of Dugan and Mest Chevrolet.

Created in an entertainment and educational concept similar to that of the General Motors Motoramas and the largest automobile shows, the Chevrolet Featurama is expected to be seen by about 30 million people over the next several months.

A number of new exhibit pieces never before shown in this area are included in the 1959 Featurama. One of the most spectacular is a Chevrolet passenger car sliced

almost in half to show many engine and chassis parts. An intriguing "truck selector" makes choosing a truck colorful and exciting. The safety of the latest brakes, tires and other automotive parts is ably displayed in a special mechanical exhibit.

Exposed moving parts in the cut-away car are kept in continuous motion by concealed electric motors. Twelve binocular sound stations located around the railing of this display offer a complete running commentary with music.

The "truck selector" will give truck users a unique way of choosing the right truck for specific job requirements. They will simply move a lever on the selector to any one of 11 positions. Then, another lever is pulled and twelve illuminated reels spin briefly, before coming to rest and showing all pertinent information about Chevrolet trucks in the category selected.

Basin Briefs

Joint Picnic—Catholic Daughters of America and Knights of Columbus will hold their annual joint picnic at Main Park, Sunday, July 19. There will be swimming from 10 a. m. to 12 noon. Members are asked to bring a picnic lunch and table service.

Visiting—for a week with Mrs. Elizabeth M. Loosley in Fort Klamath was her great-granddaughter, Janet Holliday, Klamath Falls.

Return—Mr. and Mrs. Robert N. Latzy and three children returned last Friday to their home in Fort Klamath after a month's vacation trip during which they visited relatives and friends in Ohio. On the trip back to Oregon, they visited Yellowstone National Park.

From Texas—Mrs. Tom Kizer of Brownsville, Texas, arrived in Fort Klamath Tuesday, June 30, for a month's visit with her son and family, Mr. and Mrs. Hollis Kizer and their three children.

To Coast—Mrs. William C. Martin, Fort Klamath, and Mrs. J. F. McHenry, Tulelake, spent several days in late June visiting at Coos Bay with Mrs. Julia Harnish and daughter, Hedwig.

Houseguests—at the home of Mr. and Mrs. William Zumbun, Fort Klamath, are her sister and family, Mr. and Mrs. Dick Marshall and sons, Richard and Bobby, Porterville, California.

From Wisconsin—Former Fort Klamath residents, Mr. and Mrs. Jerry King of Merrill, Wisconsin, visited friends in Klamath Falls, Chiloquin and Fort Klamath last week.

From Modesto—Mr. and Mrs. James H. Orth, Modesto, visited last week in Fort Klamath with his mother, Mrs. Edna Page Orth.

To Medford—Bill Nicholson, Elmore Nicholson and Lorin M. Street, Fort Klamath, traveled to Medford June 26 to see the televised championship fight shown in a theater there.

To Reno—Spending the Fourth of July weekend in Reno are Mr. and Mrs. Bob Woodman and Jessie Long, Tulelake.

Visiting Daughter—Mrs. Addie Milligan, Tulelake, left Thursday for Bakersfield where she visited her daughter and family, Mr. and Mrs. Bob McLeay over the weekend.

Plan Move—The Roy Spangler family, Tulelake, is leaving this week for Coquille where they will make their home.

Michigan Visitors—Mr. and Mrs. Kenneth Carsner and children of Pontiac spent last Tuesday and Wednesday at the Bert Ryckman home, Tulelake. Mrs. Carsner is Mr. Ryckman's niece.

CHAMBER COMMENTS

by GEORGE T. CALLISON

Assistant Mgr. KLAMATH COUNTY CHAMBER OF COMMERCE

In the seven short weeks I have been associated with the Klamath Chamber of Commerce, a number of conferees and acquaintances from my days as a newsman have asked me, "Just what does a chamber of commerce do?" While the question was sometimes asked as a good-natured rib, it often was posed in good faith and in all seriousness. And it started me thinking that if just a few reasonably intelligent acquaintances of mine don't understand the operation of a chamber of commerce, chances are a lot of people don't.

The trouble is, accurately delineating the chamber's activities isn't easy. You start out by explaining that a chamber of commerce is a voluntary organization composed of the community's businessmen, industrialists, farmers, ranchers, attorneys, physicians and other professional men, which has as its object the promotion of the community's agricultural, commercial, industrial, civic and social interests. And right away they come back with "Gimme a fr instance."

Well, in Klamath County, it has meant in recent years, lending the group's influence and energies to such projects as construction

of the west side by-pass and a new terminal building for the airport; working with other agencies in attaining active status for Kingsley Field (Air Force base); focusing attention and action on the need for a new community hospital and a new campus site for Oregon Technical Institute; supporting, through briefs and participation in oral hearings, the community's best interests in air service cases; intervening in tariff and freight rate matters pertaining to the alsike clover and potato crops and the cattle industry; spearheading a study of algae conditions in Upper Klamath Lake; promoting the tourist industry through such projects as production of a 15-minute television film, printing 150,000 four-color folders, and constructing and manning a special state life information booth this Centennial year; and conducting resource, power, water and land surveys, to influence new industries into locating in this area.

The chamber's most conspicuous success story in this last regard, of course, saw its culmination this week in the official opening of the 12,000,000 dollar Johns-Manville insulation board plant north of Klamath Falls. Not that there weren't others who were instrumental in the plant's location here . . . notably among them the Herald and News editor and publisher, Frank Jenkins, who waged a personal 25-year campaign to find a feasible commercial use for this area's plentiful "weed tree" — the lodgepole pine.

Jenkins' contribution was publicly acknowledged at the opening ceremonies last Tuesday. Public recognition also was given the chamber of commerce at a Monday evening press conference when A. R. Fisher, president and chairman of the board of Johns-Manville, credited R. Frank Tucker, chamber manager, with playing a vital role in securing the Klamath Falls location for the new plant.

Air Force Academy Tour Impressed C Of C Chief

Editor's note: This is the second installment of a report on a tour by Klamath Falls business and civic leaders of Air Force installations in Colorado Springs and the McDonnell Aircraft Corporation plant in St. Louis. The preceding article concerned operations at Air Defense Command headquarters.

By R. FRANK TUCKER
Manager, Klamath County Chamber of Commerce

Needless to say, when we wandered out of two briefing sessions at Colorado Springs, plus the actual "participation" in the Combat Operations Center of a mock attack, we were staggered by the magnitude of what we had seen. To have observed—yes, to have been able to comprehend and assimilate—only partially. Our next step was a visit to the United States Air Force Academy.

Twenty miles north of the city of Colorado Springs, under the escarpment of the Rampart Range, is the permanent home of the academy. Authorization of this installation was made possible by an Act of Congress in 1954. Obviously, many areas around the country were attempting to locate this magnificent institution in their own locale.

After careful screening, the secretary of the Air Force made the final decision. Having tramped up and down these United States, it is my opinion that no better site selection could have been made. With a military reservation of nearly 18,000 acres, the timeless architecture for the cadet structures and support buildings nestles into the five rolling valleys. Sixty miles of paved roads take the visitor to these many units which comprise the whole of the academy.

An articulate Air Force captain by the name of Poulton gave us a memorable tour. He explained that the academy's mission is to provide instruction, experience, and motivation to each cadet so he will graduate with the qualities of leadership and the knowledge required of an officer in the United States Air Force, and with a basis for continued development throughout a lifetime of service to his country, leading to readiness for responsibilities as a future air commander.

As we toured through the campus grounds and then the buildings, we mentally placed ourselves in the varying stages as a cadet progresses through his four years—a four-year program of general education and military armanship. The discipline, the comradeship, the heartaches, the joys, the never-deviating vision of successful completion of a course of study . . . not exceeded by any college or university—these are but a few of the reactions we felt on this trip. A dining hall 275 feet square inside . . . enough to seat 3,000 cadets at one time. Feed them all and have them on their way in just 40 minutes! This hall without one support pillar inside!

The cadet quarters where two men sleep and study. The planetarium, the gymnasium and where the new chapel is to be erected—all these we inspected in awe. Speaking of the chapel brings back the statement made by the tour officer, "Each cadet is required to attend the church service of his choice each Sunday during his four years at the academy."

Someone asked, "How do the cadets get about?" The answer was simple of course. No cadet may have a car until his last three weeks as a first classman (senior).

The rest of the time, he marches in formation to all classes, to meals to any assembly whatever—unless, of course, he has functions many miles from the base. Buses are then provided. (One thing we found out, the buses haven't changed a bit since our stint in the military!)

What does the cadet have in the way of a course of study? If he were taking engineering, 75 per cent of his curricula would be in science and math. If he were taking liberal arts the percentage would be in favor of the humanities. At the academy his academic curriculum is nearly equally divided between scientific studies and social sciences—humanities.

During his four years, he accumulates 64 semester hours of scientific studies; 65 hours of social sciences and 12 hours of armanship studies. In the scientific, he has 16 semester hours of math; four of charts, maps and drawings; six of chemistry; nine of physics; six of statics, dynamics and mechanics of materials; nine of electrical engineering; six each of aerodynamics and thermodynamics and two of design appreciation. In the social sciences he has 16 semester hours of English; two and one half hours of logic; two and one half hours of geography; five hours of psychology; six hours of history of world civilization; five hours of U.S. history; two hours of U.S. government; four hours on various phases of economics; two hours on national security; four hours on foreign governments and international relations; three hours on law; three hours on military history and 10 hours on foreign language. Pretty well balanced don't you agree. Small classes too. About twelve to the teacher. If the cadet feels for one reason or another he hasn't gathered all he should have during one day's lecture, the professor is on tape for evening tutoring! Actually, the whole course of study during four years might be considered one of tutoring.

What about the qualifications of the faculty? Faculty members have been selected from among regular and reserve Air Force officers on active duty. The faculty averages five years' college level teaching experience at civilian institutions or at the United States Military and Naval academies! Once through this physical plant, a person stands in reverence of what our government is doing for its future leaders. In the foyer of Harmon Hall, where the superintendent maintains his offices, is a very impressive plaque. Its inscription reads — "One Hundred Years of Leaders". On this is inscribed for all time the name of the cadet who has graduated at the top of his class. It starts with a cadet named Hosmer, Class of 1958. One of the members of our party had a tour of duty with this cadet's father in World War II. One could but wonder whose name will complete the tableau in 2058.

As we departed from these grounds, the thought came to my mind that our government has been justified in every penny it has expended or will expend on this functional institution. From here and the other military academies will come the leadership of America. Whether or not the graduate chooses a lifetime of military duty or pursuit of a civilian vocation once his military obligations are fulfilled, these men will have been trained in the finest schools of leadership training on the face of the earth.

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Understandably, acknowledgment of this sort, coming from the top official of a firm of the stature of Johns-Manville, stands out as a highlight of the two-day ceremonies, so far as the chamber of commerce is concerned. But there were other highlights. Among them the statement by resident plant manager, W. H. Graman, that the weekly payroll now stands at \$28,000, with a total of 300 employees. Within 12 months, employment (and its attendant payroll) is expected to increase to 375.

Three other comments made by Fisher also bear repeating.

One was that the end product at J.M.'s Klamath Falls plant—making use of lodgepole pine—is, in some respects, a better quality product than that made of the southern loblolly pine.

Another was his statement — made several times — that the

"business climate" of Oregon in general and Klamath County, in particular, was a prime factor in determining their location here. And finally, Fisher's comment that as a general rule, you can count on other similar industries to follow, once one firm has established a pilot plant, so to speak, to do the pioneering.

What these new industries will be and where they will come from, no one can definitely say at the moment. But we have the opinion of one of the nation's prominent industrialists that they will come. And just as certainly, the Klamath County Chamber of Commerce will be putting forth a maximum effort to get them here to further augment the Basin's continually expanding economy.

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