

Herald and News

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CAUGHT IN THE ROUNDS

By DEB ADDISON

LAST SATURDAY, May 8, was the birthday of Henri Dunant, and so was observed as International Red Cross Day.

Henri Dunant was a Swiss, born in Geneva in 1828. He happened to be present at the Battle of Solferino in Italy in 1859 and his shock at finding the dying and unattended on the battlefield was the spark that created the Red Cross.

His efforts led to a meeting in Geneva in August 1864, at which the first Geneva Convention to protect the sick and wounded was signed and the Red Cross movement was launched.

The results of this convention were seen around the world in wars which struck Europe and led subsequently to the development of Geneva Conventions and to afford protection to prisoners and civilians.

Henri Dunant, who was a Nobel peace prize winner, is today recognized as one of the great humanitarians of history.

In this time of penetration into the awesome secrets of nuclear fission, with its threat of total annihilation, it is reassuring to be reminded that there are other great forces in the world besides the physical force of the H-bomb.

Henri Dunant created a power stronger than an atomic explosion. He awoke the conscience of the world and gave reality and practical expression to the great principles of mercy and helpfulness taught by the philosophers and religious leaders of all ages.

Today the Red Cross is world wide and includes two international bodies, the International Committee of the Red Cross and the League of Red Cross Societies.

The International Committee, with headquarters in Geneva, is composed of 26 Swiss citizens. It is most active in time of war as

the neutral intermediary for humanitarian activity between the belligerents—caring for the needs and rights of war prisoners, refugees and other victims.

The League, also with headquarters in Geneva, is the federation of all the national Red Cross societies. It is the coordinating agency of these societies, their representative with international bodies, and their liaison for mutual aid and improvement.

In recent years the League has become increasingly important as the clearing house for world wide Red Cross relief action, especially in time of large scale disaster.

Every major country in the world now has a Red Cross organization. Total membership is figured at well over a hundred million persons in the 71 countries where there are recognized national Red Cross, Red Crescent and Red Lion and Sun Societies.

The American Red Cross has an active international program carried on through the Office of International Relations.

In 1953, as a result of a resolution of the League of Red Cross Societies, the belligerents in Korea agreed to the first exchange of sick and wounded prisoners of war.

A major accomplishment of the American Red Cross was the enlistment of the cooperation of other Red Cross societies to bring comfort and welfare supplies to Korea during the "Big Switch."

In the same year, the American Red Cross participated in ten major foreign disasters: floods in Belgium, Great Britain, the Netherlands, India and Japan; earthquakes in Iran, Turkey and the Ionian Islands; and two fires in Pusan, Korea.

The various Red Cross societies make up a voluntary international force based on the principles of mercy and help. It is unique as an international agency.

HAL BOYLE

NEW YORK (U) — During the American Revolution a considerable number of Frenchmen, following Lafayette's example, came over here as volunteer fighters for freedom.

Many of these Gallic idealists, however, were sadly disillusioned by the treatment they received in frontier America. They wrote long letters of complaint back home to their friends in France, the gist of which was roughly as follows:

"What a crude and ungrateful people these Americans are! Here we have crossed an ocean to help them fight for and win their liberty."

"And how do they show their appreciation? These farmer patriots refuse to give us hay for our horses unless we pay in advance. The American storekeepers are all robbers—every one. As soon as they find out we are French, they immediately double the price on everything. They seem to think every Frenchman is a millionaire."

"Believe me, my dear Andre, if you are still planning to come over to help in the struggle for independence, you would do well to abandon such ideas at once and remain where you are in our beloved Paris. These Americans are a race of bandits. Far from deserving their freedom, they should in my opinion all be thrown in jail until they learn a little honesty."

Thousands of Americans who, more than a century and a half later, served in France during the Second World War were equally disillusioned—and on the same point. They felt more like victims than liberating heroes.

"We figured the French would roll out the welcome mats," they wrote back home, "but you have to count your fingers every time you shake hands with these jokers."

"As soon as an American uniform comes into sight, they jack up the prices sky-high. They clober you for a week's pay for a bottle of wine full of bubbles, and if you ask me I think we ought to pay Germany to take the country back."

This same sentiment now also seems to prevail among some American servicemen stationed in Great Britain. A poll of 6,000 U.S. soldiers and airmen there by a British newspaper showed that more than 8 out of 10 believe shopkeepers, landlords and cab drivers are gouging them merely because they are Americans.

Taken at its face value, this poll might be viewed as indicating a serious rift between our servicemen and our British allies.

It is unlikely, however, that the poll really proves any such thing. Soldiers—ever since the Romans—have always been firmly convinced that, wherever stationed,

the civilians take them for suckers and hike the prices on them.

A poll among troops at most bases in this country would show probably a majority of the men are firmly convinced the storekeepers in a mass plot to overcharge them. Certainly they feel that way in wartime, and it must be admitted that often they were right. They were gullied by many a pinch-penny profiteer.

There is undoubtedly justification for the complaints made as a result of British shopkeepers, a number of whom are convinced all Americans are rich and that the U.S. motto is "Fun at any price."

But it is also true, as the paper which made the poll pointed out, that the longer American servicemen stay in Britain the better they like the country. Most of our men who serve in Britain have a good time there and make firm friends.

Looking at the other side of the picture, it must be realized that it is difficult for a people to have foreign troops quartered among them, even though they are allies and speak roughly the same language. Britain, it has always seemed to me, meets this problem with more grace and hospitality than any other nation. One measure of this hospitality is the fact that between 1945 and 1950 American servicemen returned home with 35,469 British brides.

A U.S. soldier has one simple way of dealing with a British shopkeeper he feels has swindled him. He can always marry the guy's daughter and demand his dough back in the form of a dowry.

Telling The Editor

CORRECTION

In regards to my letter to you inviting the teenagers to the dances at Midland Grange, would you please print a correction?

Somewhere the time stated for opening the dance was 1:00 p.m., this should have been 8 p.m. The admission should have read 50 cents instead of 25 cents.

Would you also print a notice that due to the large dance the Pomona Grange is sponsoring at the De-Si-Do clubhouse at the airport this Saturday night, May 15, there will not be a dance at Midland Grange this week. The next dance will be May 22.

I also want to thank you for printing my letter. We feel in our Grange, that the young people are very important and like to have them at any of our entertainments. They will also be welcome at the Pomona dance this Saturday.

Thank you again,
(Mrs.) Minnie Andries

They'll Do It Every Time



By Jimmy Hatlo

Basin Agriculture Growth Explained To New Resident

By AL JACOBSON

The boss walked in the other day, right when I was thinking of going fishing, and says, "Al, I think it would be a good idea for you to say something about agriculture and its prospects."

Now, when it comes to farming you could put what I know about it in your eye and not even feel a thing. I tried to explain this to him but he says all I need to do is go and have a chat with Charley Henderson, the county agent, as he knows practically everything worth knowing about the subject.

So, I hopped into the Ford and headed for the P.O. and Mr. Henderson. He was in, and like just about everybody in Klamath I've met was very friendly and helpful. Should point out I guess that before I talked to him I didn't know there was any farming around Klamath to speak of. Thought about the only thing that grew around here was trees for lumber.

Anyway, I sure found out down at the Federal building that I was dead wrong. Seems, according to Henderson, that agriculture is really a big, big thing in these parts. Was big enough to save the day during the time the rough lumber cut took a tumble. Right now I can practically hear quite a few folks making some sarcastic, unkind remarks about how "big" it is just cause there's been a big drop in farm income on the '53 crop.

Agriculture hereabouts, according to our county agent, is having its bumps right now what with over-production, under-consumption, increased operating costs, plus a few other things that have lowered net returns to farmers.

"Sure things are rough right now," Charley Henderson says, "but gosh they've been rough before and everybody lived through it and later made some real money. They'll do it again, too," he added. Charley went on to explain to me that what made it especially tough this time was everything going wrong practically at the same time.

After my session down at the Federal building I couldn't help but feel that the agriculture picture around Klamath isn't nearly as black as some folks seem to see it. I gathered that farmers are in better shape than ever before in many respects. There are more acres under irrigation, more land properly leveled and drained, more up-to-date paid-for farm equipment, and more mortgage-free farms.

Proof of this expansion and development in the Basin is borne out, I learned, by comparing farm income for the years 1945 and 1953. In 1945, a good year, total crop income was only \$19,046,561. On the other hand, in 1953 when prices suffered a 32 per cent drop off from '52 income totaled \$21,155,145, an increase of \$2,108,584. By the same token, in 1952, farm income went up to \$44,014,984, which gives some idea of what can be done in the Basin without half trying, when you consider how much undeveloped and unirrigated land yet there is hereabouts.

Speaking of this development futurewise: It's interesting to know that in the Klamath Basin there are three-quarters of a million acres of land capable of profitable irrigation and that only about 300,000 acres are now under water.

Another thing I picked up from someone is this: Every 25 years the Basin, in its present undeveloped stage, produces a billion dollars in crop values. But, this partly added, complete development of the Basin's resources through integrated use of its water will produce a billion dollars every five years... and at the same time

it means "more power to Klamath!"

Snooping around I also found out that sometimes farmers can be too independent for their own good. They tell me that some of the blame for the poor potatoes situation is due to the growers not having a marketing organization. I know up in Washington the fruit growers work together pretty well and have their organizations for not only advertising their products but also for marketing them. It works out fine for everyone concerned, too.

From what I gather, if you don't have such a group it makes it just that much harder to control prices in the years when conditions are not good and control is needed. I guess things are shaping up in this respect 'tho' and that there is more inclination to work together.

Another thing that needs working on, they say, is the restoration of import duties on clover to Canada. Can't understate us as she is now. Also important is doing something about the processing of agricultural products such as potatoes and grain. Right now we're shipping everything away and letting other folks do the processing. Processing these things right here in Klamath would mean additional jobs and additional money, too.

But anyway, no matter how you look at it, Klamath has a bright future agriculturally. Yep, it's got a lot to be thankful for... and a lot to work for.

The Doctor Says

By EDWIN P. JORDAN, M.D.

A person who gets badly seasick or airsick first fears he is going to die and later is afraid he won't!

Perhaps this statement is a little too strong, but certainly no one who has had a real experience with being seasick, airsick, or carsick has any pleasant recollections of the occasion.

There are even more important aspects than discomfort. During the war, for example, many badly-needed sailors and airmen were more or less put out of action because of seasickness, airsickness, or carsickness.

Many people in time can adjust to the motion of ship, airplane or car—developing sea legs is the old expression.

But in one study of this subject from Canada, it was reported that during flight training, particularly the early phase at the elementary air observer or bombing and gunnery school stages, in this investigation, 82 men were swung back and forth in different body positions.

The frequency of "airsickness" symptoms depended partly on the position of the body when it was swung and partly on the way in which the eyes could be used to keep a sense of position. It was concluded that the inner ear was most important, but the eyes played a big part in motion sickness.

Many attempts have been made to find a drug which would prevent or at least improve the symptoms of motion sickness. Because of its practical importance, the Air Force and the Navy have done the most work in trying to find methods to lessen the difficulty.

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DOLLAR DAY ADVERTISEMENT

WEDNESDAY, MAY 12th

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Should Have Been 1 for 100

Paisley Boy Drowns

PAISLEY — Baby Tommy Croft, about 1, son of Mr. and Mrs. Robert Croft, drowned late yesterday afternoon in Small Creek.

Mr. Croft is the principal of the Paisley school and a former Klamath Falls resident.

Mrs. Croft was preparing the family dinner and had put Tommy in the yard to play. The gate of the yard evidently came open and young Tommy wandered about 300 yards to where Small Creek runs.

Mrs. Croft missed her son in a few minutes and immediately started to search for him. When she and Croft were unable to locate the baby they notified the townspeople and the town fire siren was blown, arousing the entire community, everyone joined in the search.

The baby was finally found downstream by Herbert Nelson, state highway employee. Artificial respiration was used until the disaster car from Lakeview arrived and the boy taken to Lakeview Hospital where he was declared dead.

The funeral will be held in Paisley Monday, May 17.

Church Crusade To Be Conducted

The "Christ for the Community" crusade, conducted by Evangelist W. S. Kendall at the Free Methodist Church, 1918 Oregon Avenue, will continue each night except Saturdays until May 23 at 7:45 p.m.

The Rev. Kendall is conference superintendent of Free Methodist churches in the state, with headquarters at Newberg. Formerly he was an evangelist at Winona Lake, Indiana.

He is, according to the Rev. Fred Neumann, pastor of the host church, a "preacher of holiness, a gentle but forceful speaker."

The Rev. Kendall has authored many articles for the "Free Methodist," a publication of the Free Methodist churches, and for the National Holiness Association.

The public is invited to hear any or all of the Rev. Kendall's messages during his visit to Klamath Falls.

have been tried and several of them offer promise of real usefulness.

In one Air Force study, for example, the effects of three drugs were studied, all of which lessened the frequency of airsickness. A drug called scopamine, alone or in combination with other substances, seems to be of real value. Drugs of the antihistamine family also appear useful, though some seem better than others.

For the airman or sailor, the medical authorities are keeping up with developments in this field. For the ordinary civilian who is susceptible to and likely to be exposed to motion sickness, a prescription from the physician involving the use of one or more of these promising drugs may prove useful.

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James Marlow

WASHINGTON (U)—The St. Lawrence River, which for much of its length separates the United States and Canada, will now be turned into a seaway for ships to travel between the Great Lakes and the Atlantic Ocean.

Until this year Congress always blocked the idea, although every president since World War I, including President Eisenhower, was for it. The Senate approved it in January and the House yesterday. That does it, except for some minor differences between House and Senate versions expected to be worked out without controversy.

The work which can begin now will take six years and cost the United States about 105 million dollars. It will cost Canada more. But it will be a joint task undertaken by the two countries.

It's expected to pay for itself in 50 years through tolls collected from the ships passing through. What has to be done: deepening the river in some places and building some canals and locks.

The good expected from it: cutting 1,000 miles off the open sea route to Western Europe; giving the United States just that much more transportation in case of war. The Great Lakes shipyards could build ocean-going ships, at least up to the size of destroyers. And the Middle West will have a direct water route to the sea, meaning cheaper freight rates.

The problem can be described this way:

From Duluth, Minn. — through the Great Lakes and their connecting canals and down the St. Lawrence River to the Gulf of St. Lawrence, which opens into the ocean—there is a 2,300-mile waterway.

But because in some places the river is not deep enough — only 14 feet — there is a 114-mile bottleneck in the river above Montreal.

The solution: deepen the river where needed to 27 feet and add the necessary locks and canals. Then the Great Lakes fleet, with capacity 20 times greater than the canals, which now alone can navigate the 14-foot depths, can go from lakes to gulf. Ocean-going ships can get through to the lakes.

The American work, covering perhaps 11 miles altogether, will be in the International Rapids and the Thousand Islands sections. This will all be in that portion of the St. Lawrence which separates Canada from the United States. Canada will do its share of the job in its own part of the river.

The United States will set up a federal corporation—headed by an administrator and a five-man advisory board appointed by the President with Senate approval—to look after United States interests and work out agreements with Canada on the tolls.

In the meantime the state of New York and the province of Ontario plan to build power dams with a capacity of 12,600,000 kilowatt of electricity, to be divided equally between New York and Ontario.

The total cost of that program will be \$600 millions. New York may distribute its share of the power as far east as Maine.

What took the United States so long to get in on the Seaway idea? For one thing, railroads fought it, claiming it would cut into their business since freight would then go by boat in the Midwestern port areas, at least.

Coal miners, whose best customers are the railroads, were against it. So were the big Eastern and Southern ports through which passed some of the freight which now will go through the St. Lawrence to midcontinent.

At the same time the project had supporters: Farm organizations, the CIO, state federations of labor, many midwestern chambers of commerce, rural electric cooperatives.

But Canada gave Congress the real nudge which has now brought this country into working with Canada to make the St. Lawrence a seaway.

Canada decided that the Seaway must be created. If the United States wanted to go along, good. If not, Canada announced it would do the job itself. If it did, it would collect all the tolls.

This left Congress with not much else to do but go along or see this country left out in the cold.



MR. AND MRS. BOB BEACH, owners of Klamath Falls' new jewelry store, Beach's Jewelers, 835 Main Street. The newcomers to Klamath Falls formerly lived at Reedsport. They will specialize in watch repairing and services.

Postman Rescued From Bad Dogs

DETROIT (U)—A showdown came yesterday in mailman Edward Foster's war of nerves with two dogs that have been snapping at his heels and growing threats at him for some time.

A police cruiser got a call: "Mailman trapped by dogs on porch."

Police rescued Foster. Mrs. Dorothy Maxwell, owner of the dogs, apologized and assured Foster, "Those dogs don't bite."

"That's what you say, lady," said Foster. "Those dogs tell me different."

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QUICKIES By Ken Reynolds



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