

# "Merchant Prince" Sticks It Out In Littered Store

By HAL BOYLE  
 IVANHOE, N. C., (AP)—The "Merchant Prince of Ivanhoe" runs the oldest general store in the south—it is so crowded with goods the customers can't enter. There no longer even is room inside for the owner, 77-year-old Charley Corbett. He sells from the front porch of his crossroads emporium in this small farming community of 300 persons. He's considering opening another store.

That won't be anything new for Corbett. As soon as one store overflows with unsold wares he clamps on a padlock and starts anew in the nearest available building.

In forty years he has filled up three weatherbeaten ancient wooden stores with his unusual merchandising policy—which consists of buying something from every salesman who comes down the pike and piling it in a jumble on the floor.

"Old Charley just can't resist buying," said an old customer. "The present store is packed from front to rear door, from floor to rafters, with canned food, stale bread, plowpoints, grits, stockings, cornflakes, salt soda pop and bolts of cloth. The locked stores of other years also are moldering wildernesses of unsold goods."

**Never Held Sale**  
 Corbett, a gentle-eyed man with long white mustaches, won't discuss the reason why he has gone through life accumulating unmarketed merchandise. He has never held a sale. Asked if most of his stock wouldn't spoil, he said dreamily:

"I sell some of it. Most anybody who comes along wants to buy something. Yes, sir, it's a fact. I keep on selling something every once in a while in the capitalist way. It's a good investment."

Old Charley peered into the cluttered interior.

"There's a combination in there of pretty near everything you'd want," he said. But only old Charley could tell where it was. Once four women interested in antiques traveled more than 100 miles from Raleigh to see if he had any old-fashioned ladies' hats for sale. He did. Women who couldn't find stockings in the city department stores during the war years should have come to Charley Corbett. He had boxes full of them. He still has—the same boxes, the same stockings.

Whether he operates at a profit or a loss is his secret. Unmarried, he lives alone in a rented room a few yards from his store. He used to farm himself but now rents out his tobacco lands to tenants.

**Liked to Fish**  
 "The fellow who used to run the grocery store here liked to go fishing," he said, explaining his start in the business world.

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# Girl Scout News

Mrs. R. J. Sumner, parent neighborhood chairman for the Shasta neighborhood, called a meeting of Girl Scout leaders at her home last Thursday, April 3 at 2:30 p. m. The attendance was excellent with representatives present from all of the three troops now organized and the two troops being processed. Mrs. Thomas C. Parker, acting executive director, was present. The training meeting was very informal and centered about the problem and discussion method. The Girl Scout neighborhood is holding a tea for mothers, at the Shasta school this week at 2:30. The public relations committee with Mrs. Harry Todd, chairman, will arrange for a speaker.

The nominating membership committee with Hazel Morrison as chairman, and Mrs. H. S. Stone and Mrs. L. A. Murphy, members, met at the Girl Scout office, Monday, April 7, at 1 p. m. to plan committee work. Mrs. T. C. Parker, executive director, attended the meeting.

A meeting of the training committee with Mrs. George Conroy, chairman, is planned for Friday, April 11 at 1:30 at the Girl Scout office.

A meeting of the representatives of the established camp committee with members of the Camp Fire camp committee will be held at the chamber of commerce, April 8 at 7:30 p. m.

The Council wishes to publicly thank the several interested citizens who have already offered to assist in some capacity in our organization. And to other citizens who would like to express a similar interest we shall welcome a telephone call, number 4541, or an office call at 412 Main street after making an appointment.

Troop 1, of the Pelican neighborhood, with Mrs. Lois B. Lind, Mrs. M. L. Wilson and Mrs. Earle Potter, leaders, has just

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# TRANSPORTATION NEWS

The Great Northern announced last week that the GN, along with 44 other leading railroads, is offering travelers a new service for the purchase of rail, parlor and sleeping car tickets on a charge-it plan. Travelers using this service will carry just one credit card which will be honored by all participating railroads for any travel originating on their respective lines.

Any company or individual, with proper credit rating, can use this service, for a minimum charge of \$1. There will be no deposit requirement nor service charge it was announced. The Great Northern added that it will also honor credit cards for a minimum of \$1 in its dining cars.

Aimed at reducing heavy economic waste caused by damage or loss to freight in transit, which in the United States totaled about \$95,000,000 during 1946, shippers and receivers of freight throughout Oregon will join the regional shippers advisory boards of the nation in staging the eleventh annual

finished its work for nutrition badges, and shall soon begin working for first aid badges.

Many of the troops planned hikes or picnics for their meeting during spring vacation.

Brownie Scout Troop 2, of Malin held a regular business meeting at the grade school with 12 girls present. The girls finished working on their Easter cards and then played games. Refreshments were also served. The leaders of this troops are Mrs. Irene Freitag and Mrs. Teddy Stevens.

AMVETS 8 o'clock KC Hall.



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"Perfect Shipping" campaign during April.

The national campaign is also sponsored by the Association of American Railroad and, according to F. C. Nelson, freight traffic manager for Southern Pacific, Portland, all carriers, shippers and receivers will intensify their efforts to improve the packing, marking, loading and handling of all classes of freight.

The April issue of "The Freighter," magazine for Consolidated Freightways employees, devotes 12 pages to the annual safety and service award dinners, and featured prominently in the list and pictures of award winners is Leonard A. Denny of Klamath Falls. Denny was awarded a gold watch at the dinner in Eugene for 10 years of service, over 637,925 miles of driving, without an accident.

The April issue of "The Freighter," by the way, is the first since the end of the war.

Mrs. G. E. Bellant, wife of a GN conductor, was in town over the week-end visiting. The Bellants are now living in the valley.

WASHINGTON, April 8 (AP)—The transcontinental freight bureau filed with the interstate commerce commission today a proposed schedule revising coast-to-coast railroad freight rates upward.

The schedule will be used in working out a solution of competitive rate issues between rail and water carriers. The Inter-coastal Steamship Freight association filed similar proposed revisions in water transporta-

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tion rates between the Atlantic and Pacific coasts yesterday.

The railroads proposed rate increases of 4 to 15 cents per 100 pounds on some 100 classifications of freight included canned goods, aluminum, coffee, drugs and chemicals.

The shippers suggested their rates be boosted 3 to 70 cents a hundred, to maintain the water-rail competitive relationship.

Neither ships nor rails proposed any changes in current schedules on such heavy cargoes as iron, steel and lumber.

SP Trainmaster W. C. Hughes states that cattle shipments to the basin are increasing as the spring and summer feeding ground open up. 300 to 400 carloads of livestock are expected in the next few weeks he said. Largest shippers are the ZX ranch and Kittredge interests.

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# Open Letter to the Bus Riding Public OF KLAMATH FALLS

Most people are in sympathy with the working man and would like to see them have the best wage and working conditions possible, and most people are sympathetic with the Labor Unions that are required to strike in order to obtain these conditions.

The Klamath Falls Central Labor Union has placed the Klamath Bus Company on the Official Unfair List, upon the request of Motor Coach Employees Local Union No. 1055 after due investigation of the complaints of the Local Union.

Perhaps an explanation of the causes which have led up to this action would acquaint the Public more on the subject. In May 1945, Local 1055 and the Klamath Bus Company signed agreements covering the hours, wages and working conditions of the Drivers on the company's busses; among these were a 51-hour work week, and because of War conditions generally, the local union granted the Company the option of working more than 8 hours per day without overtime rates. Also contained in this agreement was a "Maintenance of Membership" clause which provided that the Company deduct the dues and forward to the Union. This clause was violated very shortly after the signing of the Agreement but because of the large number of workers employed on our War Projects, who depended on the Bus Company for transportation, no action was taken by the Union.

The Company coerced the men into dropping their membership by threatening to cut back to a 40-hour week, this making it unusually hard for them to get by on the hourly rate as agreed upon. The men naturally preferred to work long hours because from their point of view it was necessary to earn every dollar possible in spite of the fact that it was ruining general conditions throughout the area. The Government and all its political subdivisions have declared that 40 hours per week should be long enough for any worker and has provided that overtime for all time worked in excess of 40 hours be paid. The Klamath Bus Company insisted upon 51 hours before any overtime should be paid.

When the Union Representative requested the Company to pay the same rate and work the same hours as prevailed in other cities and towns of a comparable size, the request was rejected. When pressed for action the Company stated that if an Agreement was reached it must be by the workmen who were all suspended from the Union for non-payment of dues and subject to penalties. The Company again refused to acknowledge its responsibility under the Agreement to maintain membership for its workers, but fired the only remaining member in good standing of the Union. Today the entire crew are being recognized as "Strikebreakers" and are going through picket lines, the Union having placed special fines against these men. Pickets have been placed at various loading stations throughout the city and all members and friends of Labor have been requested to stay off the busses until such time as the Company is willing to comply with the same general conditions as prevail in other cities.

Local Union 1055, Motor Coach Employees, have filed Unfair Labor practices against the Company on two separate accounts and these cases are now pending before the National Labor Relations Board.

Accordingly the Klamath Falls Central Labor Union in its investigation has determined that the Klamath Bus Company, through its violations of their Agreement with the Motor Coach Employees Union 1055 did become unfair to the Labor Movement and we again urge our members and sympathizers to remain off the Klamath Bus Company's properties until such time as the Company will live up to their Agreement.

Arrangements can be made by those having no personal transportation, with any one of the Taxi Cab Companies for regular pick-up mornings and evenings wherein the fare can be divided between several riders, five for the price of one. All Taxi Drivers are members of the A. F. of L. Teamsters Union.

# The Telephone Strike

This telephone strike seriously affects public welfare and security. In our opinion, it's unnecessary and just doesn't make sense.

We believe that the public interest comes first. We do not believe that it is in the public interest to grant union demands which would add an average of \$45 a year to your telephone bill.

Telephone employees are well paid. That's the way we want it. It is to the advantage of our customers and our employees that wage rates be all that can be reasonably justified. We could not, however, justify to our customers, agreement to union demands which would add \$100,000,000 each year to the cost of service.

Since collective bargaining discussions began in February we did all we could to avert a work stoppage. We offered to renew the liberal contracts under which employees were working. The unions refused. Then, in recognition that the public interest comes first and to attempt to prevent a disastrous work stoppage, we offered to arbitrate the basic issue of wages. But the unions again refused and a strike is the result.

We are keeping our arbitration offer open. We recognize the seriousness of a strike, but feel it is better in the long run to bear the burden of a work stoppage until agreement can be reached that fully reflects the interests of telephone users as well as those of employees. A settlement on any other basis would be unfair to those who pay the bill.

**The Public Interest Must Come First**

**The Pacific Telephone and Telegraph Company**

# Klamath Falls Central Labor Union