

Herald and News

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BILLBOARD

By BILL JENKINS

All the news on the wire today has to do with the budget. A subject which leaves most of us cold except for the heated arguments.

There is also a note in the back of the Nautilus, the world's first atom powered sub, will be launched soon at a cost of some fifty million dollars. I wonder how much Cap Nemo had to pay for the original? Or was it a gift from Jules Verne?

The high desert is back in the news again. The January 15 issue of the Territorial Enterprise, Nevada's first newspaper, carried a two column picture of the venerable Pat McCarran, senior senator from the one sound state, showing him posed in back of a station wagon parked near Lakeview. The good senator is holding a pair of nice specs and is surrounded with a few snow geese and other edibles. According to the title he nalled the geese while hunting near Lakeview in company with Oregon's Guy Gordon, who, in case you didn't know, is also a senator.

McCarran is rumored to use a .28 gauge, and if he is holding his pet gun in the picture it is an automatic. Rather light for geese, senator, but then every man to his trade. We notice that in the back of the station wagon there are clearly visible three cases of shells. Who wasn't hitting?

Didn't say where they were hunting but we have our suspicions.

I hereby renounce the title of Chief Weather Forecaster and freely offer the crown, minus the few stars I've knocked out, to any one who can better the rather poor record.

Started out by predicting the worst winter since '37, followed with three separate prognostications on heavy snow storms and ended up by safeguarding the house with a basement fire last night because it was gonna be the coldest night of the year. Our thermometer out there registered a paltry, springlike 22 this morning.

To heck with forecasting.

ALONG NATURE'S TRAIL

By KEN McLEOD

As communities continue to grow and expand so do their demands for water. Back in Biblical times, the needs of the household were served by the housewife carrying home a water vessel on her head from the community water hole or spring. The old hand pump and a bucket served the needs of rural America for many years. But times today are different and in the modern community it would appear that the demands for water will never reach a limit until the limit of the supply is reached. Looking over my collection of notes on useless information I see that back in 1880, the city of Chicago required only 140 gallons of water per day per person, and then in contrast I note that in 1940 the water consumption in that city had risen to 290 gallons per day. Here is an increase of over 100 per cent in the intervening period of 60 years and the trend was still on the increase.

Directly coupled with this increasing demand for water has been the unbelievable increase in population and since the individual can only consume a limited amount of this demand, the surplus must be disposed of in some manner. Under these considerations there is little question why we have a continuing and mountain problem of the disposal of waste sewage waters.

When the Klamath Falls system was designed we had a population of 12,000 the design contemplated some increase in population growth but nothing on the order of what has taken place. Now we are getting up to around 16,000 people within the city and another 9,000 are to be found just outside the city limits. Perhaps it is the plight of these people that attracts the attention of the experts more than the problem of an overloaded city sewage system.

When the early sewage experts designed the present system they little dreamed that population growth would spread so rapidly to the east of the city. It took the depression years to bring on this fast development, a period when people were forced to move into the country to have more land and to escape the burden of maintaining a city form of government. This was all to the benefit of those who moved there first but more and more people had the same idea. Eventually urban conditions began to develop and with the urban conditions came the urban headaches. The major one of course being the disposal of sewage

wastes.

The back yard privy gave place to the septic tank which brought the advances of modern civilization to the country. The septic tank has proven an efficient method of handling the household sewage if it was properly handled and cared for. Unfortunately there are many people who do not know how to care for such a sewage system and many installations have been inadequate for the demands placed upon them. The septic tank has its Achilles heel like all sewage disposal systems; it depends upon the good earth to absorb its effluent. When houses were sparsely spaced over the landscape this disposal was not much of a problem but when city conditions begin to prevail the system breaks down and problems multiply. If the good earth does not provide sufficient opportunity for infiltration of the sewage effluent from the many sewelings it eventually rebels and we find water tables are raised to the point where raw and untreated waters begin to low down the open drains and ditches bringing a very potential public health menace to the very door of the home.

There is only one form of relief for such a situation and the solution must come from community action. This community action passes through several stages of development—first of which is that of fact-finding, then planning and organizing and letting the people know.

Getting the facts must come first. The facts on pollution are fairly well known for practically every community area and region. Much of this material has been gathered by the State Sanitary Authority and the Federal government. The state agency is probably the best single source of facts on local pollution conditions. Seeing is believing and often seeing is the foundation of understanding. A competent sanitary engineer can show anyone the problem on the ground.

Planning and organizing are the second steps that must be taken to obtain a solution of the community problem. It takes the ability of trained engineers to plan the details of a sewage handling facility. Financial experts must help in deciding how the bills will be paid. But there is plenty of planning for citizens to do. They must decide whether or not a sewage treatment plant is needed—and when a county court or a city council cannot spend money on a project unless the people tell them to.

THE DOCTOR SAYS

By EDWIN P. JORDAN, M. D.

There are some physical conditions which are not much of a menace to life or health, but which certainly exert a tremendous influence on one's outlook toward living.

Q—I am 43 years old and my face is so terrible I am ashamed to face the public. It is covered with pimples and enlarged pores. Can anything be done? I would rather be dead as I don't have any fun out of life.

A—This certainly sounds like a skin disease which could very well be acne. It should be possible for a skin specialist to make recommendations which would help enormously in improving the complexion. The psychological effect is evidently so serious that it seems that it would be well worth while to make an effort in this direction.

Q—I have what is called Baker's cyst with fluid gathered in the back of the knees. Can you discuss this?

A—This is a swelling behind the knee which is caused by the escape of fluid from the knee joint and is enclosed in a kind of sac or membrane. Removal of fluid through a needle is sometimes helpful. Heat or other measures of physiotherapy are often used. If nothing else helps, surgery is generally considered desirable.

Q—Will you please explain what is meant by a trigger finger?

A—This is a peculiar condition in which a finger is likely to develop quick motions when it is bent or straightened, then suddenly snap in the direction one wants to move it. It is the result of an inflamma-

tion of the tendons going to the finger, and is sometimes associated with pain or soreness.

Q—Would you please say something about Pertussis disease as I have a young relative who has it.

A—This is a rather unusual condition which involves the bone and cartilage at the upper end of the upper leg bone (femur) near the hip. Its cause is not clearly understood, and its treatment is not too satisfactory.

Q—Could exhaust fumes from a plant which processes tetrachloride cleaner fluid endanger residents within 200 feet of the plant? C.F.

A—It would seem unlikely that the fumes would reach as far as two hundred feet in a heavy enough concentration to cause any harm. This question, however, should be considered by the plant management and local authorities.

Bottle Travels Along Sea Coast

BLOCK ISLAND, R. I.—John Phillips found a bottle yesterday which in the past 18 years traveled from the Mississippi River in Tennessee to this island 10 miles off the Rhode Island mainland.

The sealed, airtight bottle contained a note saying Eugene S. Noel of Clayton, Mo., threw it into the Mississippi Jan. 15, 1936.

The note also said Noel would pay the finder \$2, so Phillips put the note in the mail last night.

They'll Do It Every Time



HAL BOYLE

WASHINGTON—Leaves from a capital visitor's diary:

The Republicans took power politically in the nation's capital a year ago, but socially they haven't been able to knock the Democrats off the ramparts.

The Democrats refused to don sackcloth and ashes after their defeat. This has led to some grumbling that under the Eisenhower regime the minority party members say as jaybirds, still rule the social scene. Certainly it is true that few have retired to hermitages.

One disgruntled lady, who obviously regards Democrats as irresponsible grasshoppers and Republicans as earnest ants, wrote to a local newspaper:

"Why aren't they (the Republicans) throwing more and better shindigs with gin, orchids, mink and caviar? They have taken over the serious side of running our government and are not so concerned over entertainment and the social whirl."

"Let the Democrats dominate the scene; that's one of the reasons they were relieved of power."

Another lady, perhaps more neutral in her politics, told me:

"This should be one of the most active seasons socially since before the war. The biggest difference I have noticed under the present administration is that the parties are smaller and more formal."

But nobody in a responsible position foresaw an early doom to that famous institution—the Washington cocktail party.

The recipe for one of these is: Take 50 assorted politicians, military leaders, diplomats and their wives; garnish well with bourbon, scotch, gin and sherry; season with assorted canapes. Let stand on one foot for two hours in a crowded, smoke-filled living room while airing political views and

exchanging inside information on government; host then opens front door, pours the whole group into the night, takes aspirin and goes to bed.

If all has gone well, the host later should receive at least five invitations to attend similar parties. The main thing is not to vary the recipe by introducing ribald old party games such as postoffice or pin-the-tail-on-the-donkey.

The exodus of Democrats and the reduction in the number of federal employees here is solving the Washington housing shortage.

You no longer have to trade a landlord a key to Ft. Knox in order to get a key to an apartment.

One lady told me there were five vacancies in her building. Before he could even move into an apartment he had leased, a newcomer here was given a new lease by his landlord cutting his rent \$13 a month.

The falling federal payroll has many businessmen worried. An organization of 100 small firms has started a campaign to lure new industries here in an attempt to make the Washington area less dependent on Uncle Sam's paychecks.

Hurdles to be cleared are the lack of trained factory labor here and antiquated zoning laws. Naturally, many of the older residents don't want the Washington Monument to be mistaken for a smokestack.

Best-Anecdote-I-Heard-in-Washington: An elderly public servant here retired after 42 years on the same government payroll.

But soon his wife complained she found him underfoot whenever she tried to do a household chore.

"I told my husband he should have rounded out a full 50 years before quitting," she confided to a neighbor. "But you know him—always so impetuous."

JAMES MARLOW

WASHINGTON—For a while it seemed President Eisenhower might be able to steer Hawaii into statehood without too much trouble. Then a member of his own party, Sen. Dworshak of Idaho, rocked the boat.

For more than 15 years congressional committees have battled around the question of letting the territories of Hawaii and Alaska become states. The Senate has been the bottleneck.

The House gave approval for Hawaii three times, in 1947, 1950 and 1953, and for Alaska once, in 1950. The Senate, never for either.

Democrats and Republicans have talked about statehood for both territories for years, but most of the time in such wessel-words in their campaign platforms as favoring statehood "eventually."

In 1948 the Democrats got bold and favored "immediate" statehood for both. But former President Truman couldn't get the Democratic-controlled Congress to carry through. In their 1952 platform the Democrats repeated themselves.

In that year, with Eisenhower heading the ticket, the Republicans came out for "immediate" statehood for Hawaii but, for Alaska, admission, presumably not so speedily, under an enabling act.

Ironically enough in the 1952 elections Alaska, Democratic for years, elected a Republican Legislature while in Hawaii, traditionally Republican, the Democrats made gains.

As soon as he got into the White House, Eisenhower asked his Republican-controlled Congress to let Hawaii into the Union.

The House okayed a statehood bill for Hawaii. But not the Senate. It was supposed to act this year. Two weeks ago Eisenhower again urged Hawaiian statehood, and again passed over Alaska.

If the Senate Interior and Insular Affairs Committee sent up a bill on Hawaii alone, it might get quick action and might even pass the Senate. If then an Alaska bill came up later, or separately, Alaska would probably be pushed aside.

But if the committee sent up one bill combining Hawaii and Alaska, neither might get approval, since some senators want statehood for Alaska and some don't and there'd be a general mixup and maybe stalemate.

This week the committee, on which the Republicans have a majority, took up the question.

Before the voting, this was the outlook: only one Republican, Sen. Malone of Nevada, and all the Democrats—except Sen. Long of Louisiana, who had committed himself to Hawaii—favored a combined Hawaii-Alaska bill; and all the other Republicans would go

By Jimmy Hatlo



Sam Dawson

NEW YORK—Afraid of the big bad wolf of depression? Some folk aren't afraid of the business prospect—on land, on water, or beneath the surface of the earth. They're betting heavily on business staying good.

The outlook's good for surface travel, says the giant General Motors Corp. It announced Tuesday it would spend one billion dollars this year and next in expanding its plant to meet the future demand for motors. That will mean doubling the annual rate of spending it has kept up from 1940 to the present.

The National Assn. of Engine & Boat Manufacturers reports today its members are confident of making and selling 30 per cent more pleasure craft this year than last. They expect the ever-growing multitude of boat enthusiasts, now estimated at 16 million in this country, to find the money to buy them.

And the oil industry is thumping its nose at the present over-supply of oil in the world. It says that this year it will spend just about as much as last—a record 2 1/2 billion dollars—in looking and drilling for new oil reserves. Steadily growing world demand will take up any slack in time, oilmen are confident.

Americans are taking to the water as never before, whether it's in a power cruiser or a putt-putt.

The boat-builders president, John W. Mulford, says his association's survey of builders show that boat sales last year topped 1952 by 32 per cent. Eighteen boat builders—and this is only a segment of the entire industry—report combined dollar sales of \$8,737,730 last year, which they expect to top by 30 per cent this year.

The 14 reporting unit sales totaled 24,602 craft last year, compared to 20,694 the year before, and say they expect to build and sell 29,665 in 1954.

Merrill Lions Plan Meeting

MERRILL—Merrill's "Citizen of the Year" will be announced at a dinner meeting for Lions and their guests Feb. 15.

Nominations for the award were made by members of the Lions Club at Monday evening's meeting at the Mar-Max Cafe. Past winners of the award are Dr. F. E. Troilman, Paul Lewis and Clyde Hammond, and these three make the final choice.

Two donations from Pointe Festival funds were approved: \$250 for the Merrill athletic field and \$200 to help defray expenses of the annual community Christmas party.

Dr. Robert Wu and R. A. Merton were welcomed as new members of the club. Places were set for 26 members and two guests, Maurice Shelton and William Hill.

PLEA

CLEVELAND—Mrs. Mary V. Gallagher, 72, wants Common Pleas Court to separate her from her husband Michael, 84, whom she married in 1899.

She said Gallagher, a retired funeral director, refuses to support or associate with her although they live in the same home.

HISTORY

HOUSTON—The social security office here got a terse bit of family history from an old Bible brought in yesterday to establish an age claim.

The Bible's family record section listed the births of five children, then ended with: "Maw quit paw—June 1923."

Spruce Goose Still Biggest Plane Ever Built; And Costliest

By JAMES BACON

HOLLYWOOD—This is the story of Howard Hughes and his Spruce Goose, the world's biggest airplane, and how it flew. Or almost.

It's also the story of how Hughes, who keeps making news while seeming to shun the spotlight, stepped into its full glare and proved that he can talk when he has to.

His plywood monster, also dubbed the Flying Lumberyard, was begun in 1943 at a time when aluminum was scarce. So far it has cost taxpayers 18 million dollars and, says Hughes, another 23 million of his own money.

In 1943 it was the biggest flying boat ever built—and in 1954 it still is. So far it's just a vast white elephant. It doesn't fly, yet last fall it cost Hughes an estimated five million dollars in repairs when a broken dike poured 30 feet of mud on it.

Hughes' contributions to the history of aviation—speed and round-the-world record flights—rank him with outstanding air pioneers. But if this big ship fails to get in the air again, it could easily make a fickle public remember only Hughes' folly.

But he's confident that she'll fly, and with him at the controls, Airmen who know him won't bet against it.

This boat is an overwhelming thing. An AP reporter who first saw it in 1945 recalls: "At first look, you feel like the fellow who saw a giraffe for the first time—there ain't no such animal. I thought I was looking at the biggest wing I had ever seen. Then I discovered that I was only looking at the aileron, the movable control portion that hinges along the rear edge of the wing. I remember how well the plywood was fitted, as neatly as a mandolin."

Hughes, who designed the ship, used high-frequency radio waves to uniformly bond the glue in joining the plywood.

Here are some statistics: Weight—425,000 pounds. Height at tail—21 1/2 stories. Wingspan—320 feet, just big enough to touch both goal posts on a football field.

Hull—220 feet long, 30 feet high, 25 feet wide.

Engines—eight of 3,000 horsepower each.

Gas load—14,000 gallons, enough to drive your car around the earth more than eight times if there were a highway at the equator.

Pay load—750 soldiers fully equipped or a 60-ton tank.

The plane was built at Hughes' Culver City plant. It cost \$58,000 just to haul the wings and fuselage 25 miles to Los Angeles harbor.

The press was invited to go along on taxiing tests Nov. 3, 1947. Tests over the newswomen disembarked to file their stories.

"The last reporter had barely got off the ship," recalls the AP staffer on the scene, "when Hughes revved her up again and took off across the harbor with about 30 associates aboard. He lifted the plane about 70 feet in the air, skimmed a mile around the harbor and dropped her down again."

Later Hughes explained: "The buoyancy felt so good that I just decided to take her up."

Earlier Hughes had told reporters he wasn't sure the plane would

get into the air.

"No one can ever be certain that an experimental plane will fly," he said.

Six years later, this is what Hughes says about the big flying boat:

"I was not required under the original contract to put 5 cents into this project. I have invested millions because I believe in the future of aviation in this country. I have no hope of recouping any of the money I have spent on it."

Hughes holds that the big ship is nothing more than a flying laboratory for big-ship construction.

"I think its future value, if it is successful, will lie in the technique and engineering information which I hope it will provide," he said. "History shows that year by year larger and larger airplanes are being built. Since this airplane is larger than anything heretofore built, I hope it will provide a very definite and important advance in the art and know-how of large plane design and construction."

In the same experimental vein, Hughes Aircraft has successfully tested a jet helicopter, the world's biggest. This flying windmill can carry bridge sections, trucks and heavy armament to bolster sagging infantry positions in a hurry.

Hughes watched recent tests of this craft from a nearby beach. He declined to pose alone with the ship for photographers.

Pointing to a group of engineers and test pilots, he said: "I don't want to appear difficult but there are the men who designed and flew this ship. I don't deserve any bows."

It was the big flying boat that put Hughes so brilliantly in the limelight. That was when he tangled in 1948 with Sen. Owen Brewster, then chairman of the Senate war investigations committee.

"The investigation uncovered peccadilloes of many big names exposed the corruption of Gen. Bennett Meyers, who was up in jail. It also made a rilly of Johnny (Pick-Up) Meyer, Hughes' publicity man arranger.

The usually reticent turned into a roaring lion at hearings and so methodical that the Maine Republican drew from the investigation.

The committee accused the public relations man of making \$169,661 of Hughes' entertainment of high officials.

Hughes countered that the entertainment followed contracts and never been added.

"So far as I know there is no law against a man spending money to entertain his friends."

Then, proving himself a law expert, he asked Brewster:

"And, incidentally, I think it is so horrible to accept my hospitality, don't you tell about the worth of airplane trips requested and accepted?"

He said that his company had spent 200 million in war without having to pay for excess profits tax. That business has been 14 million dollars loss. I don't think been defrauding the government.

Your 1953 Income Tax

Editor's Note: The following article concerning your income tax to file it and necessary regulations has been loaned to the Internal Revenue Service Office to aid the public. Any concerning your tax should be taken up with the representative of that office in room 203, Federal Building (postoffice) or in room 4264.

HOW TO FILE YOUR 1953 RETURN

Who Must File

Every citizen or resident of the United States—whether an adult or minor—who had \$600 or more gross income in 1953 must file an income tax return on Form 1040 or 1040A.

Most of your tax is withheld from your wages every payday or paid on Declarations of Estimated Tax every quarter. However, the law requires you to file an annual return to determine whether you owe more or you should get a refund.

When to File

Between Jan. 1 and March 15, 1954. Try to avoid the last-minute rush. Those few individuals who keep books on a fiscal year basis must file by the fifteenth day of the third month after the close of their year.

How to Pay

Any balance of tax shown to be due in item 7, page 1, of your return on Form 1040 must be paid in full with your return. You may pay cash, or by check or money order. Checks or money orders should be made payable to "District Director of Internal Revenue."

How to Sign

You have not filed a return unless you sign it. If you are filing a joint return, you must sign it. You must sign your return. Your signature has the effect as swearing to the truth of your return.

Where to Get Forms and Instructions

As far as practical, the Director mails forms and instructions to you. If you need more forms, you can get them from the District Director's office, at most banks and post offices. Many employers also have forms for the convenience of their employees.

The address of your District Director of Internal Revenue is: Federal Building, Room 203, phone number 4264.

After reading the instructions, you should be able to prepare your own return, unless you have complicated problems. If you help, you can get it at your District Director's office. A more publication entitled, "How to Prepare Your Return," may be for 25 cents from the Superintendent of Documents, Government Printing Office, Washington, D.C.

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