

Herald and News

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CAUGHT IN THE ROUNDS

By DEB ADDISON

Notes on a quick drive to Eugene and back:

There was no delay, either going or coming, because of the highway rebuilding project up along the lake.

When this last few miles of the "Alcorno cut-off" at the McPoint end, is completed there need be no apology on our route north.

There was a few minutes delay going, none coming back, at the Lookout Point dam project down the Willamette.

This thing seems to go on and on, interminably. If they don't finish it up soon the hillsides and bottoms that were logged and brushed off slick and smooth will need a second going over. Brush and new growth is starting a "five o'clock shadow."

This dam on the Willamette river (name changed from Meridiano to Lookout—probably at a cost of a million dollars paper work, some civic has remarked) is for the purpose of flood control.

Watching its progress year after year, a person is caused to speculate on how many thousands of years it would take to say it off were the project charged against the land that will be benefited by the flood control . . . or if the benefits would start to pay the interest on the investment . . . or if the thing would be silted full long before that fictional time of amortization . . . or how many beans would be grown in the Willamette valley if floods hadn't deposited silt in the bottomlands year after year.

Chemist, the little town in the northern Klamath lake plateau, is the world's champion town for its ratio of large dogs per capita. The canine population runs strong to Labrador and Chesapeake, we were disappointed, going north in the heat of the late afternoon, to spot only one, a German shepherdish critter asleep in the shade.

Close observation was rewarded on the return trip, at a later twilight hour. Seven large dogs were in lively evidence, in addition to a couple of smaller, "meat" dogs sporting themselves.

All is well. The record is intact.

To while away the time on the long, smooth straightaways we took to noting the license plates of passing cars. The license divided the cars into three groups, of roughly equal numbers.

About a third of the passenger cars bore Oregon licenses. A little over a third had the black and orange plates of California. A scant third had a variety of licenses from other states.

Two thirds of the cars, then, carried visitors from other states, over half of them from California. The fact reaffirmed our rather cold reaction to the clamor for more tourist business.

If you're hungry for tourist business, build a better tourist trap. The tourist is on the wing, and this is a major flyway. It's just a matter of stopping him. If that's your business.

BILL-BOARD

By BILL JENKINS

The flying saucers are still with us. Yesterday a couple of airline pilots spotted one over the East Coast. Pretty good description, and one which tallies fairly well with the report of another saucer spotted over Kentucky a year ago.

Occasionally some obscure scientist will come out and admit that there must be something going around in the sky besides meteors, wind balloons, weather instruments and other trivia.

And yet there is no proof. Scientific, well-founded proof, that is. There have been a few spotted around town. Back in 1940 Corinne Gheller and Clydene Bousman reported seeing a "large shiny object" in the Klamath skies. Joe Segoviano spotted another one on June 18th of the same year while working at his job of gate man at WTC. Carl Engblom, a Midland farmer, noted three of them in April, 1950. Mr. and Mrs. Harold Tunnell spotted one over Hogue back on May 14th.

Then came 1951 and more reports from our area, not to mention a million or so from other areas. Joe Mahan, Mrs. Herb Jones and eight-year-old Glen Jones all reported seeing mysterious objects in the skies. Then in the same month three more people, who requested that their names not be used, spotted a handful of discs.

And Wednesday night we had a fireball over Klamath Falls.

The more I think about it the more I'm convinced that there is such a thing as a flying saucer. At least I hope so. I'd hate to see so many reputable people proven liars.

And I'd hate to think of anything so fascinating as the saucers go out of our lives. On top of that, I'd like to see one myself. Very much. Keep up the good work, men. Maybe we'll get a picture of one soon. Maybe Operation Skywatch will bring a few of the elusive monsters to light.

I'll bet there is one man that thought he had flying saucers or worse a short time ago, all came out of a story Harry Carlson, United Press, was passing along to me yesterday.

Seems that Harry had gone to a recent gathering of newspapermen for their annual summer session. Hoping to squeeze in a little golf he stuck his clubs in the car. But while having one of those things (and another) a friend came up with a complaint that he had a partner for a round but said partner had no clubs. Harry loaned him the set in the back of his car (which was having a flat fixed at the time, incidentally) and thought no more about it. Not that is, until last week when he looked the clubs out to play a quick round himself and found that he had only one ball left.

"That was alright," said Harry. "I didn't mind that, but the one ball left was that trick one—the one that hops around, swerves in dizzy circles and is strictly off center. And it was all grass stained and cut to ribbons."

Having occasion to run into the friend later he asked about the golf. "Well, we did pretty well," stated the friend. "That is until the last few holes. By then poor old Blank couldn't keep the ball on the green."

Once in a million years?

Hal Boyle

NEW YORK (AP) — Footnotes on life by a sidewalk Socrates.

What will our modern youngsters come up with next?

A young lady 9 years old recently was given a chemistry set for her birthday. She took it out into the back yard, and was joined there by her boy friend, aged 10.

Her father watched from the porch as the two snail try began playing with the chemicals. Soon to his dazed ears, floated the following remark by his daughter: "Well, all right, Jack, you can make hormones if you want to. I'm going to make fingerprint powder."

The fact that men have flown jet planes 1,300 miles an hour is more likely to dazzle the average man than impress him.

The age of speed already has made it possible for him to get anywhere he doesn't want to go faster than he has any real desire to travel.

The real advantage of the family jet plane—if they ever invent one—is that it will discourage back seat driving. Before his wife can say, "be sure and turn left at Chicago," you will already be over Denver.

And no matter how swift planes get, the passengers will still complain about the small delays at the end of their journey.

Can't you imagine the first voyagers to the moon grumbling: "Why does it take them so long to unload the baggage?"

People in times of great stress always turn to a new hero with a new program. That explains the success of the Democrats during the Roosevelt era.

What makes the political picture in troubled 1952 so interesting is that the Democrats will have the program that has been sure-fire for two decades—but the Republicans have cornered a national hero as their candidate.

They'll Do It Every Time

By Jimmy Hatlo



Justice Department Prepares Probe Into International Oil Businesses

By JACK ADAMS

WASHINGTON (AP) — The government Friday prepared a brass-knife investigation designed to break up an alleged international oil monopoly by seven giants of the vital industry.

Both criminal and civil proceedings against five American and two foreign oil companies are being worked up by the Justice Department under anti-trust laws forbidding monopolistic practices, price fixing, and restraint of trade.

Attorney General James P. McGranery told a news conference that a federal grand jury sitting here, will shortly start probing into activities of what he called "the international oil cartel."

At the same time, McGranery said his department will institute a civil anti-trust suit against the seven companies in the District of Columbia courts.

The criminal proceedings are designed to punish past offenses. The civil proceedings are designed to prevent any repetition of the same offenses in the future.

McGranery named these firms as involved in the probe: Standard Oil of New Jersey, Standard Oil of California, Texas Oil Company, Socony-Vacuum, Gulf Oil—All U.S. dominated by the British, Royal Dutch Shell and Anglo-Iranian Oil Co.

A spokesman for Standard Oil of California said at San Francisco Thursday night "our record is clear" and that the international operations of its affiliated companies had been "carried on to the best interests of the United States."

There was no immediate comment from any of the other oil companies, either in this country or in London.

However, last week Eugene Holman, president of Standard of New Jersey, said his company was not a party to illegal practices of any kind.

"This company is not a party to illegal arrangements of any kind, including those which would fix prices, allocate markets, or control or restrict production anywhere in the world," Holman said.

The points Holman mentioned are among those covered by the 62-year-old Sherman-Clayton Anti-Trust Law which bans monopolistic practices and outlaws agreements to fix prices or restrain trade.

Sen. Hennings (D-Mo.) currently demanding a congressional investigation of the seven oil firms, said in a public statement two days ago that the group dominates U.S. foreign policy in the Middle East, Indonesia and Venezuela, and works together in the pricing field and elsewhere "with the regularity and precision of a fine Swiss watch."

FBI Arrests Astoria Boy On Hammer Killing Charge

PARIS, Tex. (AP) — A 20-year-old Astoria, Ore., youth, Ward Wenger, was in FBI custody here Friday after being charged in Astoria with the brutal hammer slaying of his foster mother, Mrs. Marie Wenger, 47.

Police Chief Curtis Lemon of Clarksville, Tex., said the youth, when first arrested, blurted, "I'm guilty!" when questioned regarding the slaying of Mrs. Wenger last Thursday. That was the day neighbors said they saw Wenger leave in his foster mother's 1952 Pontiac.

Young Wenger was graduated from Astoria High School last year and was described as "a problem" by school officials.

He was turned over to FBI Agent Ralph Miles Friday by Police Chief Lemon, who arrested him by talking by telephone to Sheriff Paul Kearney of Astoria.

Last Friday Mrs. Wenger's body, badly battered, was found wrapped in rugs in her Astoria home. Her empty purse was nearby. The foster son was later charged with the murder.

Sheriff Kearney phoned Police Chief Lemon after the 6-foot-tall, 165-pound youth called an insurance company in Astoria regarding the auto which he wrecked in an accident east of Clarksville Monday.

It had been repaired at the Clarksville Pontiac dealer's garage and Wenger had only 62 cents, Lemon said, to pay on the bill. Wenger said he youth had "a lot of ladies underwear in the car" and had taped some of it on his body. "He also had a lot of pictures of women he had cut from magazines," the police chief said.

After first admitting the killing, Wenger said, "I clammed up" and wouldn't talk except to say that the Pontiac was stolen. Wenger said after the youth signed a statement regarding the auto that he was asked if he wanted to tell the entire story of the Astoria slaying.

"No," he quoted Wenger as answering. "I'm not talking anymore until I see my lawyer."

Sheriff Kearney told Wenger he was mailing a warrant for the youth and then "we'll be on our way" after him. The FBI later, however, took him into custody on the stolen car charge.

Wenger was to be arraigned in Paris Friday before U.S. Commissioner Clara Faust on a federal charge filed in Oregon federal court July 15, of flight from that state to avoid prosecution for murder.

The FBI said the youth, who has brown, wavy, bushy hair, can be traced to Oregon on the federal charge if he resists extradition on the murder charge filed in state court at Astoria, July 14.

Pullman To Raise Rates

WASHINGTON (AP) — The Pullman Company received permission Friday to raise its minimum charge for sleeping car accommodations by about 23 per cent.

The Interstate Commerce Commission said the company could put the increase into effect on July 28.

The new schedule of rates will establish a minimum charge of five dollars for a lower berth in a standard Pullman car. The present minimum is \$4.05 for that type of accommodation.

Since all sleeping-car charges are tied to the basic lower-berth fare, all other types of sleeping accommodations will take a proportionate advance.

Thus, the minimum charge for a lower berth in a tourist sleeping car will advance from \$3.20 to \$3.95.

The upper berth minimum will become \$3.99 in a standard Pullman and \$3.05 in a tourist car with roomettes priced at a flat seven dollars.

More Autos On Highways

SALEM (AP) — More cars are traveling Oregon highways than ever before, the State Highway Commission says.

In a report Thursday the commission said traffic on the Oregon Coast Highway is 11.2 per cent greater than last year. The Pacific Highway near Woodburn is carrying 7.2 per cent more cars than a year ago.

HOUSE SALES OK'D

WASHINGTON (AP) — Members of the armed forces who sell their homes—and make a profit on the deal—need not pay income tax on the profit if they invest the money in a new home within four years.

President Truman signed a bill Wednesday authorizing this benefit.

James Marlow

WASHINGTON (AP) — When General MacArthur disappeared into the applauding platform crowd after delivering his keynote speech at the Republican National Convention he may really have begun his fade away from American public life, or at least his political life.

He was a Taft man. So long as the senator had a chance for the presidential nomination, MacArthur had a chance for the vice presidential spot. There was even talk MacArthur might be considered for President if Taft and General Eisenhower stalemated each other.

But the door slammed shut on any hopes MacArthur might have had for high elective office when the nomination went to Eisenhower. Two generals on one ticket would have been one too many, anyway. And there was no reason why Eisenhower should want him on the ticket. There was no love lost between them.

Because his pre-convention hostility to Eisenhower was so secret and because their foreign policy views were so opposite, it is likely MacArthur would offer to stump for Eisenhower or that Eisenhower would want him to.

This undoubtedly was MacArthur's last chance for the White House or such vice presidency. When he appeared before the convention in civilian clothes he looked like what he is: An old man. By the time the 1956 convention rolled around MacArthur would obviously be too old for consideration. He'd be 76.

Neither his appearance nor his speech was a sensation. He got an ovation, but the following night former President Hoover got a bigger one. And there were yawns as MacArthur picked his way through his long and carefully prepared address. The yawns may have been due to his complicated sentences. Or may be what he had to say had become an old story.

MacArthur had to endure two humiliating climaxes to his distinguished career: His defeat at the Yalu River after almost winning in Korea; and, for his later conduct, his recall by President Truman who stripped him of his command. In his memorable address to Congress 13 months ago he indicated he would just fade away, like other old soldiers.

Instead of fading, he remained conspicuously in the public eye. He has been a sensational figure in conventional considerations. Instead, the administration followed the line it apparently decided upon in dealing with him: It has avoided making him a rallying point, provided him with no crises, and let him run his course.

His present position has at least one more advantage: If he does make any more speeches to hurt the administration which hurt him, he can hardly be accused of having any personal political ambitions left.



J. C. LITWILER

1st National Has New Dept.

A new trust department branch has been opened at the Klamath Falls branch of the First National Bank of Portland, it was announced by R. H. Tisdale, manager of the branch.

Jeane C. Litwiler, assistant trust officer in First National's Southern Oregon trust division, has been transferred to Klamath Falls and will serve here on a full time basis. Litwiler was previously with the bank's Southern Oregon trust division headquarters at Medford.

In announcing the opening of the new branch of First National's trust department at Klamath Falls, Tisdale said that the increasing interest shown in the area concerning bank trust services and estate planning services has necessitated a permanent trust representative.

Litwiler represents First National's head office trust department, one of the Northwest's most complete and largest trust departments. Through Litwiler, the people of the Klamath Falls area will be able to receive complete trust services of all kinds, from the familiar family trust to investment management accounts and pension trusts, Tisdale reported.

Litwiler has been associated with banking on the Pacific coast for over 23 years. He has been with First National since January of this year, during which time he worked with Tracy Crum, trust officer in charge of the bank's Southern Oregon trust division, at the Medford branch. Before joining First National Litwiler had been assistant manager of the Grants Pass branch of the United States National Bank.

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