

# Herald and News

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## BILLBOARD

By BILL JENKINS  
The last issue of the Oregon State Game Commission Bulletin comes out with an easy method of dressing bullheads. Catfish to you.

In the old days you assembled a list of tools that looked like a carpenter's kit and went at it with grim determination.

Now the experts have come up with a method that needs only a pocket knife and a little skill. You split the skin and peel it off.

Anyway, if you feel like trying it, get a copy of the bulletin and have at it. All done up fancy with pictures so you can't go wrong.

Speaking of the game commission reminds us that Phil Schneider, the director, is slated for a trip to Washington D.C. this fall to sit in on the duck council. That's the group that sets up recommendations for the season, bag limit, what have you. He, along with Bill Silva, president of the California fish and game outfit, will represent the Pacific Flyway at the meet.

So, sportsmen, here's your chance to get in your ticks. Let Phil know what you want in the way of a season. And make it early enough that we can do a little shooting while the birds are here, not waiting until they are all gone.

Too many people, especially hunters, have the attitude that "it won't do any good to talk to the boss. They'll do what they want anyhow." Nothing could be further from the truth.

As we have quoted a hundred times in this column — it's the squeaky wheel that gets the grease. Just raise enough of a howl and you find that your public officials are going to listen and listen very carefully.

The big construction news in the city at the moment is of course the truck route bond issue.

But there is other news in the wind, too. Highway 97 to the north will be the scene of a good deal of activity this summer, what with half a dozen jobs slated for that area.

That stretch of wavy road between the Diamond Lake junction and the 53 junction is going to be worked over and surfaced. There will be equipment doing the slope grading work around Barkley Springs and another five miles of paving going in at the Kirk Junction Spring Creek Hill section.

In the not too distant future old 97 north is going to be a speedway straight into Portland. You can already do it in a shade over five hours without pushing too hard. And it looks as though we'll shave a little off that time.

Although what anyone wants with extra time in Portland is beyond me.

Roads are being built in the south, too. Long Bell has moved in on the Hollenbeck Block near L-B Camp 1 and is building roads in preparation for harvesting 15 million feet of pine in that area.

The logs, hauled out of the woods by truck and then shipped by rail, will be cut at Weed.

## ALONG NATURE'S TRAIL by KEN McLEOD

Yesterday I started a narrative on the Modoc War as it was experienced by A. Stearns when he joined a party under Ivan Applegate whose task was to warn the settlers of Upper Lost River, Langell Valley and Clear Lake of the danger of outbreak of Indian warfare.

At Galbraith's in the Lost River Gap near Olene they met Mrs. Boddy and learned that actual hostilities had broken with the massacre of the men of the Boddy family. At the failure of Captain Jackson to arrest Captain Jack in his camp on Lost River, Ivan Applegate set out to warn the settlers along the road to Linkville of the impending danger of Indian warfare.

Ivan knew the temper of Captain Jack's people and anticipated the outcome of Jackson's belligerent effort.

History does not record the point but it would appear that Jackson did not hold the same concern for his act as did Applegate, otherwise Jackson would have warned the settlers along the north shore of Tule Lake. However, in fairness to Jackson, perhaps Jackson did have some concern but could not move until he received orders from headquarters as to what he should do next, his orders were to go to Captain Jack's camp and bring him back dead or alive, no one told him what to do in case he started an Indian war. In any event Jackson failed to get Jack, dead or alive. Captain Jack was very much alive and the Indians were mad as a disturbed nest of hornets.

The Indians had fled their camp when Ivan Applegate set out to bear the news back to Linkville of the failure of the expedition. That Ivan had no doubt as to the consequences of Jackson's failure is reflected in meeting his first settler Donald McLeod who had a cabin five miles up Lost River from Captain Jack's camp. Ivan's first words when he saw McLeod was: "Get the hell out of here Mac the Indians are on the warpath!" While we have not pinned this incident down in actual point of time this was several hours before the massacre of the Boddy men took place. McLeod was out tending his herd of sheep with his oldest son, six year old Kenneth (my father) when Applegate rode up.

At the cabin, grandmother McLeod was surprised to see her husband returning so early in the day with the sheep and flew to the task of loading the household effects into the wagon while Donald harnessed the team and made preparations for flight to the protection of Linkville. Grandmother was then just a young lady five years from her Scottish heather and lived in deathly fear of the Indian neighbors who visited the

homestead practically every day. The Indian leaders with Captain Jack were proud, overbearing and insolent to the white settlers who occupied the land the Indian's considered their own but Donald McLeod kept on friendly terms with the band by not joining the other settlers in their protests to have the Indians removed from the Lost River camp; and, every now and then he would give Captain Jack a sheep. The Indians in turn respected the Scotchman and so it is questionable whether he ever was in danger, however, the McLeod's fled to Linkville with their band of sheep.

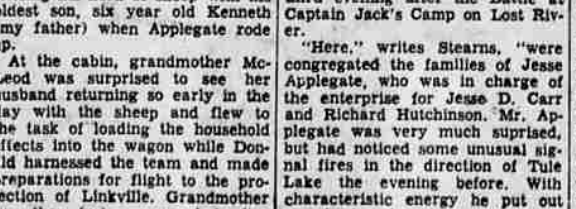
One of the amusing incidents of the flight took place after the household goods had been packed, the sheep started and Donald started the wagon team to follow. Herding of course was the task of the Scottish dogs, the McLeod family was in flight. Suddenly Donald remembered something, he stops the team, sets the brake, hands the reins to his wife, gets down from the wagon and goes back to the cabin to lock the door. And here, she, poor fearful woman watching the back trail expecting a herd of painted savages to come dashing on horseback over the hill.

Somewhere in the neighborhood of present day Henley, the Scottish lady's fears were actually raised for she spied a group of horsemen approaching from the south in a great cloud of dust. McLeod reached for his rifle, peered intently at the approaching group, then, relaxed, for even though distant he could see they were white men because they rode their horses straight in their stirrups. It was a detail from Captain Jackson's force with a wagon bearing the dead from the Lost River fight to Linkville. The dead men in the wagon left a lasting impression on the mind of little six year old Kenneth.

Such incidents as this were being enacted all over the Klamath Basin by the settlers who were reached and warned by Ivan Applegate. But returning to O. C. Stearns who writes that he reached the Clear Lake Ranch about sundown which would be the third evening after the Battle at Captain Jack's Camp on Lost River.

"Here," writes Stearns, "were congregated the families of Jesse Applegate, who was in charge of the enterprise for Jesse D. Carr and Richard Hutchinson. Mr. Applegate was very much surprised, but had noticed some unusual signals in the direction of Tule Lake the evening before. With characteristic energy he put out guards for the night and formulated plans for commencing the building of a stockade the next morning."

They'll Do It Every Time  
By Jimmy Hatlo



## James Marlow

WASHINGTON — In the late 1920s a man who believed no one should enjoy money he didn't earn set in motion a chain of events which are changing American social history.

He was Charles Garland, a white man whose father left him a million dollars. In his belief he had no right to the money. Garland set up a fund to hand it over to causes and organizations he considered good.

One of these was the National Assn. for the Advancement of Colored People. His fund for NAACP was \$100,000 in securities. But the stock market crash of 1929 reduced its value to \$30,000.

In an interview last night Walter White, who joined the NAACP in 1918 and now is executive secretary, said the \$30,000 was enough to change the direction the NAACP was taking and put it on the offensive.

This new direction led to a series of test cases over 25 years in the Supreme Court, which on Monday ruled segregation in public schools is unconstitutional.

But in White's words the NAACP in 1929 was very much on the defensive. It could not afford a full-time lawyer.

It was fighting discrimination against Negroes on a scatter-gun basis. Here and there it took on, without long-range planning, cases to fight in the courts. But it had to depend on the help of volunteer lawyers.

With the Garland money the NAACP for the first time was able to pay for a complete study of the legal status of the Negro in America. This provided a background for planning years ahead. On what White calls a "broad frontal attack on the basic causes of discrimination."

Then in 1930, with the help of Garland's money, the NAACP hired its first full-time lawyer, Charles H. Houston of Washington, an honor graduate of Harvard.

The NAACP leadership wanted segregation anywhere — in schools, buses, trains — wiped out by the Supreme Court. But the Supreme Court itself was a gigantic handicap.

In 1896 it had ruled that segregation itself did not violate the Constitution's 14th Amendment — which says all citizens must be treated equally — and that the only time there could be a violation was when segregated Negroes were not treated equally. This ruling stood through the years.

To the NAACP this separate but equal doctrine was wrong because, in its opinion, whenever there is segregation Negroes get the worst of it and segregation itself means unequal treatment.

NAACP lawyers argued that when Negroes were forced to ride in the rear of interstate buses, or in Jim Crow cars on trains, or were not allowed into white graduate schools, they got unequal treatment.

Bit by bit, the court outlawed Jim Crow on trains and buses and said Negroes must be allowed in white graduate schools, but always on the ground that otherwise the treatment was not equal.

But when the NAACP asked the court to outlaw separate public schools for whites and Negroes, it made the big try: it asked the court to upset the 1896 ruling by saying segregation of itself was unlawful.

The court did that Monday, Thursday March 1, who succeeded Houston as chief counsel of the NAACP in the middle 1930s, headed the NAACP's six-man legal staff, which had its origin in that gift from Garland.

Fighting the public school cases cost the NAACP, which gets its money from paid memberships and contributions, over \$200,000.

## Prospects For Increasing KF Manufacturing Related

By AL JACOBSON  
In one of our recent get-together chats I got in my nickel's worth about how important Klamath is as a distribution center . . . and how important distribution is to Klamath.

Well I've since discovered the very things which have put the town on the map in that respect, also have much to do with its good prospects in relation to manufacturing and processing.

But while manufacturing in the county supplies jobs to better than 5,000 yearly and has an annual payroll of more than \$15,000,000, it is estimated distribution contributes several times that.

Thus far manufacturing and processing has been confined largely to lumbering, wood products, sawmill and farm machinery, and a variety of smaller industries that depend for the most part on local folks for their business.

In recent years there has been some progress in manufacturing, but not too much to brag about . . . especially when you consider the many advantages Klamath has to offer a manufacturer who is interested in the markets of the eleven western states.

I understand the Chamber of Commerce is doing everything within its power to improve the situation but it's a slow process. I understand it takes, on the average, about three years to complete all details subsequent to bringing in a new manufacturer. Another thing, there's a lot of competition these days among cities so it's no cinch.

More recent additions to the Klamath industrial picture include hardware, produced by the Weyerhaeuser Timber Company; plastic pipe, manufactured by the Carlson Products Corporation; potato manufacturing equipment, truck beds and specialty machinery, turned out by the Lewis Manufacturing Company; and miscellaneous wood products producers.

Incidentally, Weyerhaeuser is said to be coming out with a mouldable hardware in from three to five years, that could mean an awful lot to Klamath. This mouldable hardware would be ideal for turning out such things as television cabinets and toilet seats as it can be shaped by casting just like metal.

The thing which makes this product especially important to Klamath is that because of its weight it will not be profitable to ship it long distances. This means that finished products will probably be manufactured right here at home if we get off the stick, as they say, and do something about it.

According to the dope dug up, there are several things we can work for hereabouts in order to expand industrially. Chief among these projects is the job of inducing more manufacturers to locate here . . . while at the same time making greater use of our processing potential.

We've got to "talk up" Klamath — tell everyone we meet about the good things the town has to offer manufacturers. For instance, one big advantage Klamath has is its geographical location — it's the hub for western markets.

Another important thing to let folks know is that they don't have to depend on just one railroad which is often the case in other places. Also, there's plenty of desirable plant sites, a good utility situation, an adequate labor pool, and outstanding recreational advantages that make for happier, better workers. Just about everything hereabouts is ideal for manufacturing.

It's true, I've been told, that we could stand more power although we are no worse off than any

place on the Pacific Coast. It looks right now as tho' we'll be having more than our share of this in the near future . . . if the waters of the Klamath River are not allowed to "run virtually to waste down the Klamath Canyon. The freight rate situation could be better, but it's said that the Chamber's traffic department is "going to town" on this.

There's another thing that's very important for greater expansion industrially. I think Klamath should annex close in suburban areas in order to have a larger population . . . on paper. Actually we have the population now but the town is not getting credit for it. Lots of manufacturers are afraid, if they come to Klamath, that they won't be able to get the facilities they need, including manpower, because population figures show less than 18,000.

Now let's say something about our processing potential. The Klamath Basin produces the best potatoes in the world and then ships 'em all away instead of processing a lot of the spuds right here. There's no reason why they can't be processed and packaged as French fries, hash browns or may be frozen in some form for marketing. Barley, the finest you can raise is right here but doesn't stay, even a little of it. It could be mixed with hops and stuff into some concoction the breweries could use.

Yep, there's a lot of processing we could do in Klamath with our products.

A good example is the Basin's dairy industry. It would only amount to about half what it does if dairymen just milked their cows and sold only the milk. Last year their income was \$873,000, which isn't hay. However, by poking around into the processing end of that industry, I discovered the total income from the whole dairy industry in the Basin amounts to \$2,000,000! That's an even more important contribution to our economy and we should do the same thing with everything produced in order to build a big city . . . a more prosperous city . . . a city with lots of good paying jobs all year around.

## RAIDERS

RANGOON, Burma — Rebel raiders disguised as Buddhist monks boarded a river boat Monday, killed four escort police and robbed 100 passengers, it was learned today.

## QUICKIES By Ken Reynolds



... when you decide it'd be more comfortable in one of those used cars in the Herald and News Want Ads, get down!"

## HAL BOYLE

NEW YORK (AP) — Lately I've been running into a lot of sleepless wives.

Can't figure out the reason, but naturally this sleeplessness must be caused by husbands.

When a man gets insomnia, he generally shoulders the full responsibility for it himself. He figures he drank too much coffee, ate the wrong combination of foods, or else took his business or personal worries to bed with him.

A wife approaches the problem from the opposite direction. "I can't sleep," she moans. "Why? What has my husband been up to now?"

Her only task then is to find something her husband has done wrong. As this isn't very difficult for the average wife, she pins down his latest error, bawls him out roundly, and then is able again to sleep the sleep of the just.

Sometimes a husband discovers his wife's insomnia has been caused not by something he did — but something he didn't do.

"Why didn't you stop me from eating that rich dessert last night?" she tells him. "You know it wouldn't agree with me. But there you sat like a complete dolt, and let me go right on eating it. Sometimes I don't know what I'm going to do with you. I never slept a wink."

Every husband over the years gets thoroughly familiar with that wifely phrase, "I never slept a wink." For some reason known or heard a wife admit, you never hear a wife admit, "Well, I slept a wink last night."

There are several common types of insomnia among wives, and perhaps you have one of the following in your own home:

1. The Empty Stomach Insomniac—This plump lady wakes up every hour on the hour, then raids the refrigerator, wolfing down half a chicken—and sleeps like a baby for another hour. Her real problem is that she hates to waste time sleeping when she could be eating. The best way to solve the situation is to move the refrigerator to her bedside, or else set her up a cot in the kitchen.
2. The Choker—She wraps her arms around her husband's neck, slowly throttling him. The last words he hears just before he blacks out unconscious are her moans, "Why can't I sleep?" If you check this wife's family tree, you will probably find that her great-great-grandmother was a boa constrictor.
3. The False Insomniac—This wife snores like a den of roaring lions from midnight until 8 a. m., then looks accusingly over at her red-eyed sleepless husband and says, "You simply have got to do something about your snoring. It kept me awake all night."
4. The Traveling Insomniac—She wraps herself in a sheet and two blankets and prowls the house restlessly in search of sleep. She does in every bed and chair and winds up on the living room rug. But as soon as her husband goes to work, she lies down on a couch and sleeps like an angel all day.
5. The Intermittent Dreamer—"I just dreamed I was walking barefoot in my nightgown through a meadow full of \$1,000 bills," she says, shaking her husband awake. "What does that mean?"
6. The Suspicious Insomniac—She steels herself to stay awake all night hoping her husband will

lot of money.

"The worst thing a husband can do is to tell his wife, 'Why don't you do a little more work?' The reason you can't sleep is you are overtired from doing nothing so hard all day long."

"That is a sure way to get insomnia himself."

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