

HST Signs Compromise Farm Bill; Mum About Defeated Brannan Idea

WASHINGTON, Nov. 1 (AP)—The compromise farm bill of the 81st congress became the law of the land today for at least one production season.

President Truman put his signature on the measure late yesterday. He thereby tossed the so-called Aiken law of the republicans' 80th congress into the wastebasket before it had a chance to go into effect. But the new measure—which permits continuation of farm price supports at or near wartime levels—was not necessarily assured of a long life span.

Surprise
To the surprise of some political and farm circles, the president made no statement in connection with the signing.

Persons in these quarters had expected him to use the occasion to say in effect that the new law is better than the GOP measure, but that he still wanted the so-called Brannan plan.

Those close to Secretary of Agriculture Brannan said they felt sure Truman is as much in favor of the Brannan proposal as ever. The president has given it warm endorsement on several occasions.

"If there has been any change in the White House attitude, we haven't been informed," these officials said. "We feel certain that we would have been told if there were."

Still Dissatisfied
A "no change" attitude would mean that Truman is still intent on making the Brannan plan a major issue in next year's congressional campaigns for both the farm and consumer vote.

The new law is not too far from price support recommendations of the Brannan proposal. It would permit price supports more nearly in line with the Brannan proposal than would the Aiken law.

The big point of difference is the way the various measures would handle surpluses of perishable products, chiefly meats, dairy and poultry products, fruits and vegetables.

The Brannan plan would allow prices of these products to seek their natural levels. If prices fell below a pre-determined "fair" level for producers, the latter would get government payments making up the difference.

The new law — like the Aiken measure — does not permit this. Instead it requires the government to maintain prices at support levels by removing surpluses from the market by means of government purchases or loans to producers.

"Price Break"
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committee including training, personnel, extension and camp. A program was held Monday evening at the public auditorium in which several hundred Portland area Camp Fire Girls took part, dramatizing "the voice, heart, and hand" of Camp Fire.

Mrs. Richard Black of Marshall, Tex., was elected the new national president, to replace Mrs. James C. Parker who has served in that capacity for the past three years.

Highlight
One of the highlights of the conference was the banquet on Thursday night, held at the Masonic temple. Special guests were Governor McKay and Mayor Dorothy McCullough Lee of Portland. The speaker was Mrs. Wilson Compton, Pullman, Wash., wife of Washington State college president. She spoke on "What Do We Mean—Democracy" and told more than 700 dinner guests that "nowhere in the world but in America can a woman stand beside the man of her choice and sing her part in the dust of life."

Two Oregonians won high honor when they were presented at the banquet as winners of Camp Fire Girls highest award, the Wholet. They were Aaron M. Frank and Mrs. Warren C. Hunter of Portland. Only four other persons in the United States were named among the winners.

Nearly 1000 of the 30,000 adult volunteers in the Camp Fire program which serves over 300,000 in 300 towns in the United States were present at this conference.

The conference opened on Sunday, October 23, with meetings for professional Camp Fire executives and field directors. Workshop sessions included training in council operation, volunteer supervision, public relations and staff supervision. Virginia Denton, executive director of the Klamath Falls council of Camp Fire Girls traveled to Portland on Friday to attend these sessions.

Other members of the Klamath Falls council who attended the conference from Monday on were Mrs. Percy Murray, regional representative; Mrs. E. C. Reed, chairman of the Leaders association and guardian of a junior high Camp Fire group; Mrs. Lawrence French, Mrs. Paul Clark and Mrs. Earl Green, Camp Fire guardians, and Mrs. Dean Miller, Blue Bird leader.

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Congressmen To Survey Graze Problem

LAKEVIEW—A subcommittee of the house committee on public lands will hold a hearing in Alturas commencing November 8 in connection with the proposal of the forest service to cut grazing permits on the Modoc national forest on the ridge between the Goose Lake and Surprise valleys, according to announcement of Rep. Clair Engle of California. The order recently circulated by the Alturas office of the Modoc forest calls for cuts ranging from 25 to 51 per cent. All of the permits in question have heretofore been cut approximately 50 per cent in past years.

Protest
According to the protest filed by the stockmen, the Modoc forest is the No. 1 producer of grass in the entire state of California, and is currently selling more grass than timber; yet the forest service does not have a range improvement program under way in the county nor does it have plans for the area from which stock is to be excluded. The stockmen contend that a "do nothing" policy in an area where there has been upwards of \$10,000 per year available for range improvements, a figure the stockmen will match if the facts require it, is the best answer to the proposed cuts.

The stockmen have currently been circulating in Modoc county enlarged photos of the \$75,000 range improvement program carried on by the Fremont national forest in Lake county, the past four years with funds supplied by both the federal government and the permittees.

Reward
According to figures supplied by the Washington, D. C., office of the forest service, the Modoc forest could have more than twice as much money for range improve-

ment as the Fremont forest if the Modoc executives cared to use it. The stockmen have offered a reward to anyone who can duplicate the Oregon pictures on the California side of the line in Modoc county.

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Time to Revamp Main Street Traffic

By BILL JENKINS

THIS business about trick and treat on Halloween, new since I was a youngster, has them out on the streets in droves these days. One local housewife was met at the door last night by a graduated trio lined up on the steps. In a courteous but hurried voice the oldest said "I'm sorry but we don't have time to ask for trick or treat, we're in a awful hurry. She (pointing to a tiny tot of three) has to go to the potty." So the woman invited them in where she offered not only the hospitality of the house but rendered maid service to the small demsel in distress. Seems like they start them off early these days.

Now that Klamath Falls seems to be going ahead with civic work and progress is on every hand, why not do something about our horse and buggy traffic? Main street travel, by car, is probably as slow

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if not slower here than in any other town on the coast. When you enter one end of Main and attempt to make it through any time during fairly heavy traffic, you creep and crawl, jerk and jar, start and stop until by the time you reach your destination you aren't in any fit shape to do anything.

It seems obvious that a simple remedy is at least in sight to alleviate this situation. Why not have the intersections for right hand turns and straight through traffic? About half the drivers come to an intersection with a right hand turn in mind. But, instead of getting over in the right hand lane or side of the street they split the traffic lanes, then swing across the half lane to the right in making a turn. Cars behind his urban road hog are tied up until the car makes it's ungainly swing and clears the street.

Stop and go lights are set at 15 second intervals. The walk and wait signal uses up the first seven seconds of this time leaving only about eight seconds for a car to turn. It takes a driver nearly that to negotiate a full turn. Result: one car gets through the lights in each 15 second period. That is not always true, of course. Many times traffic is smooth and speedy. But it is the times you don't hit it right that makes you mad. If even the last 50 feet of each block were to be marked with yellow lines for lanes, so that drivers wanting to make a right hand turn would be in the proper spot and thus clear the

street for through travel it would seem that we would save a lot of time for everyone concerned. In these days of congested traffic the old idea of single lane traffic on city streets must be discarded. It just won't carry the burden of traffic. It's as old an idea as the one that you can park on main streets anymore. You can't. But we can at least double up our traffic capacity and move out of the hitchrack days.

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Eastern Rail Cars Moving To Aid West

PORTLAND, Nov. 1 (AP)—A Union Pacific railroad official reported last night that idle Eastern lines boxcars, ordered West, should soon ease the shortage on Western lines.

A spokesman for the road said the interstate commerce commission had ordered westward movement of long trains of empties standing on sidetracks. These have been idle because of the coal strike. The Eastern roads had halted service trains in a coal conservation plan.

Empties moving out of the Midwest should appear in the region in a week or ten days. Grain, lumber and fruit shipments have been delayed in the Pacific Northwest by lack of cars.

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214 Leverette Bldg.

Local Group Attends Camp Fire Meeting

Seven representatives of the Klamath Falls council of Camp Fire Girls attended the national conference of Camp Fire Girls held in Portland last week. This conference was the triennial meeting attended by men and women from all parts of the nation who work professionally or as volunteers in the national Camp Fire Girls organization.

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