

The News-Review

CHARLES V. STANTON, Editor and Manager
ADDY WRIGHT, Asst. Bus. Mgr.
GEORGE CASTILLO, Asst. Editor

Member of the Associated Press, Oregon Newspaper Publishers Association, the Audit Bureau of Circulations

Represented by WEST-HOLLIDAY CO., INC., offices in New York, Chicago, San Francisco, Los Angeles, Seattle, Portland, Denver

Published Daily Except Sunday by the News-Review Company, Inc.

SUBSCRIPTION RATES—In Oregon—By Mail—Per Year, \$12.00; six months, \$6.50; three months, \$3.75. Outside Oregon—By Mail—Per Year, \$13.00; six months, \$7.00; three months, \$4.00.
By News-Review Carrier—Per Year, \$12.00 (in advance); less than one year, per month, \$1.15.
 Entered as second class matter May 7, 1928, at the post office at Roseburg, Oregon, under act of March 3, 1879.

TECHNICAL SCHOOL

By Charles V. Stanton

Oregon Technical Institute at Klamath Falls is again under legislative investigation.

Although it is one of Oregon's most successful educational institutions, OTI is compelled to fight for its life at each legislative session. It has never yet been given enough funds to equip itself adequately nor to expand in proportion to the demand for its instructional and educational services.

Because OTI deals with instruction in various crafts dominated by organized labor, it conflicts with union-sponsored apprenticeship programs and thus has labor opposition. Charges also have been leveled against the school by some professional groups, claiming that graduates have entered into professional activities for which they have not been adequately trained.

A legislative committee is to conduct investigations this week into the school's operation and the desirability of program changes.

The school has requested a budget of \$4,772,055. Former Governor Elmo Smith, in his recommendations to the legislature, proposed a budget of \$2,865,693.

Government Help Obtained

Oregon Technical Institute was organized shortly after the Second World War. The U. S. government during the war had established a hospital near Klamath Falls for the treatment of service men suffering from malaria. It had been learned that victims of malaria recuperated best while living at an elevation of 5,000 feet, which was the elevation of the Klamath Falls site. New methods of treatment and cessation of hostilities caused the hospital to become surplus property. The facilities were obtained by the State of Oregon on surplus sale and used for school purposes. Much of the equipment was obtained from the federal government as war surplus.

OTI has had capacity attendance since it was first organized. Now administered by the State Board of Education, which controls elementary and secondary schools, OTI has been proposed for transfer to the State Board of Higher Education, which administers colleges and universities.

Some 15 or more bills concerning OTI reportedly are to be considered by this session of the legislature. Proposals include one for relocation.

The various proposals will be studied, it is expected, as the House Educational Committee conducts its hearings and inquiries into the school and its activities this week.

Vocational Courses Needed

Without entering into the arguments, charges and complaints surrounding OTI, it is my opinion that the type of education offered by the technical school should be continued. Furthermore it should be expanded, I believe.

For too many years our schools have directed education into professional channels. Emphasis today is upon engineering. But many young people are not equipped for professions. Many must find places at common labor or semi-skilled labor. Others have ability to become skilled craftsmen.

We find in our schools today that a good many youngsters, required by law to remain in school until 18 years of age, are resentful of forced education. They are not profiting themselves, and they act as a drag on the schools in which they are enrolled. A large percentage of these students doubtless could be interested in trade or technical schooling, if opportunity were offered.

Our school system, I believe, should be made to include general trade and technical instruction, either at high school or junior college level, with more advanced instruction in institutions such as OTI located strategically throughout the state.

If improvements are needed in OTI's existing program, those changes should be made. But, in my opinion, the school should be given ample budget, not only for continuance of its program, but for enlargement as well.

Jack and the Beanstalk

Hal Boyle

By RELMAN MORIN
For HAL BOYLE

WASHINGTON — There is a man in the White House who spends most of his time in the answer box of a kind of super quiz show.

His task, in part, is to come up with the information if a member of the President's staff should happen to ask —

"Is it okay for the secretary of the treasury to own a yacht?"

Answer: No. An old law sets him apart from the rest of us in this respect. The intent of it was, apparently, to keep the man who handles the nation's money from goofing off on sunny summer afternoons.

"Does the whole cabinet have to be re-nominated when a President starts his new term?"

Answer: Only the postmaster general. His tenure has a specific expiration date, so he must go through the forms again.

And so on, six days a week, sometimes on Sunday.

The man who gets these queries — and most are infinitely more complicated — is A. Wayne Hawks, chief of the office of records in the White House. He is alert, sharp eyed, a former sportswriter and telegraph operator, two professions that help a man in almost any job.

He came to the White House shortly after the attack on Pearl Harbor when, naturally, the President's communications ballooned to fantastic proportions. Later, Hawks came into his present assignment.

To a considerable degree, Hawks' office mirrors the incredible complexity of the President's many-sided task.

Thousands of papers relating to virtually the whole business of big government come across his desk. He files complete copies of some, keeps only the gist of others. Even so, his files long ago spilled from the White House to the attic of the old State Department building.

It takes 18 books of appointments, alone, to contain the different qualifications for different offices. For instance, it is much simpler to nominate a man for a cabinet post than for some obscure body.

Apart from these myriad details, he has to be a kind of combined lawyer and historian.

Hawks is forever poring over dusty records, chasing that elusive ghost known as the "intent" of the law. As time passes, a statute may come to assume forms wholly unlike the aims of Congress when the law was passed.

He also has saturated himself, from necessity, with the background of a famous running dispute — the actions of different Presidents with respect to denying information to congressional committees. Remember the Army-McCarthy hearings of several years back?

"You have to remember another thing," Hawks said, "from the date this administration took office, the staff began studying ways of relieving the President of unnecessary paper work. I suppose I see as much of the picture as anybody. Plenty of dead wood is gone."

and leaving at side roads, peeling off and coming on at innumerable gas stations and hot dog stands, parking on narrow shoulders.

The new roads bar most of these roadside enterprises except at controlled intervals. Access to the highways is kept to a remarkable minimum, and is governed by long approaches with good sight distance. And shoulders are built wide and strong on both sides of a pavement, so parked cars can get well off the driving lanes in those emergencies when they must halt outside authorized areas.

The National Safety Council believes these features should be maintained in our vast new interstate highway network. A look at the record of the "limited access" roads suggests the soundness of this position is eminently sound.

Violence Flares Again in Holy Land

Violence flares again in the Holy Land. Syrian guns open fire on Israeli fishing boats on the Sea of Galilee.

In Cairo, Egyptian sources say that unless the U.N. forces Israel out of both the Gaza strip and the shores of the Gulf of Aqaba there will be trouble. These sources say Egypt may once again close the Suez canal or LAUNCH MILITARY ACTION.

At this point, another Hmmm... take the weather in stride—because we CAN'T DO ANYTHING ABOUT IT.

We're WORRIED about the Middle East because we can do something about it AND ARE AFRAID WE MAY HAVE TO.

More trouble:

The Paris designers announce that SKIRTS ARE TO BE LONGER— which means that if the ladies have already let 'em out as long as the material will permit NEW ONES WILL HAVE TO BE BOUGHT!!

"Double, double toil and trouble: 'Fire burn and cauldron bubble.' 'What a witches' brew this world is getting to be."

Shattered Mill Wheel Spreads \$25,000 Damage

KLAMATH FALLS — The Klamath Lumber and Box Co. plant's band mill was put out of action Monday by the disintegration of a broad steel wheel eight feet in diameter.

Pieces of steel up to a foot square were hurled 200 feet from the scene. All the windows in the band mill were shattered and a large hole was torn in the roof.

Somehow, all 15 of the mill employees on hand escaped unhurt. Damage was estimated at between \$25,000 and \$30,000 by Roland Cantrill, plant manager. He said the plant would be shut down two weeks for repairs.

Sam Brown of the state Industrial Accident Commission visited the scene shortly after the wheel broke up and described it as one of the worst accidents of the kind he'd seen. He added that it was "miraculous" that no one was hurt.

It happened at 7:30 a.m., just as the mill was starting up after a weekend shutdown.

The wheel, in the band saw section of the mill, rested on two steel columns and water is normally kept running on the wheel and saws.

The wheel had become clogged by ice and shattered into pieces when it was started.

Reader Opinions

Youth Praised For Fine Work In March Of Dimes

May I address a few remarks to the parents and friends of our Roseburg Senior High School students? We are so proud of these boys and girls for their many wonderful achievements. We are not forgetful that there had to be cooperation and understanding from an equally wonderful administration and faculty for these students to attain the enviable record across the nation of being "champions." Just now, we are thinking especially of their work in the March of Dimes campaigns. I'm sure we all know that their inspiration through the years has been that one person in this city who has inspired both adults and young people to give of themselves in helping the people of their community, knowing that in so doing, we are bringing help and blessing to ourselves. Of course, that person is Del McKay. I'm sure we will all be forever grateful to him; let us not be forgetful in letting him know this. I have been thinking a great deal of the term "March of Dimes." I thank God for you that your boys and girls CAN march. Two years ago this month, during the annual drive, the thought farthest from my mind was that during that year of 1955, two of my three children would be stricken by polio. The Salk vaccine came too late to help them! And even when a polio victim can eventually discard braces and crutches, the ravage of polio continues its toll in one's body.

I understand that only about 25 per cent of the students in Senior High have had their Salk vaccine shots. As of Dec. 31, 1956, there were 1359 students enrolled. This means that about 340 have had their immunization shots and that there are approximately 1019 "potential" polio victims. Mothers and fathers, I beg you to get your entire families immunized against this terrible crippling, polio.

In the meantime, let's get behind these wonderful kids in their present campaign. Time is short and this cold weather has been a detrimental factor against their working to raise funds. Cannot each one of us, whether parent or friend, support them in the little time they have left? If they can't wash our car or windows or do other work now because of the cold, cannot we pay them 'on account' and let them do the work later? And why don't we double the amount they ask for such services? They work hard for this money in order to swell the fund which goes to the National Foundation of Infantile Paralysis. Every dollar of this money is used in the way for which it is intended.

Remember, the family you help may be your own!

Mrs. H. L. Lander
Box 1245
Roseburg, Ore.

Tires Ripper's Toll

CARLSBAD, N. M. — This southeastern New Mexico town has its own Jack the Ripper. Carlsbad police said 44 motorists reported their tires slashed yesterday.

Technical School

By Charles V. Stanton

Oregon Technical Institute at Klamath Falls is again under legislative investigation.

Although it is one of Oregon's most successful educational institutions, OTI is compelled to fight for its life at each legislative session. It has never yet been given enough funds to equip itself adequately nor to expand in proportion to the demand for its instructional and educational services.

Because OTI deals with instruction in various crafts dominated by organized labor, it conflicts with union-sponsored apprenticeship programs and thus has labor opposition. Charges also have been leveled against the school by some professional groups, claiming that graduates have entered into professional activities for which they have not been adequately trained.

A legislative committee is to conduct investigations this week into the school's operation and the desirability of program changes.

The school has requested a budget of \$4,772,055. Former Governor Elmo Smith, in his recommendations to the legislature, proposed a budget of \$2,865,693.

Government Help Obtained

Oregon Technical Institute was organized shortly after the Second World War. The U. S. government during the war had established a hospital near Klamath Falls for the treatment of service men suffering from malaria. It had been learned that victims of malaria recuperated best while living at an elevation of 5,000 feet, which was the elevation of the Klamath Falls site. New methods of treatment and cessation of hostilities caused the hospital to become surplus property. The facilities were obtained by the State of Oregon on surplus sale and used for school purposes. Much of the equipment was obtained from the federal government as war surplus.

OTI has had capacity attendance since it was first organized. Now administered by the State Board of Education, which controls elementary and secondary schools, OTI has been proposed for transfer to the State Board of Higher Education, which administers colleges and universities.

Some 15 or more bills concerning OTI reportedly are to be considered by this session of the legislature. Proposals include one for relocation.

The various proposals will be studied, it is expected, as the House Educational Committee conducts its hearings and inquiries into the school and its activities this week.

Vocational Courses Needed

Without entering into the arguments, charges and complaints surrounding OTI, it is my opinion that the type of education offered by the technical school should be continued. Furthermore it should be expanded, I believe.

For too many years our schools have directed education into professional channels. Emphasis today is upon engineering. But many young people are not equipped for professions. Many must find places at common labor or semi-skilled labor. Others have ability to become skilled craftsmen.

We find in our schools today that a good many youngsters, required by law to remain in school until 18 years of age, are resentful of forced education. They are not profiting themselves, and they act as a drag on the schools in which they are enrolled. A large percentage of these students doubtless could be interested in trade or technical schooling, if opportunity were offered.

Our school system, I believe, should be made to include general trade and technical instruction, either at high school or junior college level, with more advanced instruction in institutions such as OTI located strategically throughout the state.

If improvements are needed in OTI's existing program, those changes should be made. But, in my opinion, the school should be given ample budget, not only for continuance of its program, but for enlargement as well.

Bruce Bioassat

A significant milestone in U.S. transportation history is quietly approaching. Within a few months the last of the 12 major domestic airlines will be off the government subsidy list.

Commercial aviation in this country got its start some 30 years ago. During most of that sizable period the domestic carriers have had a big helping hand from Washington.

Looking over today's fleets of multi-engine aircraft, one finds it hard to think back to the pioneering age when the first big airline networks were being formed from a confusion of short-haul lines.

The federal government played a proper role in encouraging and guiding the growth of flying from its hesitant beginnings to the huge operations we now know.

America's domestic service is the envy of the world.

THERE IS a notion held in some quarters that, once extended, federal aid is never withdrawn. But the record of the airlines disproves it.

All but one of the big 12 already stand on their own feet, and only unexpected developments can prevent it from being an even dozen by spring.

Believers in the private enterprise system may take heart from this performance.

Subsidies made sense in the early stages of growth, when, in addition to making countless un-economic airmail stops, the struggling carriers had to serve for customers to help defray heavy cost of equipment. But all sides

were agreed the grants ought to stop when finances of the airlines were sufficiently strong.

MANY OF US may have forgotten that the transcontinental railroads got similar help from the government in their pioneer days, particularly in the form of land grants to provide right of way. So, despite our attachment to free enterprise, we do have a tradition of federal and other aid to beginners in such vital fields as transportation.

Nevertheless, it is rewarding to see a maturing industry cast off its ties of dependence on government.

As the domestic airlines are about to complete the process, we must hope, too, that our fine overseas carriers and our web of feeder lines may before too long manage to follow suit.

Highways for Vehicles

Nobody questions the superior safety value of our most modern highways, especially the New York-Chicago turnpike network. But perhaps there is insufficient attention to certain features of these roadways.

Much of the public comment is directed at their remarkable width, the lack of intersections, and the broad division between opposing streams of traffic.

All these things do indeed contribute heavily to safety. But the words "limited access" have a lot to do with safety performance on the super-roads.

Engineers long ago found that one of the principal sources of trouble was the "friction" caused on highways by traffic entering

Violence Flares Again in Holy Land

Violence flares again in the Holy Land. Syrian guns open fire on Israeli fishing boats on the Sea of Galilee.

In Cairo, Egyptian sources say that unless the U.N. forces Israel out of both the Gaza strip and the shores of the Gulf of Aqaba there will be trouble. These sources say Egypt may once again close the Suez canal or LAUNCH MILITARY ACTION.

At this point, another Hmmm... take the weather in stride—because we CAN'T DO ANYTHING ABOUT IT.

We're WORRIED about the Middle East because we can do something about it AND ARE AFRAID WE MAY HAVE TO.

More trouble:

The Paris designers announce that SKIRTS ARE TO BE LONGER— which means that if the ladies have already let 'em out as long as the material will permit NEW ONES WILL HAVE TO BE BOUGHT!!

"Double, double toil and trouble: 'Fire burn and cauldron bubble.' 'What a witches' brew this world is getting to be."

Shattered Mill Wheel Spreads \$25,000 Damage

KLAMATH FALLS — The Klamath Lumber and Box Co. plant's band mill was put out of action Monday by the disintegration of a broad steel wheel eight feet in diameter.

Pieces of steel up to a foot square were hurled 200 feet from the scene. All the windows in the band mill were shattered and a large hole was torn in the roof.

Somehow, all 15 of the mill employees on hand escaped unhurt. Damage was estimated at between \$25,000 and \$30,000 by Roland Cantrill, plant manager. He said the plant would be shut down two weeks for repairs.

Sam Brown of the state Industrial Accident Commission visited the scene shortly after the wheel broke up and described it as one of the worst accidents of the kind he'd seen. He added that it was "miraculous" that no one was hurt.

It happened at 7:30 a.m., just as the mill was starting up after a weekend shutdown.

The wheel, in the band saw section of the mill, rested on two steel columns and water is normally kept running on the wheel and saws.

The wheel had become clogged by ice and shattered into pieces when it was started.

Technical School

By Charles V. Stanton

Oregon Technical Institute at Klamath Falls is again under legislative investigation.

Although it is one of Oregon's most successful educational institutions, OTI is compelled to fight for its life at each legislative session. It has never yet been given enough funds to equip itself adequately nor to expand in proportion to the demand for its instructional and educational services.

Because OTI deals with instruction in various crafts dominated by organized labor, it conflicts with union-sponsored apprenticeship programs and thus has labor opposition. Charges also have been leveled against the school by some professional groups, claiming that graduates have entered into professional activities for which they have not been adequately trained.

A legislative committee is to conduct investigations this week into the school's operation and the desirability of program changes.

The school has requested a budget of \$4,772,055. Former Governor Elmo Smith, in his recommendations to the legislature, proposed a budget of \$2,865,693.

Government Help Obtained

Oregon Technical Institute was organized shortly after the Second World War. The U. S. government during the war had established a hospital near Klamath Falls for the treatment of service men suffering from malaria. It had been learned that victims of malaria recuperated best while living at an elevation of 5,000 feet, which was the elevation of the Klamath Falls site. New methods of treatment and cessation of hostilities caused the hospital to become surplus property. The facilities were obtained by the State of Oregon on surplus sale and used for school purposes. Much of the equipment was obtained from the federal government as war surplus.

OTI has had capacity attendance since it was first organized. Now administered by the State Board of Education, which controls elementary and secondary schools, OTI has been proposed for transfer to the State Board of Higher Education, which administers colleges and universities.

Some 15 or more bills concerning OTI reportedly are to be considered by this session of the legislature. Proposals include one for relocation.

The various proposals will be studied, it is expected, as the House Educational Committee conducts its hearings and inquiries into the school and its activities this week.

Vocational Courses Needed

Without entering into the arguments, charges and complaints surrounding OTI, it is my opinion that the type of education offered by the technical school should be continued. Furthermore it should be expanded, I believe.

For too many years our schools have directed education into professional channels. Emphasis today is upon engineering. But many young people are not equipped for professions. Many must find places at common labor or semi-skilled labor. Others have ability to become skilled craftsmen.

We find in our schools today that a good many youngsters, required by law to remain in school until 18 years of age, are resentful of forced education. They are not profiting themselves, and they act as a drag on the schools in which they are enrolled. A large percentage of these students doubtless could be interested in trade or technical schooling, if opportunity were offered.

Our school system, I believe, should be made to include general trade and technical instruction, either at high school or junior college level, with more advanced instruction in institutions such as OTI located strategically throughout the state.

If improvements are needed in OTI's existing program, those changes should be made. But, in my opinion, the school should be given ample budget, not only for continuance of its program, but for enlargement as well.

Bruce Bioassat

A significant milestone in U.S. transportation history is quietly approaching. Within a few months the last of the 12 major domestic airlines will be off the government subsidy list.

Commercial aviation in this country got its start some 30 years ago. During most of that sizable period the domestic carriers have had a big helping hand from Washington.

Looking over today's fleets of multi-engine aircraft, one finds it hard to think back to the pioneering age when the first big airline networks were being formed from a confusion of short-haul lines.

The federal government played a proper role in encouraging and guiding the growth of flying from its hesitant beginnings to the huge operations we now know.

America's domestic service is the envy of the world.

THERE IS a notion held in some quarters that, once extended, federal aid is never withdrawn. But the record of the airlines disproves it.

All but one of the big 12 already stand on their own feet, and only unexpected developments can prevent it from being an even dozen by spring.

Believers in the private enterprise system may take heart from this performance.

Subsidies made sense in the early stages of growth, when, in addition to making countless un-economic airmail stops, the struggling carriers had to serve for customers to help defray heavy cost of equipment. But all sides

were agreed the grants ought to stop when finances of the airlines were sufficiently strong.

MANY OF US may have forgotten that the transcontinental railroads got similar help from the government in their pioneer days, particularly in the form of land grants to provide right of way. So, despite our attachment to free enterprise, we do have a tradition of federal and other aid to beginners in such vital fields as transportation.

Nevertheless, it is rewarding to see a maturing industry cast off its ties of dependence on government.

As the domestic airlines are about to complete the process, we must hope, too, that our fine overseas carriers and our web of feeder lines may before too long manage to follow suit.

Highways for Vehicles

Nobody questions the superior safety value of our most modern highways, especially the New York-Chicago turnpike network. But perhaps there is insufficient attention to certain features of these roadways.

Much of the public comment is directed at their remarkable width, the lack of intersections, and the broad division between opposing streams of traffic.

All these things do indeed contribute heavily to safety. But the words "limited access" have a lot to do with safety performance on the super-roads.

Engineers long ago found that one of the principal sources of trouble was the "friction" caused on highways by traffic entering

Jack and the Beanstalk

Hal Boyle

By RELMAN MORIN
For HAL BOYLE

WASHINGTON — There is a man in the White House who spends most of his time in the answer box of a kind of super quiz show.

His task, in part, is to come up with the information if a member of the President's staff should happen to ask —

"Is it okay for the secretary of the treasury to own a yacht?"

Answer: No. An old law sets him apart from the rest of us in this respect. The intent of it was, apparently, to keep the man who handles the nation's money from goofing off on sunny summer afternoons.

"Does the whole cabinet have to be re-nominated when a President starts his new term?"

Answer: Only the postmaster general. His tenure has a specific expiration date, so he must go through the forms again.

And so on, six days a week, sometimes on Sunday.

The man who gets these queries — and most are infinitely more complicated — is A. Wayne Hawks, chief of the office of records in the White House. He is alert, sharp eyed, a former sportswriter and telegraph operator, two professions that help a man in almost any job.

He came to the White House shortly after the attack on Pearl Harbor when, naturally, the President's communications ballooned to fantastic proportions. Later, Hawks came into his present assignment.

To a considerable degree, Hawks' office mirrors the incredible complexity of the President's many-sided task.

Thousands of papers relating to virtually the whole business of big government come across his desk. He files complete copies of some, keeps only the gist of others. Even so, his files long ago spilled from the White House to the attic of the old State Department building.

It takes 18 books of appointments, alone, to contain the different qualifications for different offices. For instance, it is much simpler to nominate a man for a cabinet post than for some obscure body.

Apart from these myriad details, he has to be a kind of combined lawyer and historian.

Hawks is forever poring over dusty records, chasing that elusive ghost known as the "intent" of the law. As time passes, a statute may come to assume forms wholly unlike the aims of Congress when the law was passed.

He also has saturated himself, from necessity, with the background of a famous running dispute — the actions of different Presidents with respect to denying information to congressional committees. Remember the Army-McCarthy hearings of several years back?

"You have to remember another thing," Hawks said, "from the date this administration took office, the staff began studying ways of relieving the President of unnecessary paper work. I suppose I see as much of the picture as anybody. Plenty of dead wood is gone."

and leaving at side roads, peeling off and coming on at innumerable gas stations and hot dog stands, parking on narrow shoulders.

The new roads bar most of these roadside enterprises except at controlled intervals. Access to the highways is kept to a remarkable minimum, and is governed by long approaches with good sight distance. And shoulders are built wide and strong on both sides of a pavement, so parked cars can get well off the driving lanes in those emergencies when they must halt outside authorized areas.

The National Safety Council believes these features should be maintained in our vast new interstate highway network. A look at the record of the "limited access" roads suggests the soundness of this position is eminently sound.

Violence Flares Again in Holy Land

Violence flares again in the Holy Land. Syrian guns open fire on Israeli fishing boats on the Sea of Galilee.

In Cairo, Egyptian sources say that unless the U.N. forces Israel out of both the Gaza strip and the shores of the Gulf of Aqaba there will be trouble. These sources say Egypt may once again close the Suez canal or LAUNCH MILITARY ACTION.

At this point, another Hmmm... take the weather in stride—because we CAN'T DO ANYTHING ABOUT IT.

We're WORRIED about the Middle East because we can do something about it AND ARE AFRAID WE MAY HAVE TO.

More trouble:

The Paris designers announce that SKIRTS ARE TO BE LONGER— which means that if the ladies have already let 'em out as long as the material will permit NEW ONES WILL HAVE TO BE BOUGHT!!

"Double, double toil and trouble: 'Fire burn and cauldron bubble.' 'What a witches' brew this world is getting to be."

Shattered Mill Wheel Spreads \$25,000 Damage

KLAMATH FALLS — The Klamath Lumber and Box Co. plant's band mill was put out of action Monday by the disintegration of a broad steel wheel eight feet in diameter.

Pieces of steel up to a foot square were hurled 200 feet from the scene. All the windows in the band mill were shattered and a large hole was torn in the roof.

Somehow, all 15 of the mill employees on hand escaped unhurt. Damage was estimated at between \$25,000 and \$30,000 by Roland Cantrill, plant manager. He said the plant would be shut down two weeks for repairs.

Sam Brown of the state Industrial Accident Commission visited the scene shortly after the wheel broke up and described it as one of the worst accidents of the kind he'd seen. He added that it was "miraculous" that no one was hurt.

It happened at 7:30 a.m., just as the mill was starting up after a weekend shutdown.

The wheel, in the band saw section of the mill, rested on two steel columns and water is normally kept running on the wheel and saws.

The wheel had become clogged by ice and shattered into pieces when it was started.

Technical School

By Charles V. Stanton

Oregon Technical Institute at Klamath Falls is again under legislative investigation.

Although it is one of Oregon's most successful educational institutions, OTI is compelled to fight for its life at each legislative session. It has never yet been given enough funds to equip itself adequately nor to expand in proportion to the demand for its instructional and educational services.

Because OTI deals with instruction in various crafts dominated by organized labor, it conflicts with union-sponsored apprenticeship programs and thus has labor opposition. Charges also have been leveled against the school by some professional groups, claiming that graduates have entered into professional activities for which they have not been adequately trained.

A legislative committee is to conduct investigations this week into the school's operation and the desirability of program changes.

The school has requested a budget of \$4,772,055. Former Governor Elmo Smith, in his recommendations to the legislature, proposed a budget of \$2,865,693.

Government Help Obtained

Oregon Technical Institute was organized shortly after the Second World War. The U. S. government during the war had established a hospital near Klamath Falls for the treatment of service men suffering from malaria. It had been learned that victims of malaria recuperated best while living at an elevation of 5,000 feet, which was the elevation of the Klamath Falls site. New methods of treatment and cessation of hostilities caused the hospital to become surplus property. The facilities were obtained by the State of Oregon on surplus sale and used for school purposes. Much of the equipment was obtained from the federal government as war surplus.

OTI has had capacity attendance since it was first organized. Now administered by the State Board of Education, which controls elementary and secondary schools, OTI has been proposed for transfer to the State Board of Higher Education, which administers colleges and universities.

Some 15 or more bills concerning OTI reportedly are to be considered by this session of the legislature. Proposals include one for relocation.

The various proposals will be studied, it is expected, as the House Educational Committee conducts its hearings and inquiries into the school and its activities this week.

Vocational Courses Needed

Without entering into the arguments, charges and complaints surrounding OTI, it is my opinion that the type of education offered by the technical school should be continued. Furthermore it should be expanded, I believe.

For too many years our schools have directed education into professional channels. Emphasis today is upon engineering. But many young people are not equipped for professions. Many must find places at common labor or semi-skilled labor. Others have ability to become skilled craftsmen.

We find in our schools today that a good many youngsters, required by law to remain in school until 18 years of age, are resentful of forced education. They are not profiting themselves, and they act as a drag on the schools in which they are enrolled. A large percentage of these students doubtless could be interested in trade or technical schooling, if opportunity were offered.

Our school system, I believe, should be made to include general trade and technical instruction, either at high school or junior college level, with more advanced instruction in institutions such as OTI located strategically throughout the state.

If improvements are needed in OTI's existing program, those changes should be made. But, in my opinion, the school should be given ample budget, not only for continuance of its program, but for enlargement as well.

Bruce Bioassat

A significant milestone in U.S. transportation history is quietly approaching. Within a few months the last of the 12 major domestic airlines will be off the government subsidy list.

Commercial aviation in this country got its start some 30 years ago. During most of that sizable period the domestic carriers have had a big helping hand from Washington.

Looking over today's fleets of multi-engine aircraft, one finds it hard to think back to the pioneering age when the first big airline networks were being formed from a confusion of short-haul lines.

The federal government played a proper role in encouraging and guiding the growth of flying from its hesitant beginnings to the huge operations we now know.

America's domestic service is the envy of the world.

THERE IS a notion held in some quarters that, once extended, federal aid is never withdrawn. But the record of the airlines disproves it.

All but one of the big 12 already stand on their own feet, and only unexpected developments can prevent it from being an even dozen by spring.

Believers in the private enterprise system may take heart from this performance.

Subsidies made sense in the early stages of growth, when, in addition to making countless un-economic airmail stops, the struggling carriers had to serve for customers to help defray heavy cost of equipment. But all sides

were agreed the grants ought to stop when finances of the airlines were sufficiently strong.

MANY OF US may have forgotten that the transcontinental railroads got similar help from the government in their pioneer days, particularly in the form of land grants to provide right of way. So, despite our attachment to free enterprise, we do have a tradition of federal and other aid to beginners in such vital fields as transportation.

Nevertheless, it is rewarding to see a maturing industry cast off its ties of dependence on government.

As the domestic airlines are about to complete the process, we must hope, too, that our fine overseas carriers and our web of feeder lines may before too long manage to follow suit.

Highways for Vehicles

Nobody questions the superior safety value of our most modern highways, especially the New York-Chicago turnpike network. But perhaps there is insufficient attention to certain features of these roadways.

Much of the public comment is directed at their remarkable width, the lack of intersections, and the broad division between opposing streams of traffic.

All these things do indeed contribute heavily to safety. But the words "limited access" have a lot to do with safety performance on the super-roads.

Engineers long ago found that one of the principal sources of trouble was the "friction" caused on highways by traffic entering

Jack and the Beanstalk

Hal Boyle

By RELMAN MORIN
For HAL BOYLE

WASHINGTON — There is a man in the White House who spends most of his time in the answer box of a kind of super quiz show.

His task, in part, is to come up with the information if a member of the President's staff should happen to ask —

"Is it okay for the secretary of the treasury to own a yacht?"

Answer: No. An old law sets him apart from the rest of us in this respect. The intent of it was, apparently, to keep the man who handles the nation's money from goofing off on sunny summer afternoons.

"Does the whole cabinet have to be re-nominated when a President starts his new term?"

Answer: Only the postmaster general. His tenure has a specific expiration date, so he must go through the forms again.

And so on, six days a week, sometimes on Sunday.

The man who gets these queries — and most are infinitely more complicated — is A. Wayne Hawks, chief of the office of records in the White House. He is alert, sharp eyed, a former sportswriter and telegraph operator, two professions that help a man in almost any job.

He came to the White House shortly after the attack on Pearl Harbor when, naturally, the President's communications ballooned to fantastic proportions. Later, Hawks came into his present assignment.

To a considerable degree, Hawks' office mirrors the incredible complexity of the President's many-sided task.

Thousands of papers relating to virtually the whole business of big government come across his desk. He files complete copies of some, keeps only the gist of others. Even so, his files long ago spilled from the White House to the attic of the old State Department building.

It takes 18 books of appointments, alone, to contain the different qualifications for different offices. For instance, it is much simpler to nominate a man for a cabinet post than for some obscure body.

Apart from these myriad details, he has to be a kind of combined lawyer and historian.

Hawks is forever poring over dusty records, chasing that elusive ghost known as the "intent" of the law. As time passes, a statute may come to assume forms wholly unlike the aims of Congress when the law was passed.

He also has saturated himself, from necessity, with the background of a famous running dispute — the actions of different Presidents with respect to denying information to congressional committees. Remember the Army-McCarthy hearings of several years back?

"You have to remember another thing," Hawks said, "from the date this administration took office, the staff began studying ways of relieving the President of unnecessary paper work. I suppose I see as much of the picture as anybody. Plenty of dead wood is gone."

and leaving at side roads, peeling off and coming on at innumerable gas stations and hot dog stands, parking on narrow shoulders.

The new roads bar most of these roadside enterprises except at controlled intervals. Access to the highways is kept to a remarkable minimum, and is governed by long approaches with good sight distance. And shoulders are built wide and strong on both sides of a pavement, so parked cars can get well off the driving lanes in those emergencies when they must halt outside authorized areas.

The National Safety Council believes these features should be maintained in our vast new interstate highway network. A look at the record of the "limited access" roads suggests the soundness of this position is eminently sound.

Violence Flares Again in Holy Land

Violence flares again in the Holy Land. Syrian guns open fire on Israeli fishing boats on the Sea of Galilee.

In Cairo, Egyptian sources say that unless the U.N. forces Israel out of both the Gaza strip and the shores of the Gulf of Aqaba there will be trouble. These sources say Egypt may once again close the Suez canal or LAUNCH MILITARY ACTION.

At this point, another Hmmm... take the weather in stride—because we CAN'T DO ANYTHING ABOUT IT.

We're WORRIED about the Middle East because we can do something about it AND ARE AFRAID WE MAY HAVE TO.

More trouble:

The Paris designers announce that SKIRTS ARE TO BE LONGER— which means that if the ladies have already let 'em out as long as the material will permit NEW ONES WILL HAVE TO BE BOUGHT!!

"Double, double toil and trouble: 'Fire burn and cauldron bubble.' 'What a witches' brew this world is getting to be."

Shattered Mill Wheel Spreads \$25,000 Damage

KLAMATH FALLS — The Klamath Lumber and Box Co. plant's band mill was put out of action Monday by the disintegration of a broad steel wheel eight feet in diameter.

Pieces of steel up to a foot square were hurled 200 feet from the scene. All the windows in the band mill were shattered and a large hole was torn in the roof.

Somehow, all 15 of the mill employees on hand escaped unhurt. Damage was estimated at between \$25,000 and \$30,000 by Roland Cantrill, plant manager. He said the plant would be shut down two weeks for repairs.

Sam Brown of the state Industrial Accident Commission visited the scene shortly after the wheel broke up and described it as one of the worst accidents of the kind he'd seen. He added that it was "miraculous" that no one was hurt.

It happened at 7:30 a.m., just as the mill was starting up after a weekend shutdown.

The wheel, in the band saw section of the mill, rested on two steel columns and water is normally kept running on the wheel and saws.

The wheel had become clogged by ice and shattered into pieces when it was started.

Technical School

By Charles V. Stanton

Oregon Technical Institute at Klamath Falls is again under legislative investigation.

Although it is one of Oregon's most successful educational institutions, OTI is compelled to fight for its life at each legislative session. It has never yet been given enough funds to equip itself adequately nor to expand in proportion to the demand for its instructional and educational services.

Because OTI deals with instruction in various crafts dominated by organized labor, it conflicts with union-sponsored apprenticeship programs and thus has labor opposition. Charges also have been leveled against the school by some professional groups, claiming that graduates have entered into professional activities for which they have not been adequately trained.

A legislative committee is to conduct investigations this week into the school's operation and the desirability of program changes.

The school has requested a budget of \$4,772,055. Former Governor Elmo Smith, in his recommendations to the legislature, proposed a budget of \$2,865,693.

Government Help Obtained

Oregon Technical Institute was organized shortly after the Second World War. The U. S. government during the war had established a hospital near Klamath Falls for the treatment of service men suffering from malaria. It had been learned that victims of malaria recuperated best while living at an elevation of 5,000 feet, which was the elevation of the Klamath Falls site. New methods of treatment and cessation of hostilities caused the hospital to become surplus property. The facilities were obtained by the State of Oregon on surplus sale and used for school purposes. Much of the equipment was obtained from the federal government as war surplus.

OTI has had capacity attendance since it was first organized. Now administered by the State Board of Education, which controls elementary and secondary schools, OTI has been proposed for transfer to the State Board of Higher Education, which administers colleges and universities.

Some 15 or more bills concerning OTI reportedly are to be considered by this session of the legislature. Proposals include one for relocation.

The various proposals will be studied, it is expected, as the House Educational Committee conducts its hearings and inquiries into the school and its activities this week.

Vocational Courses Needed

Without entering into the arguments, charges and complaints surrounding OTI, it is my opinion that the type of education offered by the technical school should be continued. Furthermore it should be expanded, I believe.

For too many years our schools have directed education into professional channels. Emphasis today is upon engineering. But many young people are not equipped for professions. Many must find places at common labor or semi-skilled labor. Others have ability to become skilled craftsmen.

We find in our schools today that a good many youngsters, required by law to remain in school until 18 years of age, are resentful of forced education. They are not profiting themselves, and they act as a drag on the schools in which they are enrolled. A large percentage of these students doubtless could be interested in trade or technical schooling, if opportunity were offered