

# West's 'Burglar Alarm' Described By UPI Chief

Editor's Note: Here is an exclusive dispatch describing a giant "burglar alarm" system that the Western powers are erecting along the Iron Curtain in Europe. Hitherto unpublished information in this dispatch has been cleared with the proper authorities.

By Frank H. Bartholomew President.

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NEW YORK (UPI)—A gigantic military communications system, designed to run an electronic fence around Europe's edge of the Iron Curtain, is nearing completion across an 8,445-mile arc from Norway to Turkey, United Press International learned today.

Eighty six powerful transmitting and relay stations across nine NATO countries constitute the electronic frontier facing the Soviet Union and its satellites.

This is the largest single package of its kind in history.

The project, already half completed, will cost between 50 and 75 million dollars in electronic installations alone. In addition, each host country contributes land, buildings and operating personnel.

Its purpose is to provide instant warning to the NATO nations and to the Allied supreme command post in Paris in event of surprise enemy attack at any point.

The great alarm system begins at a point 530 miles north of the Arctic Circle, then swings in a Turkish crescent to Asia Minor, interlocking Norway, Denmark, West Germany, England, Belgium, France, Italy, Greece and Turkey.

Feeder stations are under construction on the Faeroe Islands between Scotland and Iceland and on Malta, Crete and Cyprus in the Mediterranean.

The Norwegian section is already operational. Construction there was begun in May, 1957, and on Aug. 12, 1958, the system was quietly inaugurated. In a year and a half of intense military testing, it has demonstrated "circuit availability" 99.7 per cent of 24 hours daily.

Much of the program has been under security restrictions since its inception. Some of it still is. However, at the half-way point in construction, with the sensitive northern end already functioning and successful operation of the

entire network in sight, it is now possible to present a panoramic description of the whole.

It is called "Ace High." It stands for Allied Command Europe, high because the system is what the electronic engineers call tropospheric scatter forward and utilizes transmitters often located upon the highest mountain tops.

The section already operating in Norway is called "Hot Line." It was financed by the United States. Soon it will be melded into Ace High.

The tremendous job of synchronizing the station operators and maintenance personnel, who speak eight separate languages, will be undertaken in April in a school now nearing completion at the Italian air force base at Latina, 40 miles southwest of Rome.

Teacher will be International Standard Engineering, Inc., a subsidiary of International Telephone and Telegraph Corp., which engineered the entire project under contract with "SHAPE"—Supreme Headquarters Allied Powers Europe.

The students will be the young men, military and civilian, upon whose precise understanding of the highly technical data Europe's chances of survival may rest.

Heart of the Ace High network is the SHAPE command in Paris. To this control center any report of a sudden military move at any point along the whole long perimeter of the Iron Curtain will be instantly communicated.

A basic value of Ace High is that its operations are independent of the various national communications systems, which could be silenced by sabotage or sudden enemy invasion.

Further, it is not susceptible to interruption by atmospheric conditions or sunspots, as is ordinary radio. Nor can it be jammed by nearby enemy stations.

## OBITUARY KNIGHT

YREKA—Funeral services were held for George L. Knight, 70, Klamath River, Tuesday afternoon, March 8, at Girdner's Funeral Chapel, Yreka, with the Rev. Harold C. Coleman of the Yreka Methodist Church officiating. Interment took place in the family plot in the Evergreen Cemetery. Mr. Knight died in his sleep Friday morning, March 4. He is survived by three foster daughters who are also his nieces, Mrs. Agnes Wilmarth, McCloud, Mrs. Patricia Lucille Smith, San Francisco, and Mrs. Doris June Taylor, Yreka; a brother, Charles Knight, Sonoma, and a sister, Mrs. Alice Jensen, Redwood City.

## Sales Tax Passed

DUNSMUIR—The Dunsmuir City Council at a special meeting Wednesday night passed the one per cent city sales and use tax on the second reading of the ordinance. The first reading was passed by the city council March 5. The city sales tax will become effective April 1.

## A CURE-ALL

MEMPHIS, Tenn. (UPI)—City Judge Beverly Boushe dismissed charges of public drunkenness against James Neal, 55, Friday after Neal said he was trying to cure a gallstone attack with a home remedy compounded of beer, epsom salts, vinegar, water, gin and a cup of laundry blueing.

# CHAMBER COMMENTS

by GEORGE T. CALLISON

Assistant Mgr. KLAMATH COUNTY CHAMBER OF COMMERCE

The Harney County Chamber of Commerce in Burns is faced with a problem similar to one which confronted the Klamath County Chamber of Commerce nine years ago. The airport in Burns is not a paying proposition, and the chamber would like to correct the situation.

Harold Jones, Klamath Falls airport manager, and Ned Putnam, president of the Oregon Pilots Association, met with the Harney County Chamber this week to render all possible assistance. "Doc" Noggle, Bonnie Adamson—an avid private pilot—and I were fortunate enough to be passengers on the flight to Burns and return with Ned at the controls of his Aero Commander.

Following a chamber luncheon, at which Jones and Putnam stressed the value of developing private flying to increase airport revenues, these same two aviation enthusiasts met with the Burns City Council in a specially called meeting.

Although no two communities have the same airport problems, the combined efforts of the chamber, city administration and private flying interests can't help but save them. At any rate, it worked here.

It was in 1951 that the Klamath Falls city administration first approached the chamber for assistance in an airport situation characterized by a steadily worsening financing picture. Today, Klamath Falls has an airport with runways capable of accommodating all types of aircraft, including the heaviest jet airliner; navigational aids and safety factors equalled by only a handful of airports around the nation, and a fine new terminal building which will be for-

mally dedicated Sunday, March 20, at 2 p.m.

It would be foolhardy to even suggest that the chamber, alone, was responsible for this development. As in every instance where large-scale civic problems are solved, it took the combined efforts of a number of people and organizations. . . in this instance, the chamber, the city administration, private flying interests and many others.

The chamber did play a major role in two phases of the development. Since 1953, the chamber has presented—in behalf of the city and itself—several dozen briefs and petitions in connection with the Pacific Northwest Local Service Case. Untold weeks of study, research and preparation went into these documents—the latest of which unsuccessfully petitioned the Civil Aeronautics Board to re-consider its ruling against a West Coast Airlines route between Klamath Falls and Reno. This effort will continue, as long as there are matters to come before the CAB which are of concern to the community.

Luke Appling, two-time American League batting champion, will be a coach with the Detroit Tigers this season.

The chamber also played a major part in the reactivation of the airport as an Air Force installation. Aside from the obvious benefits of such an installation to the community at large, presence of the Air Force has meant a lot to the advancement of private and commercial aviation. The previously mentioned navigational aids and safety factors, installed at the expense of the federal government, have made the local airport one of the finest, most modern in the nation. The cost of these facilities—running well into seven figures—could never be borne by any community other than the largest metropolitan centers.

In this rapidly developing age of flight, Klamath's airport will undoubtedly develop new problems from time to time. As they develop, the chamber will stand ready, as it has for the last several years, to help solve them in the best interests of the community at large.

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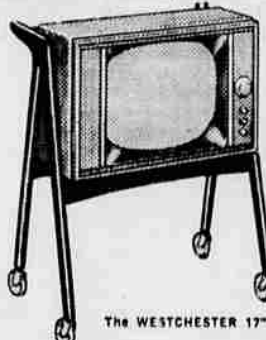
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## Basin Briefs

Mr. and Mrs. Clarence Parker, Dairy, visited Carlsbad Caverns National Park, New Mexico, recently.

Mr. and Mrs. W. E. Goode, Macdoel, were dinner guests recently at the home of Mr. and Mrs. Floyd Breeding, Mount Hebron.

Mrs. Leonard Ramsey, Keno, has been ill with the flu. She is recovering.

Claude Newcombe, New Pine Creek, was reported ill with the flu recently.

The Jim Whitts, Macdoel, dined recently with George Doran and Ada Cooper of Dorris.

Mr. and Mrs. Vester Wilburn have returned to Keno after spending the winter months in their former Alabama home town.

The O. K. Johnstons, New Pine Creek, left Monday on a U.S. tour. They plan to visit relatives in Pennsylvania.

Mr. and Mrs. K. C. Wilson, Macdoel, were dinner guests recently at the home of Mr. and Mrs. Carl Wilson, also of Macdoel.

The Allen Samples, New Pine Creek, are parents of a new baby boy, weighing 6 lbs., 15 1/2 ozs. They named him Darrell Lloyd.

Wellman Smith and Carmen Fleming, New Pine Creek, were business visitors at Reno last week.

Mr. and Mrs. John Archibald and son, and Mr. and Mrs. Earl Wood, Macdoel, attended a Farm Bureau dinner at Montague recently.

Bertha Moore, Keno, is recuperating after a two-week illness.

Mr. and Mrs. H. M. Andrus, Macdoel, returned to their New Pine Creek home Monday from Shady Cove where they visited Mr. and Mrs. Curt Mason and family.

The Carmen P. Flemings left recently for the Bay Area where they plan to visit the San Francisco boat show. They plan a two-week stay.

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