



EXHAUSTED—These are the men of "Item" Company who fought for and won the strategic height of Bunker Hill in Korea. Here, back from the nightmare of battle, dirty, exhausted and bearded, they rest wherever there is space.

### Two Oregon Highway Measures To Be On Ballot November 4th

By HALE SCARBROUGH  
Oregon's highways, and the proposition of who is to pay how much of the cost of their construction and upkeep, are the subject of two immensely important measures on the Nov. 4 state ballot.  
Over the years this state has probed for a method of taxing vehicles for use of highways and roads, one that both produces a lot of money and is as fair as can be expected to all parties concerned, and back in 1947 came up with what it calls the "weight-mile" method of computing the tax to be applied to commercially used trucks.  
Briefly, the weight-mile system

taxes the big freight rigs on a graduated scale, multiplying their gross weight capacity with the number of miles of usage of highways in the state.  
It is a system this state is pioneering, and which a number of other states are known to be watching. Theoretically it is supposed to make commercial truckers pay their fair share of road costs in the state as they pass through or as they operate on the state's roads and highways.  
However, a large segment of the trucking industry is not satisfied with the workings of the law, considers it discriminatory, unfair and based on faulty reckoning that big trucks are a principal cause of damage to roads, and has managed to get the state law on the ballot by referendum.  
The referendum was sponsored by the Oregon Highway Council, an organization made up primarily of long-distance haulers, and that organization has by initiative petition placed a companion piece on the state ballot which would in effect allow the Oregon Legislature to levy only license plate fees and fuel taxes, which the industry considers fair taxation.  
Those two measures were the subject yesterday of a two-sided discussion before the highways committee of the Chamber of Commerce. The discussion was between Rep. Ed Geary of Klamath County, who is chairman of the House of Representatives' highways committee, and Bert Trask of Portland, official of the Oregon Highways Council.  
Their views are entirely divergent.  
Trask declared that the weight-mile tax is discriminatory and in the long run will drive trucking business away from Oregon, and that if it is allowed to continue in operation it will make Oregon's truck taxes the highest in the nation. Right now, he said, they're second highest.  
This type of taxation, Trask said, is weak in various ways: it disregards service to the people, it works on the theory that trucks cause road congestion and damage, it is difficult to enforce, difficult to collect and invites attempt at evasion. And the higher taxes just mean that the consumers will have to pay higher prices.  
There is in Oregon, as elsewhere, considerable belief that big trucks are at the root of road troubles, Trask said, but that isn't so. Axle load, he said, is what does the damage, not gross weight, and Oregon limits loads to 18,000 pounds for one axle or 32,000 pounds for a dual axle.  
A small truck with one load axle carrying a heavy load can do just as much damage as a bigger truck with a much heavier load spread over several axles, the Highway Council speaker declared.  
The truck industry in Oregon employs around 80,000 persons, and vitally benefits the pocketbook of everyone in that the trucks force

competition with the railroads, said Trask.  
That, briefly, is the position of the Oregon Highway Council.  
Rep. Geary, who helped write the bill under attack, has different views about the damage that big trucks do to highways, and declared that the Oregon Highway Council, financially supported by companies that operate big trucks long distances, is trying to rewrite Oregon's highway tax law to make it more favorable to the long haulers.  
If successful, he said, they would transfer more of the highway costs from themselves to the operators of trucks which use highways for short distances and to automobile owners.  
The Oregon Highway Council favors increasing the plate fee, Geary said, so that a truck using the highway for a short distance—such as a merchant's delivery truck—would pay the same flat fee as a truck which travels across the state rolling up many thousands of miles a year.  
Fuel taxes would also have to be raised, if just fuel taxes and plate fees were left to the operators, and there would be a collection problem. Many large transport trucks, Geary declared, don't have to buy any fuel in Oregon at all. They can load up enough diesel or butane at California or Washington ports for their whole trip.  
The type of publicity the Oregon Highway Council has put out in support of its referendum of

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### McCarthy-Benton Court Fight Flares Over Calling Witness

WASHINGTON (AP)—A two million dollar libel-slander suit fight between Sen. McCarthy (R-Wis.) and Sen. Benton (D-Conn.) steamed up a new courtroom clash today.  
An issue is McCarthy's motion for a court-ordered delay in taking the pre-trial testimony of Paul G. Hoffman, president of the Ford Foundation, who may become a key witness. The opposing lawyers had less than an hour in which to argue the case and get a ruling from U. S. District Judge Burnita S. Matthews.  
The woman judge set the postponement motion for hearing at

9 a.m. EST. Counsel for the two senators hope for her decision before the scheduled start of Hoffman's testimony at 10 a.m. at a nearby hotel.  
The fight stems from McCarthy's big damage suit. He contends that Benton libeled and slandered him with unfounded charges of fraud, perjury and calculated deceit of the American people.  
Theodore Stendel of New York and Gerhard van Arkel of Washington, counsel for Benton, have made mystery of their reasons for calling Hoffman, a top adviser to the Eisenhower - for - President

### Court Bans Picketing

ASTORIA (AP)—The big Columbia River Packers Association went to court Monday to stop picketing of the cannery here by fishermen who are on strike for higher prices.  
"The ship looked pretty good, but it didn't leave soon enough," Dickie told police, who picked him off the freighter and turned him over to his mother.  
Harassed Mrs. Love added the latest caper to Dickie's growing list that includes:  
Stowing away on a ship that sailed from New Orleans.  
Stowing away on an airliner from San Francisco to Los Angeles to "see the big earthquake" last month in Southern California.  
Twice traveling San Francisco-Los Angeles steamers.  
Making innumerable free bus trips to San Francisco from Redwood City.

### Greek-Bulgar Talks Collapse

ATHENS, Greece (AP)—Greek-Bulgarian Army talks, called to smooth over a recent border incident in which two Greek soldiers were killed, broke up last night in a word battle over who was responsible for the clash.  
A Greek general staff communiqué said the Bulgarians promised to seek further instructions from their superiors and meet with the Greeks again.  
The communiqué said the Bulgarians admitted killing the two Greeks Aug. 12 in the Mt. Belles area northwest of Salonika. Each side, however, claimed the incident occurred on its territory.

### Natural Gas To Northwest

SEATTLE (AP)—The head of the Pacific Northwest Pipeline Corp. said here Monday night that, if federal approval is given, the firm can bring natural gas to Oregon and Washington by early fall of 1954.  
Ray Fish of Houston, Tex., made the prediction in relating the firm's plans to bring gas from New Mexico-Colorado fields.  
Fish also is president of Fish Engineering Corp., which designed and engineered pipelines from southern Texas to New York and Chicago.  
He came here to explain to businessmen that he thinks the New Mexico-to-Bellingham line holds more promise than the proposed pipelines from Canada. He said his firm will file an application with the Federal Power Commission this week. It will be an amendment to the original application for a line from Canada.  
Fish said the pipeline cost would be 120 million dollars, with an additional 40 million for well-drilling and 15 million for a gathering system at the source.  
The proposed route of the line would be across Utah; across Idaho along the Snake River route and into Oregon to a point near Pendleton.  
The main line would swing west to Portland and north through most of Western Washington's major cities to Bellingham. Another branch would go north from the Pendleton area to Walla Walla, Pasco and Spokane.

### Stowaway Tries Again

REDWOOD CITY, Calif. (AP)—Dickie Love, a veteran stowaway at 8, set out again yesterday.  
His destination this time—China.  
"The ship looked pretty good, but it didn't leave soon enough," Dickie told police, who picked him off the freighter and turned him over to his mother.  
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### Talks Show No Progress

MUNSAN, Korea (AP)—Maj. Gen. William Harrison, senior U. N. commandant, said today that "an armistice is possible but I haven't the faintest idea when."  
He made the observation at a news conference shortly after U. N. and Communist negotiators traded acid words for an hour at Panmunjom and made "no visible progress" toward settlement of the cease-fire issue of prisoner exchange.  
The delegations called a fourth straight week-long recess. Gen. Nam Il, senior Red delegate, protested, then agreed to setting the next meeting for Aug. 27.  
On chances of the talks to succeed, Harrison declared:  
"I've thought the Communists do want an armistice. It is a matter of how much they are willing to pay for it."  
Harrison said it was possible for Reds to accept the U. N. position on prisoners.  
"They could give us a good cussing out and then accept our offer," he declared. "They never would have to agree with us on the principle of no forced repatriation."  
Nam Il was visibly angered by some of Harrison's remarks in the conference tent.  
The Red negotiator was particularly nettled when Harrison said the Communists "call the Chinese soldiers volunteers but when it comes to volunteering not to go home they (Communists) won't recognize that."

### Flood Toll May Reach 90

LYNNMOUTH, England (AP)—Police warned today that the toll from Saturday's devastating flood on England's Southwest Coast may go as high as 90 dead.  
The latest official casualty figures for the flash torrent stood at 13 known dead, with 26 missing and presumed dead. Seven of the bodies so far recovered have been identified.  
But unofficially the police said they still had no word on at least 50 more holidaymakers who were believed to have been in the resort area on Friday night when sudden downpours sent the quiet little Lyn River raging over this picturesque little Devon honeymoon resort.

### Cleanup Due For 'A' Canal

The Bureau of Reclamation's "A" canal—which bisects Klamath Falls on its way to furnish irrigation waters for the Klamath Project—is due for a clean-up job inside the city limits, and the Bureau has advertised for bids for the job.  
Sealed bids are to be opened at the Bureau offices in the airport Sept. 4 at 2 p.m.  
Principal items of work, according to the invitation for bids, include excavation, loading, hauling and disposal of some 4,200 cubic yards of material to be removed.  
Further information may be obtained by contacting the Bureau offices, Municipal Airport.

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### Formosa Sees Peace Drive

TAIPEH, Formosa (AP)—The Central Daily News, Chinese Nationalist government newspaper, predicted today "the Peking-Moscow axis will launch an unprecedented large-scale peace offensive for Korea" after the Chinese-Russian conference in Moscow.  
The newspaper said editorially the campaign would have as its aim "paralyzing (Western) alertness and slowing down the necessary preparedness effort of the free world." It urged the West to "meet solidarity with solidarity."  
Art-Metal Office Equipment Costs No More—Own The Best, Voight's Pioneer Office Supply, 629 Main.

### Allis-Chalmers Strike Ends

TERRE HAUTE, Ind., (AP)—The CIO United Auto Workers accepted a wage contract last night to end their hectic 14-week-old strike against the jet plane parts plant of Allis-Chalmers Manufacturing Co.  
Only approval of higher UAW officials and signing of the contract delayed a return to production of jet engine compressors and construction of the 19-million-dollar plant.  
A company spokesman said the immediate increase of 14 cents an hour for day workers and 19 cents for night workers, boosting basic pay scales to \$1.53 to \$2.33. Additional 4-cent boosts were given for the second and third years.

### FATAL MISHAP

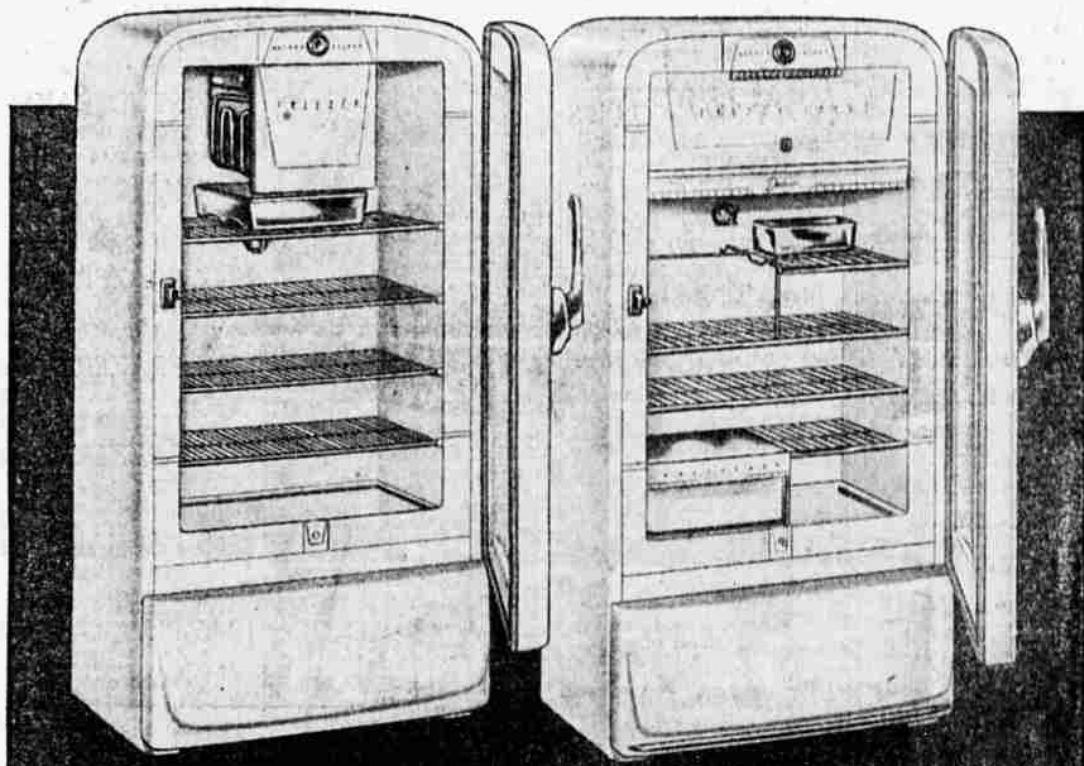
PORTLAND (AP)—Clark Lund, 44, Boronia, was found crushed to death Monday by three logs which he was preparing to unload from his truck near Sandy. He was found by another trucker.

### LOGGER KILLED

TILLAMOOK (AP)—Lester George Culver, 35, Gales Creek, was killed Monday when hit by a falling limb near the Jordan creek area. Culver was a timber faller for the Oregon State Forestry Rehabilitation Service.

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Full-size 7.4 cu. ft. M-W with 21-lb. capacity freezer and chill tray for defrosting meat. Provides you with 13.8 sq. ft. of shelf area and plenty of tall bottle space. Save now.	Wards 7.1 cu. ft. Model at special savings. Has 35-lb. capacity full-width freezer with froster tray. The Food Freshener keeps 9.5 qts. fruit and vegetables garden-fresh.
REG. 179.95 ELECTRIC RANGE	REGULAR 114.95 M-W WASHER
Sale price 159.88 Terms, \$5 down	Terms, \$5 down 104.88 Pump \$7 more
Quick, clean electric cooking at savings. Enjoy the convenience of the large oven and waist-high broiler. 36-in. cook-top has 3 Chromalox units plus Deep-Well with 7 speeds.	Save now—6-vane Swirlator washes 8-9 lbs. thoroughly without tangling. Has 2" balloon roll wringer. Swings to 8 positions. Ribbed bottom, sides—extra washing action.

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