

The Kennewick Courier-Reporter

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Airport

With the end of the war more people than ever have become air conscious. It was a war that was fought largely in the skies over Europe, Africa, Asia and the islands that dot the broad Pacific.

Now everyone is talking in terms of flying. Grandma wants to fly to see her new grandchild in Texas. Dad is taking to the air in the course of his business. And Junior can stretch his vacation a few days by flying back to his school term.

Sportsmen envisage a new era of greater sport enjoyment by using the airways to the far flung recreation centers. It's definitely an air age.

Kennewick can take its place in the nation-wide network of air service. All it needs is a modern airport. We are favored with every other requisite—including the distances to be conquered. We can't get an airport by talking about it.

We can only get it by a concerted effort that will take full advantage of every opportunity. It is a challenge to our Chamber of Commerce, our city council and to individual citizens.

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Rally

In a letter to the Courier-Reporter A. F. Hardy, State Manpower Director, pays high tribute to the workers of the state who established such a fine record in the production of war materials. We blush a little at the fine words of praise he had to offer to the newspapers of the nation but take pride in publishing the entire letter:

"When the history of World War II is written, one of its brightest chapters will be that recounting the manner in which the men and women of America rallied to the call for workers to produce the materials of war needed by our boys on the fighting fronts. "Silver-haired men and women came out of retirement, or their kitchens, to enter industrial plants for the first time in their lives. High school students contributed their vacation periods to join their brothers, sisters, and parents in useful occupations.

"Prompted by a deep sense of patriotism and responsibility they pooled their efforts to produce the guns, ships, tanks, airplanes, food, and ammunition necessary to win the war.

"It was our privilege to have had a panoramic view of the unfolding of this highly dramatic picture and, while we at times were deeply concerned with the tremendous responsibility confronting labor and management, the response and achievements were inspiring beyond description.

"The performance of workers in the highly industrialized Puget Sound area and entire State of Washington was, as you know, one of the most commendable in the nation.

"It is with a deep sense of appreciation and in all sincerity that I take this means of thanking you and the members of your organization for the invaluable aid you rendered in the realization of our objectives.

"Frankly, if it had not been for such assistance, we could not have succeeded in recruiting the workers necessary to the pursuance of our war-time program.

"It has brought a new sense of

appreciation of the invaluable service the newspapers of America render to the public and to the nation."

A. F. Hardy

Rent Controls To Be Continued

Rent control will not be ended in Pacific Coast areas in the foreseeable future.

With this assertion, Ward Cox, Regional Rent Executive for the Office of Price Administration today termed published predictions that rent controls would be lifted immediately, as "illusory and without foundation."

"While we are anxious," said Cox, "to terminate all controls as quickly as consistent with economic safety, pressures on the Pacific Coast due to congested housing conditions are expected to continue for a considerable time to come. So long as such pressures are felt, rent control will continue in effect as a safeguard against inflation in dwelling rental costs."

Cox added that "all available information indicates little prospect of an early easing of housing congestion."

Additional pressures which will be exerted by returning veterans seeking to establish families for the first time, and an estimated 10,000,000 home shortage nationally, were also emphasized by Mr. Cox in warning against relaxation in rent controls.

"It will be some time before the construction industry can work up to even the best annual production of pre-war days, 1,000,000 units. With an acknowledged 10,000,000 home shortage, it is easy to see that it will be several years before supply gets within hailing distance of demand. It is my considered judgement that rent control in some form will be urgently needed in many cities for from at least two to three years," he said.

In areas where rent control became necessary solely by reason of establishment of military installations, it will be possible to lift controls fairly rapidly when these establishments are removed or closed, he predicted. "However, in the manufacturing areas of varied production we will go slowly and carefully. We shall not add rent increases to the other hardships of transitional unemployment. It is even conceivable that during this transitional period if reconversion of new manufacturing should center upon some community or area which was untouched by war pressures, that it would be necessary to originate rent ceilings there," he asserted.

RAINBOW GIRLS

All regular officers and their alternates are to meet at the Masonic Temple, 7:30 p.m., September 3, for practice. The choir is also asked to attend and any girls who would care to be in the choir please come.



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Lewis and Clark

The Great American Odyssey

A Condensed Story of the Historic Expedition of 1804-6

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CHAPTER 10

Over the Lolo Pass

The expedition continued north to a point a few miles southwest of the modern Missoula, at the present Lolo. Camp was made on Travelers Rest creek on September 9. This is now known as Lolo creek, a fork of the Bitterroot. There they left the river and turned their faces to the west. At a distance of about thirty miles they crossed the Bitter Roots over Lolo pass into the present state of Idaho. Sacajawea bore the hardships of the trail with equal courage as the men. She was a valuable member of the party, though not as a guide. Her baby, Baptists, who Captain Clark called "Little Pomp," was a great favorite with the men and helped to humanize the rigors of the trail.

After crossing the pass, the party emerged on the present Packer Meadows and Pack creek, which Lewis and Clark called Glade creek. Their Shoshone Indian guide led them down to the Kootenai (Locha) river, a mistake which they avoided on the return trip. They camped at the mouth of White Sand creek, which they called Colt Killed creek, because they were forced to kill a colt to satisfy their hunger. Powell Ranger station is now located on this spot.

The climb out of the river canyon was a hard, dangerous one. One of the pack-horses slipped and rolled down a steep declivity. Forage was so poor and the animals were so thin and weak that two of them had to be abandoned. On September 16 they made a cheerless camp and killed another colt for food. Snow was falling, their moccasins were worn thin and they were cold and miserable. The following day, the third and last colt was killed and eaten.

Captain Clark, with six men, went ahead in search of game. From a high point, probably Sherman peak, they sighted an open grassy country in the distance. Hurrying on, they came to a stream, formed by the present Obia and Fish creeks, where they camped. Having nothing to eat, they tightened their belts and called the stream Hungry creek. Lewis and the main party trailed along, hungry, cold and dispirited. No doubt they all dreamed of the nice, fat, juicy buffalo and elk steaks they had enjoyed on the Missouri.

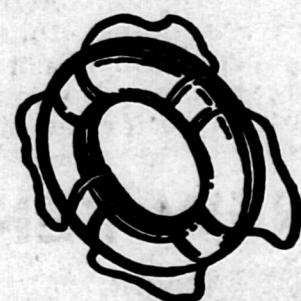
Clark had the good fortune to come upon a stray Indian pony, on which they dined, leaving the larger portion for Lewis and his party. Clark continued on, crossing the Eldorado and Lolo creeks and, on September 20, came out on Weippe prairie, where he found a Chopunnish (Nez Perce) camp. This was near the present Weippe, Idaho. Two of the head chiefs being away with a war party, the explorers were received by Chief Twisted Hair.

Lewis and Clark sat in council with the Indians on September 23, distributed presents and medals and explained the purpose of the expedition. The men entertained with music on the fiddle and with dancing, a form of entertainment new to the Indians. They (the Nez Perce) promised to always live in peace with the white men, a promise which they faithfully kept until 1877, when Chief Joseph went on the war-path for a cause he considered just.

(To be continued)

In the cracking units of the modern refineries turning out 100-octane aviation gasoline and other war products, a single alloy-steel valve may cost as much as \$1000.

S.O.S.



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V-5 Enlistments Are Still Open

Despite the end of the war, 17 and 18-year-old boys may still enlist in the Navy's famous V-5 flight training program, it was announced today by the Naval Aviation Cadet Selection Board, 117 Marion St., Seattle, and 426 Park Bldg., Portland.

Applicants must graduate from high school before Oct. 1 and be ready to go on active duty in the Navy Nov. 1. Enlistments close by Sept 15.

"Aviation will play an important part in the post-war Navy to help assure this nation's security," said Lieut. Comdr. J. Green Jr., Director of naval officer procurement in the 13th naval district.

"The Navy feels that enlistment for flight training, which is equal to a \$27,000 aeronautical education, ranks next in prestige to an appointment in the naval academy."

One year of college study is first on the list for every naval aviation cadet. That is followed by 26 weeks of pre-flight school, 16 weeks of primary flight training, and about 20 weeks of advanced flight instruction at Pensacola, Fla., or Corpus Christi, Texas. Graduates are commissioned officers in the naval or marine corps reserve and wear the Navy's coveted wings of gold.

Boys are urged by the Navy to write the Seattle or Portland offices for information or to come there for written and physical examinations. Applicants who live outside of Seattle or Portland will be furnished round-trip transportation by the Navy if they meet the minimum qualifications.

The U. S. 5th Fleet burned 630,000,000 gal. of fuel in 7 weeks during June and July '44, which was more than was used by the whole Pacific fleet in 1943.

Do You Know

That you can exchange your wastefully worn Chevrolet carburetor here for a new one for 10.60 and the saving in gas will far exceed the cost.

Don Skirving
14 North Auburn

VISITS DAUGHTER

Mrs. Gladys Bolon just returned from Spokane where she spent part of her vacation. Her daughter Betty Ann who was in training at St. Luke's Hospital was one of six girls chosen from her class to go to Madigan Hospital at Fort Lewis where she will complete her training. Mrs. Bolon spent a few days with her daughter in Spokane before Betty Ann left for the coast.

Courier-Reporter Classified Ads Get Results

For

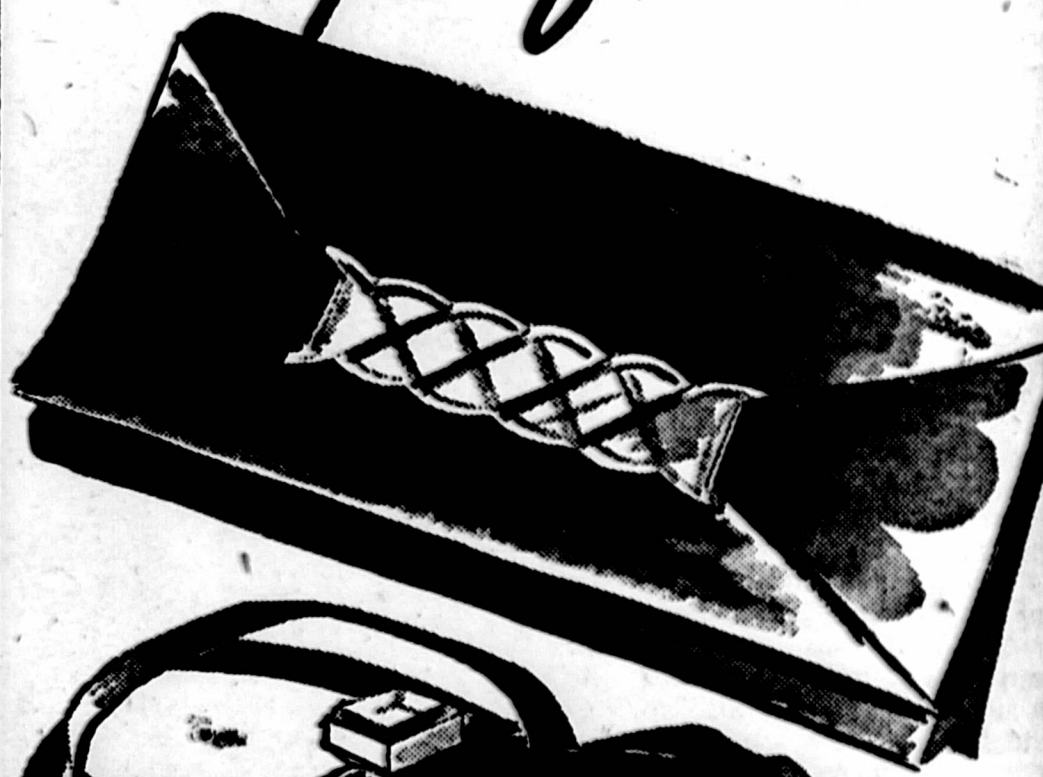
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America has rounded the last great bend in the highway of war.

In this final stretch after capitulation of Japan, the Washington Motor Coach System is exerting every effort to provide better, smoother transportation for men and women in uniform returning home, for fighters on leave after

long service, and for all the other Americans intent on getting back to peacetime standards.

Yes, the road ahead is bright for bus travelers, but in the meantime, let's keep using travel intelligently... planning necessary trips for mid-week days, avoiding week-ends, postponing trips past the reconversion period whenever possible.

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