

Don Cossack Chorus Brings Enviably Record To Klamath

The Don Cossack Chorus comes to Klamath Falls Nov. 14, and is to appear in concert at the Pelican Theater in a benefit show for the YMCA's handicraft department.

It is being sponsored by the Klamath Junior Chamber of Commerce. Tickets for the affair are on sale at Kohn's Flower Shop and at the YMCA. They are \$2 each.

Organized in 1927 in Prague, Czechoslovakia, by its founder and present director, Nicholas Kostroff, the chorus has toured all five continents and has nineteen times crossed the equator.

There is not and never was another body of singers which has completed an extended round of voyages as the Platoff Chorus has done.

Recently the Platoff Chorus gave its 5,500th concert, of this number 885 were concerts devoted especially to church music and given at various churches. One such concert was given at the famous Cathedral of Notre Dame in Paris before an audience of ten thousand and attended by the Archbishop of Paris, Cardinal Verdier.

Besides the many concerts that they have given, they have also presented their colorful programs for war bond drives, in military camps and hospitals in all theatres of operation during the last World conflict. All members of this organization are now American citizens.

In 14 years of singing more than 1,700 concerts in the United States, the Platoff Cossacks have missed only one performance, when a locomotive of their train in Kentucky exploded, probably a unique record in show business. Their outstanding program of inspiring liturgical music, haunting folk melodies, boisterous regimental Cossack songs, and thrilling exciting dances, once heard and seen, are never forgotten.

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IN ARMS OF MORPHEUS—Using a shot-up tire for a pillow and with his machine gun handy, this dead-tired GI of the 7th Infantry Division sleeps soundly along side road leading down from Pike's Peak in Korea. United Nations forces are engaged in heavy fighting in this area against the Communists.

AMBASSADOR RETURNING

JAKARTA, Indonesia (AP) — United States Ambassador H. Merle Cochran left for home leave Thursday aboard the same plane carrying Indonesia's Foreign Minister to the United Nations assembly.

Early this month, in a speech at Portland, Ore., Stevenson criticized what he called the "one-party press in a two-party country." Referring to the predominant Republican editorial support, but said he was "glad to pay tribute to the press." For the impartiality and full disclosure of news columns.

The four authors said they based their conclusions on samplings from 26 newspapers over a one-week period in seven "doubtful" states—Ohio, Massachusetts, Wisconsin, Pennsylvania and California.

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Churchill Tells Of Atom Bomb Test

LONDON (AP) — Prime Minister Churchill disclosed Thursday that Britain exploded her first atomic bomb in the hull of a navy ship that blew up in a million degree cloud of vapor and fragments. He said it was a test of an atomic bomb on harbor installations.

Churchill, making the first official statement on the atomic test in the Monte Bello Islands off Northwest Australia Oct. 3, said the bomb was placed in the Plymouth, a 1,450-ton frigate which was anchored in one of the many lagoons in the islands. The ship disintegrated, tons of rock and water were hurled into the air and a high tidal wave followed.

He indicated in his report to the House of Commons a hope that the test may result in the United

States resuming an exchange of atomic information with Britain. He did not say how much the atom test cost, but recalled that the previous Labor government had spent 280 million dollars from secret funds in developing the weapon.

Just at the close of his statement Churchill described the weapon used as a bomb. It was the first time it had been called anything other than a weapon.

Churchill made it clear that Britain intends to go on making atomic weapons.

"Scientific observations and measurements show that the weapon does not contradict the natural expectation that progress in this sphere would be continual," he declared.

He hinted broadly that the explosion may persuade the United States to resume sharing atomic data with this country.

In reply to a question from Emanuel Shinwell, former Labor defense minister, Churchill said: "I do not doubt that this will lead to a much closer American interchange of information than has taken place in the last few years. But I do not wish to make any

statement on the subject. The U. S. and Britain worked together on atomic research through World War II. This cooperation ended in 1946 when the U. S. passed the McMahon Act, banning passing of atomic information to a foreign power.

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George H. Adler, M. D.

Candidate for

Coroner

I wish my many friends to know that I am a candidate for re-election to the office of County Coroner, although I have been unable to campaign as actively as I might have liked. I still feel that only a physician is qualified to fill this specialized office.



—Ed. Adv.—Geo H. Adler

Authors Accuse Newspapers Of Bias In News Columns

NEW YORK (AP) — Ninety-four American authors, including 24 Pulitzer prize winners, say a majority of the nation's newspapers and magazines are showing "partisanship" in news on the presidential campaign.

In a statement, the authors said: "Ever since the beginning of the campaign we have seen an unrelenting attempt by the majority of our country's newspapers and magazines to play down one of the candidates. There have been notable exceptions, but they are few."

"Partisanship has been allowed to soak through from its legitimate place on the editorial pages and in signed columns. It has been allowed to infect the very writing of the news and even more, the way it is displayed."

The authors, including novelists, historians, poets and dramatists, urged the public to listen to both major presidential candidates on television and radio to get "the one impression you can trust."

The statement did not specify the candidate the signers believed was being slighted.

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DON'T BE HALF-INFORMED... KNOW THE TRUTH ABOUT THE PROPOSED TRUCK TAX BILL

"CONSTITUTIONAL AMENDMENT PROVIDING EQUITABLE TAXING METHOD FOR USE OF HIGHWAYS"

Not a day goes by that the **TRUCKING INDUSTRY** isn't "misquoted" (to put it mildly) about our objectives.

HERE ARE THE THINGS WE STAND FOR... read every word, weigh every word... and then you'll know that the **TRUCKING INDUSTRY EXPECTS TO PAY ITS FULL SHARE OF OREGON HIGHWAY COST!**

Our Pledge to YOU

First: No plan of taxation or regulation of the industry can be successful or survive that would in any manner result in injury or loss to the general public, or injure or impede the highway construction and maintenance progress of Oregon.

Second: The future plans of the industry must be based on a program that will mean a full and conscientious acceptance of the responsibility of rendering a great public service, conducted in a manner that will be of the greatest benefit in adding to the individual comfort and well-being of every person, and that will make the greatest contribution to the economic welfare of Oregon's farms, businesses and factories, to which this service is so vital.

NEW HIGHWAY BUILDING PROGRAM NOT TO BE IMPAIRED

To meet our responsibilities and to put into effect these principles, we are now engaged in a study of highway use, benefits and taxation that is probably the most comprehensive ever conducted in this country, and when the facts are available, which will be prior to the 1953 session of the Oregon Legislature, we will prepare and present to the Legislative Highway Interim Committee or to the appropriate committee of the 1953 session, a suggested highway tax program, based on a two structure tax, that will meet fully the need for highway revenue, as set forth in House Bill 465.

The two structure tax proposed will eliminate tax reports that cost the industry an enormous sum annually, will reduce evasion, and end the expenditure of from \$800,000 to \$900,000 now spent during each biennium for collection, auditing and enforcement, in addition to creating an equitable and fair tax structure under which all branches of the industry will be able to continue to operate.

NO INCREASE IN AUTOMOBILE FEES AND TAXES

No attempt will be made by us to increase any registration fees or fuel taxes paid by automobiles, nor will we recommend any change in the status of farm vehicles. We will in fact oppose any plan that includes such action.

Recognition must be given to trucks traveling limited mileage, and the burden of taxation so placed that all of the factors of use and benefit are recognized. Among these problems is that of seasonal use, and this should be met by a provision for a license of not to exceed 3 months, to be made available for any 3 months period.

TRUCKS TO PAY COSTS

Only through easily and quickly available records that tell the story of operations can the facts be ascertained and an equitable tax structure built and kept intact. We will recommend to the legislature that a study of the type now under way be kept current, with such additional information tabulated as the highway commission may deem necessary, and that each truck be assessed a fee each year to cover the cost of such a project, in addition to the regular registration fee. The amount of \$2.00 is suggested for this work. We will also recommend that a fee covering the cost of regulation be similarly collected.

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