

# Herald and News

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## BILL-BOARD

By BILL JENKINS

Today's story comes from Charlie Drew, Jr. Another of the short and simple ones.

Charlie tells it that he was driving out toward Beatty once and came across an old Indian riding a horse along the road. He stopped, leaned out the car window and asked: "How far is it to Piute Camp?"

The old man stared into the distance in deep thought for a moment and then slowly turned to Charlie and said with the dignity of experience:

"I dunno. You go. You find out." Good advice for a nation, may-be?

The following is strictly for the old timers in the hopes that it might bring back a picture of a country as it used to be. It was cut from one of the metropolitan papers of Oregon along in the very early '20's.

"The manager of the Klamath Chamber of Commerce has written to Mayor James Rolph of San Francisco the following letter:

"May we ask that you remove the imaginary line separating Klamath county, Oregon, from California, and admit us to your concerted movement to bring before the world the advantages, opportunities and attractions of Superior California? California gets practically all of our business, and although we are not a physical part of you, we are with you in spirit and can visualize the results of the movement now being supported by public spirited citizens of all the territory north of the Tehachapi. More power to the movement!"

"Some months ago a business men's excursion was conducted from Portland to Southern Oregon and to Klamath Falls. The Portlanders were compelled to travel via Weed, Cal., on their way to

Klamath Falls, a distance of 277 miles, as compared with 434 miles from San Francisco to Klamath Falls.

"They found that freight shipped from San Francisco is delivered in Klamath Falls two days to a week sooner than freight shipped from Portland. They found that passenger travel is about 12 hours less from San Francisco, that telegraph messages from Portland to Klamath Falls are routed through San Francisco and that San Francisco newspapers have the advantage of Portland newspapers in arriving in Klamath Falls after leaving the presses. They found, too, that Klamath Falls is ranked as one of the largest freight producing stations in the state outside of Portland.

"But every advantage was on the side of San Francisco in getting the business of Klamath county."

"Had the Natron cut-off been completed at the time of the Portland excursion the distance to Klamath Falls would have been reduced from 527 to 328 miles, a difference of nearly 200 miles. The time of travel, both of freight and passengers, would have been cut squarely in two. Every other connection between the two points would have been proportionately reduced. The letter of the Klamath Chamber of Commerce prompts a former Portland citizen, now resident in San Francisco, to exclaim:

"Oregon, oh Oregon, how long are you going to stand by and see your wonderful opportunities remain undeveloped until your own communities want to join in the optimism and enthusiasm of communities in adjoining states?"

"How long? In the case of Klamath Falls until the Natron cut-off is built. Until that event occurs a great portion of South Oregon will belong to this state in name only."

## Dr. E. P. Jordan

In medicine as in other affairs of life, it is often hard to tell whether a particular event did or did not cause something which came afterwards.

Q—My 12-year-old son had a serious burn on the top of his head and face when he was 18 months old. Could this have affected his mind? He seems to know enough outside of books, but doesn't seem to learn anything at school. I'd hate to have him grow up and not know what other children his age know. Mrs. B.

A—Since this boy was apparently burned only on the outside of his head, it seems unlikely that the burn had anything to do with his present progress in school. The boy should be tested by the school, and his parents informed as to whether he has the mental capacity to do his school work. If he does, perhaps he merely lacks the interest; if he does not, perhaps the school authorities could advise some special school for him.

Q—I have the condition known as alopecia areata, but have never had a complete cure. Is there any home treatment which would be suitable? Reader.

A—Alopecia areata, sometimes called baldness in spots, is a curious condition, the cause of

which is not known. There is, as yet, no sure cure for it, though the majority appear to recover eventually with or without treatment.

Q—What is the effect of bad tonsils in an adult? Is there any danger of cancer of the throat if they are not removed? Daily Reader

A—Bad tonsils in a grownup can be responsible for chronic sore throat or recurring attacks of tonsillitis. It is believed, also, that the tonsils can cause ill effect, in some cases, on the body as a whole. If they are truly diseased, it is best to have them removed, but there is not much risk that they will produce cancer of the throat.

Q—I have had a hysterectomy, and both ovaries removed at two operations. My age is 35, and I wonder what the state of my health should be from now on. Will I ever be able to do all my own housework and gardening with out fear of injuring myself? Mrs. J. P.

A—If your health is otherwise good, there seems to be no reason why your health should not be better from now on than it was immediately prior to your operations. When you have recovered from the effects of the operation itself, you

## They'll Do It Every Time

By Jimmy Hatlo



## Hal Boyle

NEW YORK (AP) — In making out your will did you ever consider leaving anything to a bus driver? Probably not. Few people give a bus driver anything except a hard time.

Every boy at some time wants to be a locomotive engineer. The airplane pilot is one of the most glamorous men of the age. But who ever made a hero out of a bus driver? Nobody but his wife, his kids, and his dear old mother. And yet he carries more people safely on more important missions, year in and year out, than any other figure in transportation.

And he has by far the hardest task. A train rides on its own rail and switchmen give it a fast, clear track.

DIFFERENCE  
An airplane follows a steady beam through the skies. But a bus driver threads a devious path through the most clogged traffic in history.

Potential death whizzes by every moment...rumbly trucks...careless motorists...a cabbie trying to beat the light.

And the passengers somehow still feel more secure than if they were on a train or a plane.

They have a great blind faith the bus driver will deliver them intact to their destination. He almost always does — day after day after day.

How he does it is one of the marvels of our times. Who among us has to show as much skill while under so many pressures?

The miracle is that anyone can be found who can manage — all at the same time — to steer a lumbering vehicle through a busy street, make change, hand out transfers, pick up a dropped dime, keep an eye out for children darting from the sidewalks, and explain to a querulous lady why it really isn't his fault if she caught the wrong bus.

HORSE SENSE  
With all that horsepower under his hand the bus driver also needs a lot of horse sense in his work.

For he has more afflictions than plagued job.  
He is under more strain than any of his passengers, but if they are

sexed by a personal problem they often vent their irritation on him at the least excuse. They rarely think of him as having a worry.

It is no wonder that several years ago a New York bus driver, bored with his routine back-and-forth life, left his route and drove south for a little Florida sunshine.

The surprising thing is that more aren't seized by wanderlust at the wheel.

"People are funny," one bus driver told me. "Right when you think you are driving nothing but crazy wildcats Christmas comes along, and one or two will hand you a small present when they pay their fare. Then you get to thinking they are people again."

I remember another driver who said he was going to quit because he had begun to talk in his sleep.

"What do you say in your sleep?" I asked.

"My wife says all I do is mumble, 'move to the rear of the bus, please, more room in back.'"

He said, "That's all I say all day. Why should I say it all night, too?"

Some drivers have a fine gift for lifting the spirits of passengers. Once I was making the long voyage home on a cramped bus in which everybody seemed to be in a bad mood.

A small boy came aboard carrying a big package. The package bumped against a standing woman, and she cried snappishly: "Driver, why do you let anybody on the bus with a package that size? You know it's against the law."

"Love and let live, lady," said the driver, philosophically. "I wouldn't care if somebody climbed on carrying a basket full of coobras."

All the way you could hear the weary passengers break out in chuckles.

We have a National Cranberry week, a National Dog week, a National Crochet week. Why not at least a National Bus Driver Day to honor the guy who all year long gets us in one piece to wherever we want to go?

Fare enough?

CORN SALVAGE  
DES MOINES, Ia. (AP)—The huge task of salvaging government-owned stored corn damaged by the recent Missouri River flood is under way. Bin site maintenance crews employed by the Production and Marketing Administration are in charge of the operations.

## CAUGHT In The ROUNDS

By DRB ADDISON

In one ear and out the typewriter. WHAT TO GIVE—The best thing to give your enemy is forgiveness; to an opponent, tolerance; to a friend, your heart; to your child, a good example; to a father, reverence; to your mother, conduct that will make her proud of you; to yourself, respect; to all men, charity. (Spokes)

Volstead single: Whiskey when you're sick makes you well; Whiskey makes you sick when you're well.

Difference between English (American) and English (British): We "break in" a piece of equipment; over there it's "run in."

If a Britisher sees a striking blonde wearing a dark suit, he may compliment her by saying, "It throws you up," meaning the contrast is attractive.

We can think of another right quick, but think we'd better "knock it off" right now.

Wayne Angel, the violinist, is a young man with a fine stage presence and a singleness of purpose that denotes the true artist. At a recent solo performance his playing was too much for the bow string. About half way through the piece horsehair started parting, flying free as he fiddled. He finished the number perfectly, without flicking an eyelash, while front row customers watched the free flying strands in hypnotic fascination.

It soon will be June—the bride's month.

(Also Father's Day—ahem) we learn from the National Furniture Review that today's blushing bride has married younger and is spending more to get up housekeeping than grandma did.

Wedding Day apparel, trousseau, home equipment, home furnishings, kitchen equipment, the wedding and reception the honeymoon, and gifts average \$2694.79 per Happy Father-of-the-Bride Day!

A Boy Scout troop recently had a day's outing in the Geary Brook pasture back of Moore Park. The Scouts now should qualify as a 4-H livestock club.

They came upon a range cow which was having a little difficulty dropping her calf. Like true Scouts they were ready for any emergency and spent most of the day lending a hand.

Their efforts were successful. When the event was accomplished, the cow-brute turned on her benefactors and put them up a tree.

One of the Scouts escaped, soon intercepted a Geary ranch hand who took over, and all was complete. Who says Scouting isn't eventful?

As long as people expect to get \$50 for \$20 worth of work, they must also expect to pay \$50 for \$20 worth of anything.

Same difference. The reason a dollar won't do as much for people as it once did is that people won't do as much for a dollar as they once did.

Law Says Bell Those Cats!

CLEVELAND (AP)—Cats can't prow l legally in suburban Lakewood unless they wear bells.

Things aren't too bad for the felines, though. The 35-year-old law never has been enforced and City Law Director Charles Rosa has asked council to repeal it.

## Pork Buying Short Lived

WASHINGTON (AP)—That temporary "burdensome surplus" of pork, which the Agriculture Department set out to take off the market last month to help farmers, turned out to be less than one day's slaughtering output.

That is all the department bought between April 9 and Tuesday when it announced that a price-supporting purchasing program was being suspended. The amount was 26,490,000 pounds. It included smoked ham, shoulder and bacon.

The price support program was inaugurated at the insistence of farm-state congressmen who said they were disturbed by the relatively low prices of hogs, plus a government forecast of a sharp drop in production of these meat animals this year.

## Firm Plans New Hardboard Plant

SWEET HOME (AP)—The Willamette Fibre Products Co. plans to build a \$1,500,000 plant near here, company officials reported Tuesday.

The proposed plant will convert left over wood from lumber mills in the area into hardboard.

TIMBER SALE  
SALEM (AP)—Sealed bids will be opened here Saturday on 8,960,000 board feet of timber to be sold by the Bureau of Land Management.

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