

Survey Shows Farmers Want 100 Percent Parity

WASHINGTON (AP)—An Agriculture Department survey shows most American farmers want full parity price supports for their products, says Secretary Brannan. He issued a summary of findings in a nation-wide survey no settlement conducted a year ago. Of price supports, Brannan's summary said:

"Specific approval of the price support program constituted the central theme of the wide general approval. . . . A heavy preponderance of opinion favored 100 percent parity supports, with relatively few suggestions for discounting price support."

Partly is a standard for measuring farm prices, declared by law to be equally fair to farmers and to those who buy their products.

The survey — called the "Family Farm Policy Review" — kicked up controversy in agricultural circles when it was made a year ago. The summary issued yesterday drew immediate fire from the powerful American Farm Bureau Federation.

"It is significant to note," said the federation's statement, "that the digest of the review has been held up and released during the height of a political campaign."

The federation called the survey "grounded in politics." It contended the survey "will undoubtedly be used in an attempt to influence farm thinking in the current political campaign."

Brannan and the federation have long been at odds over farm policy, including price support levels. The farm group favors flexible supports, ranging from 75 per cent to 90 per cent depending upon supply. Brannan advocates support at full parity. The top limit now is 90 per cent.

Brannan's summary was based on meetings held by the department in each of the more than 3,000 agricultural counties of the nation where farmers met to discuss department programs.

It said most reports gave general approval of present farm aid programs, policies and agencies. Many, it said, recommended expansions in some of these.

The department said more than 200,000 persons attended the meetings. There are five million farm operators in this country.



NEW PRESIDENTIAL GRAB BAG—The center of political gravity has shifted westward for the 1952 election. The only appreciable change in the electoral college, which names the President in the 11 Far Western states which have eight more votes than they had in the 1948 election. Above Newsmag shows number of electoral votes each state will have in the five sections of the country. Each state is assigned electoral votes to correspond to the number of representatives they have in the Congress.

Coal Strike Threatens U. S. Economy

By RICHARD FISKE
NEW YORK (AP)—Industry hit a fast clip this week. Businessmen were optimistic for the weeks ahead.

However, a coal strike could throw a monkey wrench in the works. And mingled with the high production and the forecasts of even better business were some warning notes.

Government officials were among those who urged industry to plan now for the time when defense production tapers off.

Almost on the heels of President Truman's statement that defense output would hit a peak around the middle of next year came predictions defense spending is leveling off well ahead of schedule.

Secretary of Commerce Sawyer told sales executives they should plan now for the day defense activity slows down.

When that comes, he said, private enterprise must carry the burden of keeping production capacity at work.

Currently, however, the key industrial and financial figures made some good reading.

The nation's steel plants returned to their highest tonnage since the week of May 19, prior to the strike. American Iron and Steel Institute estimated the week's production at 2,108,000 net tons of ingots and steel for castings.

The week of May 19 brought output of 2,134,000 net tons, second highest figure of the year.

The automobile factories rolled passenger cars and trucks off the assembly lines to the tune of 138,000 units. This was the high for the year and the best production week since last Sept. 22.

The Federal Reserve Board reported department store sales about one per cent below a year ago on a dollar basis and Dun & Bradstreet said retail purchases generally were a bit under 1951 figures.

Prices on the New York stock Exchange took their sharpest drop on the average, in nearly a year.

Minister Reported Involved In Fantastic Cash Swindle

AUBURN, Calif. (AP)—A prominent Presbyterian minister was named by District Attorney Al B. Brody Friday as the confessed master mind in a fantastic \$23,000 swindle in which, he said, the pastor posed as a woman.

Brody said that the Rev. William C. McCalmont, minister of the First Presbyterian Church of Roseville, and Harry Daniels, Southern Pacific trainmaster at Roseville, had admitted blinding the operators of a fruit stand of their life savings on Aug. 24.

The two men, arrested Thursday, were held in the Placer County jail on formal complaints charging grand theft.

The sheriff said the pastor, after reading a newspaper story on the swindle Aug. 29, five times telephoned Mr. and Mrs. Lemos and assured them he had made their money back.

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The Lemos did not report their loss until late in August.

Russell Fears March to Left

NEW ORLEANS (AP)—Gov. Adlai Stevenson will lose a lot of presidential votes in the south if "he continues his march to the left," Sen. Richard B. Russell (D-Ga.) said here yesterday.

The senator, who ran a strong third in the balloting for the Democratic presidential nomination, said he intends to vote for Stevenson, but thinks the Illinois governor risks alienating a lot of good Democrats by the trend of his recent public utterances.

Russell declined to elaborate except that "a lot of good, conservative Democrats thought Stevenson was a middle-of-the-road candidate. Now it appears that he is being influenced strongly by the ADA and the PAC (American for Democratic Action and the CIO's Political Action Committee)."

The senator flew here from Atlanta and is scheduled to sail today on a vacation trip to Venezuela.

He said he plans no part in the presidential campaign until his return about Oct. 1.

Cleanup Job Follows Flood

GONZALES, Tex. (AP)—It was all dirty work today—cleaning up after three days of cloudbursts turned South Texas streams into raging torrents.

The last flood threat in the area ended here last night when the Guadalupe River rose to 34 1/2 feet, remained stationary for several hours, then began slowly subsiding about 10 p.m.

Above Gonzales at the confluence of the San Marcos and Guadalupe Rivers there was a stretch of muddy flood water two miles wide.

The major damage was to crops in the lowlands. A few houses were flooded. Some livestock was lost.

It was much the same story in nearby New Braunfels, Johnson City, Llano and other small towns of the Texas hill country.

At least eight deaths, and possibly nine, have been blamed on the sudden, violent end of the dry weather in South and South Central Texas.

As much as 23 inches of rain had been measured in some spots since the storm began last Tuesday.

Manslaughter Charge Dropped

TOLEDO, Ore. (AP)—A manslaughter charge against a motorist whose car was alleged to have killed a pedestrian on July 19 was dismissed in Circuit Court Friday.

Judge Victor Oliver said the indictment against Dennis LeRoy Henderson, 30, Toledo, lacked enough grounds for the charge.

Mrs. Dorabelle Stocking was the pedestrian.

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Truman Lays Plans For 8,500-Mile 15-Day Whistlestop Campaign Tour

WASHINGTON (AP)—President Truman carried the Democratic National Committee's blessing today for an 8,500-mile, 15-day "give 'em hell" campaign carrying him into 24 states.

His job, as the President has outlined it, is to be a sort of chief gunner in the presidential battle. He will champion his own and the Franklin D. Roosevelt record and fire away at the Republicans from coast to coast, while Democratic presidential nominee Adlai Stevenson charts the party program for the future.

Truman's news conference assertion Thursday he will speak wherever the National Committee wants him to was followed by a White House announcement yesterday of a trans-continental trip embracing major speeches as far apart as New York and San Francisco.

The President's campaign train, between the time of his departure from Washington at 10:30 p. m. EST, Saturday, Sept. 27, until his return Sunday, Oct. 12, will cross enough states to assure a minimum of 30 rear platform whistle stop talks.

Already tentatively lined up are six major talks. They are: Oct. 1, dedicating the Hungry Horse Dam in Northwestern Montana near Kalispell; Oct. 2, Seattle, Wash.; Oct. 4, San Francisco; Oct. 8, Shenandoah, Iowa; Oct. 9, Buffalo, N. Y.; and Oct. 11, New York City.

The schedule is far from completed. And other speeches probably will be announced before the departure date.

The Truman campaign train will cross parts of Maryland, West Virginia, Ohio, Indiana, Illinois, Wisconsin, Minnesota, North Dakota, Montana, Idaho, Washington, Oregon, California, Nevada, Utah, Colorado, Kansas, Nebraska, Iowa, Missouri, Pennsylvania, New York, New Jersey and Delaware.

There's seemed every prospect Truman would talk at any daylight stop where a crowd gathered except on the three Sundays he will not make political speeches on the sabbath.

Preparation of the major speeches as well as material for back platform talks has been underway at the White House for weeks under Charles S. Murphy, the President's special counsel and chief speech writer.

Truman has two days of target practice for the full-scale campaign when he made a number of rear platform speeches on his trip to Milwaukee for a Labor Day address.

In the Milwaukee talk, he insisted that the voters must elect heavy Democratic majorities to the next Congress. This, he said, would bolster the hands of what he called the liberal Democratic majority in the fight with what he described as an overwhelmingly reactionary Republican representation.

This note, taking cognizance of frequent votes against the administration by some Southern Democrats, is expected to play a part in his forthcoming trip in which he will emphasize a plea for the election of Democratic congressional candidates.

These will include Democratic representatives Mike Mansfield of Montana, Henry M. Jackson of Washington and Walter K. Granger of Utah, now seeking Senate seats held by Republicans.

Truman will board his bullet-proof private car the night of Sept. 27 immediately after a radio and television broadcast from the White House in connection with the annual Community Chest drive.

The Democratic National Committee will pick up the check for this admittedly full-fledged political trip.

The 15-day swing by the President will be followed shortly by another swing through the East in which he will make speeches in Boston and other cities.

The President plans to campaign right up until election day, closing with speeches in Missouri.

"Where Demos Live!" Men's Hand Laundry, 11th and Klamath, Phone 2-2531.

Truck Speaker Calls For New Public Understanding

A strong plea for better public understanding of the trucking industry and the revolution in transportation involving the motor vehicle was made yesterday at the noon Rotary Club meeting by Walter W. Belson of Washington, D.C., who is director of the public relations for the American Trucking Association.

Belson's job is to put in a good word for trucks and the trucking industry, and he is an admirable speaker. His talk here, however, did not touch on matters which are to be decided by Oregon voters at the Nov. 4 general election.

At the election voters of the state will decide whether to put into operation a weight-mile truck tax system, which has been enacted by the legislature and referred for a vote at the insistence of the Oregon Highway Council, or to put certain limitations on the type of taxation the state can impose on trucks, as proposed by the highway council.

Belson's talk was on the subject of revolution in transportation, the change in business, industry and everyday life wrought by the internal combustion engine—by cars and trucks—since early this century.

Two out of every three tons of freight moved in the United States now, Belson declared, moves some part of its trip by truck, although the railroad is still the greatest carrier of tonnage on long hauls.

Trucks aren't driving the railroads out of business, he said, because the railroads are handling more freight this year than all forms of transportation (trucks, rails, waterways, pipelines) handled in this country 10 years ago.

But trucks have changed the economy . . . they put any place in the United States, so long as it's on a street, road or alley—on the main line to anywhere else in the United States. Belson declared. Trucks have made mass production possible, and have made it unnecessary for factories to keep big inventories. They can get their material in by truck in the morning and a few hours later ship out the finished product.

The big problem of the trucking industry, Belson said, is one of selling itself to the public, and it is complicated by the fact that the public just doesn't understand the transformation in our way of life the trucks have brought about.

Highway construction in this country, Belson said, is sadly out of date. The big construction boom was about 25 years ago when the movement was to "get the country out of the mud."

The problem, now he said, is to get the country "out of the traffic muddle."

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